Appendix E

LAX NORTHSIDE PLAN UPDATE

Traffic Study

May 2014

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TRANSPORTATION STUDY FOR THE LAX NORTHSIDE PLAN UPDATE

MAY 2014

PREPARED FOR

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AND
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Executive Summary

This study was undertaken to analyze the potential transportation impacts of the Los Angeles Airport (LAX) Northside Plan Update (the "Project") proposed by Los Angeles World Airports (LAWA, the "Applicant"). The following section summarizes the results of this analysis.

PROJECT DESCRIPTION

The Project is located north of LAX, generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and 91st Street, Manchester Avenue, and 88th Street to the north, in the City of Los Angeles. The subject site is comprised of an approximately 340-acre site (the "Project Site") located entirely within the LAX Plan area, the LAX Specific Plan Area, and the Coastal Transportation Corridor Specific Plan (CTCSP) area. LAWA is seeking to update existing approvals obtained for commercial development on the Project Site in 1984 (the "Previous Plan"), and the LAX Northside Design Plan and Development Guidelines (the "Design Guidelines") adopted in 1989, which provided for up to 4,500,000 square feet (sf) of mixed-use commercial development. The Previous Plan and the Design Guidelines were subsequently incorporated into later planning documents, including the LAX Specific Plan, which currently governs development on the site. The adoption of the LAX Specific Plan in 2005 established vehicle trip caps for the Project Site of 3,922 total morning peak hour trips (or 3,152 inbound trips) and 4,421 total afternoon peak hour trips (or 3,040 outbound trips). In order to implement the Project, the LAX Specific Plan and the Design Guidelines will be updated, among other actions.

It is intended that the Project will update regulations for development at the Project Site to create a vibrant and sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and LAWA. Under the updated development plan, the total amount of allowable development would be reduced, allowing up to 2,320,000 sf of new development on the approximately 340-acre Project Site. To allow flexibility for future Project development to respond to future market conditions, transfers and exchanges of uses

and development rights that do not exceed specified developmental, environmental, and design constraints will be allowed within limited areas of the Project Site.

The Project consists of 13 separate areas, designated as Areas 1 through 13, arranged north and south along the length of the existing Westchester Parkway. The Project may be further described as consisting of three primary planning regions: the LAX Northside Campus District (those areas located west of Lincoln Boulevard and north of Westchester Parkway [Areas 1, 2, and 3]), the LAX Northside Center District (those areas located east of Lincoln Boulevard and north of Westchester Parkway [Areas 11, 12 and 13]), and the LAX Airport Support District (those areas located south of Westchester Parkway [Areas 4, 5, 6, 7, 8, 9 and 10]). Area 12 is further divided into sub-Areas 12A East, 12A West and 12B.

The LAX Northside Center District is situated adjacent to existing retail and commercial development and proposed as an extension of the Westchester Business District. Proposed land uses for the LAX Northside Center District reflect a mix of moderate intensity commercial development including retail, shopping, dining, hotel, and office. Areas 11, 12, and 13 are envisioned to be a pedestrian-oriented commercial setting intended to complement and enhance the Westchester Business District.

The LAX Northside Center District also includes the existing Westchester Recreational Center (Area 13) and the Westchester Golf Course (Area 12B). Two community serving uses, City of Los Angeles Fire Station Number 5 and the First Flight Childcare Center, are also currently located in Areas 12A East and 13, respectively. Area 12A West is designated for additional community-serving and civic uses.

The LAX Northside Campus District is envisioned as a low intensity, low-rise creative campus flanked by open space to the north and west. The creative campus located within Areas 2 and 3 is intended to attract research and development (R&D), education, technology, media, and/or other creative and office uses. The northern portion of Area 2 is planned as a 100-foot wide landscaped buffer to provide separation from the existing off-site residential uses on 91st Street, adjacent to Area 2 to the north. New recreational space, which will be developed in conjunction with other commercial uses at the Project Site, is proposed for the westernmost portions of the Project Site and could include playing fields, a dog park, and open space.

The LAX Airport Support District is located south of Westchester Parkway. Given its proximity to the LAX North Airfield and the existing airport radar equipment in Area 9, private commercial development is not proposed for the LAX Airport Support District under the proposed Project. Rather, land uses in Areas 4, 5, 6, 7, 8, 9, and 10 would include uses for airport support, such as maintenance shops, storage, temporary construction materials and staging, and parking. Aircraft engine testing would be prohibited in these Areas.

The Project Site is accessed primarily via Westchester Parkway. Completed in 1993, Westchester Parkway was constructed with the capacity to serve the original 4.5 million sf Northside Plan. Westchester Parkway currently includes bikeways, and the Project anticipates an enhanced pedestrian environment in order to promote connectivity between the Project, the Westchester Business District to the east, and recreational uses to the west along Westchester Parkway.

Adoption of the Project would permit the development of up to 2,320,000 sf, and areas for recreation, open space, and buffer space. Implementation of the Project could also include a street vacation of Cum Laude Avenue and the development of supporting infrastructure such as new parking lots, drainage systems, sewer systems, and other infrastructure needed to support proposed development.

All future development within the Project Site will be governed by the amended LAX Specific Plan and updated Design Guidelines. These Project documents will specify standards for all building heights, massing and setbacks, as well as permitted intensities and land use within each area and total permitted vehicle trips for the Project Site. Project-wide regulations will also be established for lighting, pedestrian circulation, signage and landscaping. The Project would also provide limited flexibility to allow transfers and exchanges of development rights, as discussed further below.

The Project permits land uses that include a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses.

The table below illustrates the proposed land use categories for the entire Project site.

Land Use Category	Permitted Uses
Office, Research, and Development	Office, research and development, media, technology, higher educational, parking (above and below ground)
Mixed Use	Retail, commercial, office, restaurants, services, hotel, transit station, medical, parking (above and below ground), except big box retail stores over 100,000 sf and auto dealerships
Community and Civic	Community-serving uses, non-profits, civic uses, cultural uses, parking (above and below ground)
Open Space and Recreation	Active and passive recreation, golf course, play fields, soccer fields, baseball and softball fields, dog parks, buffer areas, below-grade storm water treatment facilities, parking (above and below ground)
Airport Support	Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, parking (above and below ground)

The list of permitted uses contained in this table is not exhaustive.
Source: LAWA, 2013.

The specific locations and orientation of the buildings and uses are not known at this time and will depend upon future market conditions. The Project will include development envelopes and design constraints that will guide all future development at the Project Site and ensure that all environmental impacts of the Project are fully disclosed and analyzed in the LAX Northside Plan Update EIR and will not be exceeded.

The currently anticipated land uses for each area are described below.

Project Area	Permitted Land Use Category [a]	Net New Square Footage
LAX Northside Campus District		
Area 1	Open Space and Recreation Office, Research and Development [b]	10,000 [c]
Areas 2 and 3	Office, Research and Development Community and Civic Open Space and Recreation	1,065,000
LAX Northside Center District		
Areas 11 and 12A-East	Mixed Commercial Use Community and Civic	470,000
Area 12A-West	Community and Civic	130,000
Area 12B	Open Space and Recreation	n/a
Area 13	Community and Civic	45,000
LAX Airport Support District		
Areas 4 - 10	Airport Support	600,000
	Total	**2,320,000**

The proposed Project provides for limited transfers and exchanges of development rights and land uses, not to exceed specified development, environmental, and design constraints, within the LAX Northside Campus District (Areas 1 - 3), within the LAX Northside Center District (Areas 11 - 13), and within the LAX Airport Support District (Areas 4 - 10).

[a] For a more detailed list of permitted uses per land use category, please see Table 1.
[b] Office, Research, and Development uses would only be developed on Area 1 in the event the proposed Los Angeles Bureau of Sanitation facility is not approved.
[c] Intended for recreational support structures including snack shops, toilets, office space, equipment storage, and maintenance storage.

Source: LAWA, 2013.

The development program identified above is intended to provide for a variety of uses within the Project Site. The Project also includes the ability to respond to future market conditions. Specifically, limited transfers and exchanges of development rights and land uses would be allowed: (1) within the LAX Northside Center District, (2) within the LAX Northside Campus District, and (3) within the LAX Airport Support District.

PROJECT LOCATION AND STUDY AREA

The Project Site is located between the Marina Freeway (CA-90), which runs generally east-west north of the Project Site, the San Diego Freeway (I-405), which runs generally north-south east of the Project Site, and the Century Freeway (I-105), which runs generally east-west south of the Project Site. I-405 connects with CA-90 northeast of the Project Site, and with I-105 southeast of the Project Site. These freeways provide regional access to the Project Site. Primary local access to the Project Site is provided by a network of streets including Pershing Drive, Lincoln Boulevard, La Tijera Avenue, Sepulveda Boulevard, Aviation Boulevard, La Cienega Boulevard, La Brea Avenue/Hawthorne Boulevard, Venice Boulevard, Washington Boulevard/Washington Place, Culver Boulevard, Jefferson Boulevard, Manchester Avenue, Westchester Parkway, Century Boulevard, Imperial Highway, El Segundo Boulevard, and Rosecrans Avenue.

The Project's study area ("Study Area") includes a geographic area of approximately 40 square miles and was established in consultation with LADOT and by reviewing the travel patterns and the potential impacts of traffic generated by the Project. As discussed in Chapter 7, the Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area based on the Project's traffic travel patterns. A total of 108 intersections within the cities of Los Angeles, Culver City, Inglewood, Hawthorne, El Segundo, and Manhattan Beach and the County of Los Angeles have been selected for detailed analysis in the Study Area.

ANALYSIS METHODOLOGY AND SCENARIOS

As stated above, the 108 study intersections are located in the cities of Los Angeles, Culver City, Inglewood, Hawthorne, El Segundo, Manhattan Beach, and the County of Los Angeles. Intersections were analyzed with the relevant local jurisdiction's preferred methodology and significance criteria.

Analysis was conducted for the following scenarios:

- Existing Conditions (Year 2012) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Project Site vicinity. Intersection turning movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in July 2010, and February and April 2012.

- Future without Project Conditions (Year 2022) – This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the vicinity of the Project Site by year 2022. This analysis provides the baseline conditions by which Project impacts are evaluated in the future at full buildout.

- Existing with Project Conditions (Year 2012) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Existing Conditions (year 2012).

- Existing with Project with Mitigation Conditions (Year 2012) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, including the effects of the Project's mitigation program. In this scenario, the Project-generated traffic with mitigation incorporated is added to the Existing Conditions (year 2012).

- Future with Project Conditions (Year 2022) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Future without Project Conditions (year 2022).

- Future with Project with Mitigation Conditions (Year 2022) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, including the effects the Project's mitigation program. In this scenario, the Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions (year 2022).

EXISTING CONDITIONS

The analysis of existing conditions within the Study Area establishes a baseline of current operating conditions, on which the future conditions analysis is based. The existing conditions analysis included reviewing traffic volumes and current intersection operating conditions as well as a study of the existing street network and public transit system.

Turning movement counts were conducted at the 108 study intersections for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in July 2010, and February and April 2012. The 2010 counts were grown to 2012 conditions using the LAX travel demand forecasting model (the "LAX Model"), as described in Chapter 3. Ninety-five of the 108 signalized intersections currently operate at level of service (LOS) D or better during both the morning and afternoon peak hours. Three of the intersections in the morning peak hour and 12 in the afternoon peak hour operate at LOS E or F.

Both bus and rail transit service are available as part of the public transit system in the Study Area. The Los Angeles County Metropolitan Transportation Authority (Metro) Green Line provides light-rail transit service in the Study Area. Bus transit providers serving the Study Area include Metro, Culver City Bus, Santa Monica Big Blue Bus, Torrance Transit, Beach Cities Transit, and the Los Angeles Department of Transportation (LADOT) Commuter Express. Metro provides five bus lines in the form of local, express, shuttle, and rapid bus service in the Study Area. Culver City Bus provides two local and rapid bus lines in the area. Santa Monica Big Blue Bus provides two local and rapid bus lines in the area. Torrance Transit and Beach Cities Transit each provide one local bus line in the area. LADOT Commuter Express provides one express bus line in the area.

An analysis of existing frequency and ridership was conducted on the transit lines within walking distance of the Project Site. It is estimated that the transit lines serving the Project Site have combined residual capacity of at least 1,113 transit patrons during the morning peak hour and 2,492 transit patrons during the afternoon peak hour.

FUTURE WITHOUT PROJECT CONDITIONS

Future traffic forecasts were created using the LAX Model. The LAX Model is based on the City of Los Angeles Transportation Strategic Plan travel demand forecasting model (the "TSP Model"), which is in turn based on the Southern California Association of Governments (SCAG) regional travel demand model (the "SCAG Model"). The TSP Model provides additional detail in terms of the land use database and the roadway network in the Los Angeles City area that are not found in the SCAG Model. The LAX Model adds further detail in the area surrounding the airport to the TSP Model.

All of these models use a database of existing and forecast future regional development to generate and distribute trips based on locally researched trip generation rates and travel patterns. The LAX Model land use database captures all projected regional development between 2010 and 2025, including all projected land use growth and change in the Northside Study Area.

After the trips are generated and distributed based on the land use database, they are then iteratively assigned to a digital representation of the regional roadway network with the goal of minimizing travel time for all users. The iterative process stops when no one trip can further reduce travel time by changing routes. At that point, equilibrium has been reached and the resulting traffic volumes from this process are used to forecast the future baseline traffic conditions in the Study Area.

The LAX Model produced year 2025 peak hour traffic volumes on street segments throughout the Study Area. These volumes were converted into intersection turning movement volumes using the Fratar process. These volumes were reduced to reflect year 2022 conditions based on the relative difference between the year 2025 LAX Model output and the year 2012 existing conditions.

Eighty-six of the 108 signalized intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours under the Future without Project (year 2022) conditions. The remaining 22 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

PROJECT TRIP GENERATION AND TRIP DISTRIBUTION

The Project is located within the CTCSP area and the LAX Specific Plan area. Pursuant to the LAX Specific Plan, this project uses trip generation rates found in *Trip Generation, 8th Edition* (Institute of Transportation Engineers [ITE], 2008) to estimate daily and morning and afternoon peak hour trip generation for all uses.

Pass-by and transit credits were applied to certain land uses based on LADOT traffic impact study policies and procedures. Some of the retail trips will be trips already traveling through the

Study Area and will stop on the way to their final destinations. These "pass-by" trips do not add new traffic to the Study Area. Similarly, ITE trip generation rates are representative of suburban sites with little or no transit service, while the Study Area currently has regular transit service. Therefore, it is expected that some office and R&D employees, as well as some higher education students, will arrive by transit.

It is estimated that the Project would generate a total of 23,635 daily trips on a typical weekday, including approximately 2,009 morning peak hour trips (1,584 inbound, 425 outbound) and 2,543 afternoon peak hour trips (758 inbound, 1,785 outbound).

The geographic distribution of trips generated by the Project is dependent on the locations of residential and employment centers from which the patrons of the Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site. The general distribution pattern for this study was developed in conjunction with LADOT using the LAX Model discussed in Chapter 3. Trips from the LAX Northside Traffic Analysis Zones (TAZs) were tracked as they were assigned through the local and regional roadway network, and this pattern was used to develop the trip distribution for this study.

SIGNIFICANT IMPACT CRITERIA FOR SIGNALIZED INTERSECTIONS

Each jurisdiction has established its own threshold criteria for determining significant traffic impacts caused by a proposed project at study intersections. Thus, as described in more detail below, seven different sets of criteria were used to assess impacts using the intersection capacity methodologies described above for each jurisdiction, depending on the jurisdiction in which an intersection is located:

City of Los Angeles

LADOT's significant impact criteria for signalized intersections are consistent with the criteria identified in the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006).

LADOT has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

Culver City

Culver City has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.050 while operating at LOS C, 0.040 while operating at LOS D, or 0.020 while operating at LOS E or F.

Additionally, at the request of Culver City staff, an analysis of Culver City intersections was conducted using the more rigorous significant impact criteria of the City of Los Angeles. This analysis is presented in Appendix C.

City of Inglewood

The City of Inglewood has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

City of Hawthorne

The City of Hawthorne has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

City of El Segundo

The City of El Segundo has established standard criteria to determine if a project creates a significant impact. A project impact on an intersection is deemed significant if it results in a change in peak hour operating conditions from LOS D or better to LOS E or F, or if it causes or worsens LOS E or F operations and results in an increase of the V/C ratio meeting or exceeding 0.020.

City of Manhattan Beach

The City of Manhattan Beach has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.020 while operating at LOS D or 0.010 while operating at LOS E or F.

County of Los Angeles

The County of Los Angeles has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

EXISTING WITH PROJECT CONDITIONS

The Existing with Project conditions are defined by the traffic volumes, roadways, and intersection configurations that currently exist in the year 2012, including the addition of traffic that would occur with construction of the Project, but before any mitigation measures. 94 of the 108 study intersections would operate at LOS D or better during both the morning and afternoon peak hours under Existing with Project conditions. The remaining 14 intersections would operate at LOS E or F during at least one analyzed peak hour.

Under Existing with Project conditions, the Project would result in one significant impact during the morning peak hour and 12 significant impacts during the afternoon peak hour before implementation of the mitigation measures. Because intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 12 of the 108 study intersections are expected to be impacted during either the morning or afternoon peak hours under Existing with Project conditions. The remaining 96 signalized intersections would not be significantly impacted.

FUTURE WITH PROJECT CONDITIONS

The Future with Project conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2022 following full development of the Project, but before any mitigation measures. 83 of the 108 study intersections would operate at LOS D or better during both the morning and afternoon peak hours under Future with Project conditions. The remaining 25 intersections would operate at LOS E or F during at least one analyzed peak hour.

Under Future with Project conditions, the Project would result in seven significant impacts during the morning peak hour and 17 significant impacts during the afternoon peak hour at signalized intersections before implementation of the mitigation measures. Because intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 19 of the 108 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Future with Project conditions. The remaining 89 signalized intersections would not be significantly impacted.

TRANSPORTATION MITIGATION PROGRAM

The Project would implement a transportation mitigation program consisting of the following four components:

1. Implementation of a transportation demand management (TDM) program for the Project Site to promote peak period trip reduction

2. Transportation Systems Management (TSM) improvements, including signal controller upgrades and installation of vehicle detection loops and closed circuit television (CCTV) cameras at key intersections within the Study Area

3. Transit system improvements, including the provision of new buses to increase public transit service along a key corridor within the Study Area and the dedication of space for a potential future transit station on the Project Site

4. Specific intersection improvements

The TDM program would implement a number of programs for employers and employees including education and awareness programs promoting TDM programs, project design features to promote bicycling and walking, ridesharing services and transportation assurance programs, and incentives for using alternative modes of travel. In total, it is expected that the TDM program would reduce trip generation for the office and R&D uses at the Project Site by 10%.

The TSM improvements would provide for design and installation of signal controller upgrades, CCTV cameras, and detector loops at key locations in the City of Los Angeles. The Project developers will install the upgrades at the specified locations or pay LADOT a fixed amount to fund the design and installation according to LADOT. Additionally, the Project would contribute a fixed amount toward implementation of the City of Inglewood's TSM program along Manchester Boulevard and Florence Avenue. For these improvements, a 1% increase in intersection capacity (reflected as a 0.01 improvement in V/C ratio) was accounted for at the improved locations.

The Project proposes to mitigate impacts along Manchester Boulevard by providing additional transit buses on an existing transit line. Two buses would be provided to increase service capacity and frequency for Metro Route 115, which travels east and west on Manchester Boulevard. Each bus provides a standing capacity of 50 people and will supplement the existing bus service along the Lincoln and Manchester corridors during peak hours. A total credit of up to 66 trips (33 in each direction) was applied to the intersections along Metro Route 115. Additionally, the Applicant would work with Metro and LADOT during Project design to identify a suitable location on the Project Site which will be dedicated for potential future

development of a transit station. No additional transit or trip credit was assumed for this design feature.

Specific physical intersection improvements such as adding turn lanes were identified at seven study intersections:

- Intersection #12 – Lincoln Boulevard & Manchester Avenue. Add a second left-turn lane for the eastbound and westbound approaches. This could be accomplished by restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, two through lanes, and one right-turn lane. This improvement could be completed within the existing right-of-way. This improvement was originally proposed in the LAX Specific Plan Amendment Study (SPAS), and credit for its implementation would be shared with the Project.

- Intersection #28 – Sepulveda Boulevard & Manchester Avenue. Add a westbound right-turn lane and a westbound left-turn lane. The right-turn lane could be implemented by removing parking on the north side of Manchester Avenue to accommodate the lane in the existing right-of-way. The left-turn lane could be striped in alongside the existing left-turn lane without affecting any other lanes. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and one right-turn lane.

- Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard. Add a second westbound left-turn lane. This could be accomplished by removing parking on the north side of La Tijera Boulevard between Sepulveda Boulevard and Sepulveda Eastway. The existing through lane and shared through/right-turn lane could then be shifted to the north to accommodate the second westbound left-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This mitigation could be completed within the existing right-of-way. This improvement was originally proposed for the Tom Bradley International Terminal (TBIT) project, and credit for its implementation would be shared with the Project.

- Intersection #34 – Sepulveda Boulevard & Imperial Highway. Add a second westbound right-turn lane. This would involve restriping the westbound approach to convert an existing through lane to a right-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and two right-turn lanes. This improvement could be completed in the existing right-of-way.

- Intersection #46 – Airport Boulevard & Manchester Avenue. Add a second eastbound and westbound left-turn lane, and a southbound right-turn lane. Adding the eastbound and westbound left-turn lanes would involve restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. In order to maintain at least 26 feet of receiving width for the new double left-turn lanes, the northbound and southbound lanes would need to be shifted and reconfigured as well. Adding the southbound right-turn lane would involve widening the southbound approach and shifting the sidewalk to the west. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, one through lane, and one shared through/right-turn

lane. The southbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. The eastbound and westbound left-turn lanes could be added within the existing right-of-way. The southbound right-turn lane would require widening the roadway by approximately eight feet to accommodate the additional lane.

- Intersection #57 – Aviation Boulevard & Arbor Vitae Street. Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane. This improvement was originally proposed for TBIT, and credit for its implementation would be shared with the Project.

- Intersection #58 – La Cienega Boulevard & Arbor Vitae Street. Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane.

Should LADOT determine that some or all of the improvements described above not be implemented due to the inability to acquire right-of-way, community opposition, or any other reason, the impacts at those locations would remain significant and unavoidable. Additionally, implementation of some of the physical improvements may have secondary impacts such as loss of curb parking, relocation of bus stops, or impacts to pedestrian and bicycle facilities.

Additionally, the intersection improvements proposed for four of these locations were previously proposed as mitigation measures for other developments by the Applicant. The Project and the other developments will share in the cost of implementing these mitigations and share the available V/C credit resulting from each improvement.

MITIGATION PHASING

The mitigation measures would be implemented in three phases tied to the level of development of the Project over the Project buildout period. Phase 1, which would be implemented upon completion of 25% of Project development or generation of 636 afternoon peak hour trips, would include implementation of the TDM program and physical improvements at Intersections #12, #28, #29, and #46. Phase 2, which would be implemented upon completion of 55% of Project development or generation of 1,400 afternoon peak hour trips, would include implementation of the TSM program and implementation of the physical improvements proposed at Intersections #34 and #57. Phase 3, which would be implemented upon completion of 75% of Project

development or generation of 1,907 afternoon peak hour trips, would include provision of the two buses on Metro Route 115 and implementation of the physical improvement proposed at Intersection #58.

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS

94 of the 108 study intersections would operate at LOS D or better during both the morning and afternoon peak hours under Existing with Project with Mitigation conditions. The remaining 14 intersections would operate at LOS E or F during at least one analyzed peak hour.

Under Existing with Project with Mitigation conditions, the Project would result in one significant impact during the morning peak hour and three significant impacts during the afternoon peak hour at signalized intersections. Because the intersection impacted during the morning peak hour was also impacted during the afternoon peak hour, a total of three of the 108 signalized study intersections are expected to be significantly impacted during either the morning or afternoon peak hours under Existing with Project with Mitigation conditions. One of the three impacted intersections (Sepulveda Boulevard & La Tijera Boulevard) would be mitigated below the level of significance if credit for the proposed physical improvement was not shared with TBIT, but the credit would be insufficient to mitigate the combined impacts of both projects. The remaining 105 signalized intersections would not be significantly impacted.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS

84 of the 108 study intersections would operate at LOS D or better during both the morning and afternoon peak hours under Future with Project with Mitigation conditions. The remaining 24 intersections would operate at LOS E or F during at least one analyzed peak hour.

Under Future with Project with Mitigation conditions, the Project would result in one significant impact during the morning peak hour and four significant impacts during the afternoon peak hour at signalized intersections. Because the intersection impacted during the morning peak hour was also impacted during the afternoon peak hour, a total of four of the 108 signalized study intersections are expected to be significantly impacted during either the morning or

afternoon peak hours under Future with Project with Mitigation conditions. One of the four impacted intersections (Sepulveda Boulevard & La Tijera Boulevard) would be mitigated below the level of significance if credit for the proposed physical improvement was not shared with TBIT, but the credit would be insufficient to mitigate the combined impacts of both projects. The remaining 104 signalized intersections would not be significantly impacted.

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

An analysis of the regional transportation facilities in the vicinity of the Project was conducted in accordance with the traffic impact analysis (TIA) procedures outlined in the 2010 Congestion Management Program (Metro, 2010). The CMP requires that a TIA be performed for all arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hour and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. The Project would result in a significant impact if it increased the V/C ratio by 0.020 at a monitoring location operating at LOS F. It also requires a review of the future transit capacity after implementation of the project.

CMP Intersection Analysis

The Project is expected to add 50 or more peak hour trips to the following nine designated arterial monitoring intersections.

- Lincoln Boulevard & Venice Boulevard
- Lincoln Boulevard & SR-90 Ramps
- Lincoln Boulevard & Manchester Avenue
- Sepulveda Boulevard & Manchester Avenue
- Sepulveda Boulevard & Lincoln Boulevard
- Sepulveda Boulevard & El Segundo Boulevard
- Sepulveda Boulevard & Rosecrans Avenue
- La Cienega & Centinela Avenue
- La Brea Avenue & Manchester Avenue

- La Cienega Boulevard & Stocker Street

The following CMP monitoring locations are projected to operate at LOS F during one or both peak hours under the Existing with Project conditions:

- Sepulveda Boulevard & Rosecrans Avenue (afternoon peak hour)
- La Cienega Boulevard & Stocker Street (morning and afternoon peak hours)

However, the Project incremental change to the V/C ratio at those locations is less than 0.020. Therefore, no significant traffic impacts occur under Existing with Project conditions when measured against Existing conditions and no mitigation is required.

The following CMP monitoring locations are projected to operate at LOS F during one or both peak hours under the Future with Project conditions:

- Sepulveda Boulevard & El Segundo Boulevard (afternoon peak hour)
- Sepulveda Boulevard & Rosecrans Avenue (afternoon peak hour)
- La Cienega Boulevard & Centinela Avenue (morning and afternoon peak hours)
- La Cienega Boulevard & Stocker Street (morning and afternoon peak hours)

However, the Project incremental change to the V/C ratio at those locations is less than 0.020. Therefore, no significant traffic impacts occur under Future with Project conditions when measured against Future without Project conditions and no mitigation is required.

CMP Freeway Analysis

The Project is expected to add 150 or more peak hour trips in either direction to the following freeway mainline monitoring locations:

- I-105 East of Sepulveda Boulevard
- I-405 North of Venice Boulevard

The freeway segments at I-105 east of Sepulveda Boulevard and I-405 north of Venice Boulevard are not projected to operate at LOS F in either direction during either peak hour under Existing with Project Conditions or Future with Project Conditions. Therefore, both segments operate at better conditions than the minimum LOS at which an impact could be identified (LOS F). No additional analysis of these segments is necessary and no significant impacts would occur.

CMP Transit Analysis

An analysis of the existing and future transit system was conducted based on the residual capacity in the existing transit system in the Project vicinity and projected transit usage growth over the years until Project buildout. The transit system is currently (year 2012) estimated to have a residual capacity of approximately 2,415 transit patrons during the morning peak hour and 2,492 transit patrons during the afternoon peak hour. The transit system is projected in year 2022 to have residual capacity of 2,107 transit patrons during the morning peak hour and 2,175 transit patrons in the afternoon peak hour.

The Project is estimated to add a total of 2,482 daily transit trips, including 211 morning peak hour trips and 267 afternoon peak hour trips, at full buildout. This is less than the existing and projected future residual transit capacity and, therefore, the Project is not expected to result in a significant impact on the regional transit system.

PARKING

The City of Los Angeles Municipal Code (LAMC) provides specific parking requirements for many of the land uses that could be developed as part of the Project. As specific components of the Project are proposed for development, their designs, including the amount of parking to be provided, will be reviewed by City staff and subject to the applicable parking requirements at the time of development.

The estimated number of required parking spaces is based on the LAMC requirements for land uses covered by the LAMC. Parking requirement estimates for land uses not covered by the

LAMC are based on *Parking Generation, 4th Edition* (ITE, 2010). The LAMC does not contain parking requirements for some of the recreational components of the conceptual land use program, including the playing fields and the dog park. Based on the LAMC requirements and *Parking Generation, 4th Edition* rates, the conceptual land use program would require up to 4,185 parking spaces.

To present a conservative analysis, parking estimates for the playing fields and the dog park were included in the total parking requirement. However, because the conceptual site plan shows that the playing fields and dog park will be placed adjacent to the office/R&D parking lots, it is likely that the playing fields and the dog park will be able to utilize the office/R&D parking supply. The parking demand of the office/R&D uses peaks during the weekday daytime, while the parking demand of the playing fields peaks during the evenings and on weekends when those sites are most used. Therefore, the same parking spaces allotted to the offices/R&D uses during the daytime could be used by visitors to the recreational uses during the evenings and on weekends. In other words, these parking spaces could be shared between the office/R&D uses and the playing fields and the dog park. Additional parking for the playing fields and the dog park would be required only to the extent that these uses generate parking demand during the daytime on a typical weekday. This shared parking situation would also reduce the area of land to be paved for parking. As described above, parking estimates for the playing fields and the dog park were included in the total parking requirement, but when the sites are developed, a shared parking program between the recreational areas and the office/R&D land uses will be developed and submitted to the City.

The amount of parking to be provided will meet or exceed LAMC requirements. Therefore, the Project will not have any impacts related to parking supply. The Project will also comply with the City's bicycle parking ordinance and have sufficient parking supply for bicycles.

SITE ACCESS AND CIRCULATION

At present, the Project site plan is still in the conceptual phase and details about specific buildings and access schemes have not yet been finalized. However, below is a summary of the likely access points for each Project area.

- Area 1 would be accessed via driveways from Falmouth Avenue.
- Area 2-West would be accessed via one or more driveways from Westchester Parkway.
- Area 2-East would be accessed via driveways from Westchester Parkway and/or Loyola Boulevard.
- Area 3 would be accessed via driveways from Westchester Parkway and/or Loyola Boulevard.
- Area 4 would be accessed via driveways from Westchester Parkway at its intersection with Falmouth Avenue and/or from within the airfield (with airfield access taken from World Way West).
- Areas 5 through 10 would be accessed via driveways from Westchester Parkway and/or from within the airfield (with airfield access taken from World Way West).
- Area 11 would be accessed via driveways on Westchester Parkway and/or La Tijera Boulevard and/or Sepulveda Westway.
- Area 12A-West would be accessed via one or more driveways on Westchester Parkway.
- Area 12A-East would be accessed via driveways on Westchester Parkway and/or La Tijera Boulevard.
- Area 12B would continue to be accessed via driveways on Manchester Avenue.
- Area 13 would continue to be accessed via driveways on Lincoln Boulevard.

A driveway capacity analysis indicates that both proposed signalized driveways to the Project Site would operate at LOS A during both the morning and afternoon peak hours. An operational and safety access impact analysis indicates that none of the Project access points would be significantly impacted according to the *L.A. CEQA Thresholds Guide.*

The Project is also designed with a paseo to facilitate pedestrian activity and improve safety for pedestrians, bicyclists, and motorists.

NEIGHBORHOOD INTRUSION IMPACTS

LADOT policy and the *L.A. CEQA Thresholds Guide* outline a procedure for assessing the potential for neighborhood intrusion impacts (i.e., residential neighborhood cut-through traffic) if the following three conditions are met:

1. There must be 1,200 or more daily trips added by a project to an arterial corridor.
2. There must be congestion on the arterial corridor (determined by intersections operating at LOS E or F)
3. There must be parallel local residential streets providing a cut-through route.

Even when the above criteria are met, it is impossible to definitively predict where and to what extent neighborhood cut-through traffic will occur as the result of a project. Therefore, the above criteria are used to identify neighborhoods that could potentially be impacted and as mitigation the Applicant is required to set aside funds that can be used after Project completion, at the request of an identified community, to assess whether cut-through traffic has occurred and, with community input and approval, to develop specific corrective measures.

Following the above criteria, no neighborhoods were identified which satisfied all three criteria. Therefore, the Project would not have significant impacts to neighborhood streets.

CONSTRUCTION IMPACT ANALYSIS

Four types of temporary construction impacts were evaluated according to the *L.A. CEQA Thresholds Guide* – traffic impacts, loss of access, loss of bus stops or rerouting of bus lines, and on-street parking. Project construction is anticipated to occur in phases between years 2015 and 2022.

Haul truck trips and worker trips were estimated throughout the Project development period. At peak activity, there would be a maximum of 238 daily haul truck trips and 527 construction workers. After converting the truck trips into passenger-car equivalent (PCE) trips and accounting for the average vehicle occupancy (AVO) of workers in vehicles, construction activity would result in a maximum of 145 morning peak hour trips and 271 afternoon peak hour trips. This is a conservative estimate because the maximum number of daily truck trips and the maximum daily worker level would not occur during the same phases of construction. Depending on what route is chosen for haul trucks, construction traffic could result in one temporary traffic impact at the intersection of Sepulveda Boulevard & Lincoln Boulevard.

Construction on Project Areas 12 B and 13 could cause temporary sidewalk closures and lane closures on Manchester Avenue and Lincoln Boulevard, affecting pedestrians and transit operations. Construction on Project Area 1 could cause temporary loss of on-street parking on Falmouth Avenue.

Construction impacts would be minimized through the development of detailed construction traffic management plans to include street closure information, detour plans, haul routes, and staging plans as necessary and satisfactory to the City.

Chapter 1
Introduction

The transportation analysis described in this study has been prepared for the Los Angeles International Airport (LAX) Northside Plan Update (the "Project") proposed by Los Angeles World Airports (LAWA, the "Applicant"). The report identifies the base assumptions, describes the methodologies, and summarizes the findings of the study, which was conducted as part of the Environmental Impact Report (EIR) for the Project. The methodology and base assumptions used in this analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project is located north of LAX, generally bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and 91st Street, Manchester Avenue, and 88th Street to the north , in the City of Los Angeles. It would be developed on an approximately 340-acre site (the "Project Site") located entirely within the LAX Plan area, the LAX Specific Plan Area, and the Coastal Transportation Corridor Specific Plan (CTCSP) area. LAWA is seeking to update existing approvals obtained for commercial development on the Project Site in 1984 (the "Previous Plan"), and the LAX Northside Design Plan and Development Guidelines (the "Design Guidelines") adopted in 1989, which provided for up to 4,500,000 square feet (sf) of mixed-use commercial development. The Previous Plan and the Design Guidelines were subsequently incorporated into later planning documents, including the LAX Specific Plan, which currently governs development on the site. The adoption of the LAX Specific Plan in 2005 established vehicle trip caps for the Project Site of 3,922 total morning peak hour trips (or 3,152 inbound trips) and 4,421 total afternoon peak hour trips (or 3,040 outbound trips). In order to implement the Project, the LAX Specific Plan and the Design Guidelines will be updated, among other actions.

It is intended that the Project will update regulations for development at the Project Site to create a vibrant and sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities and LAWA. Under the updated development plan, the total amount of allowable development would be reduced, allowing up to 2,320,000 sf of new development on the approximately 340-acre Project Site. To allow flexibility for future Project development to respond to future market conditions, transfers and exchanges of uses and development rights that do not exceed specified developmental, environmental, and design constraints will be allowed within limited areas of the Project Site.

The Project Site consists of 13 separate areas, designated as Areas 1 through 13, arranged north and south along the length of the existing Westchester Parkway. The Project may be further described as consisting of three primary planning regions: the LAX Northside Campus District (those areas located west of Lincoln Boulevard and north of Westchester Parkway [Areas 1, 2, and 3]), the LAX Northside Center District (those areas located east of Lincoln Boulevard and north of Westchester Parkway [Areas 11, 12 and 13]), and the LAX Airport Support District (those areas located south of Westchester Parkway [Areas 4, 5, 6, 7, 8, 9 and 10]). Area 12 is further divided into sub-Areas 12A East, 12A West, and 12B. Figure 1 illustrates the Project Site and the Areas.

The LAX Northside Center District is situated adjacent to existing retail and commercial development and are proposed as an extension of the Westchester Business District. Proposed land uses for the LAX Northside Center District reflects a mix of moderate intensity commercial development including retail, shopping, dining, hotel, and office. The LAX Northside Center District is envisioned to be a pedestrian-oriented commercial setting intended to complement and enhance the Westchester Business District.

The LAX Northside Center District also includes the existing Westchester Recreational Center (Area 13) and the Westchester Golf Course (Area 12B). Two community serving uses, City of Los Angeles Fire Station Number 5 and the First Flight Childcare Center, are also currently located in Areas 12A East and 13, respectively. Area 12A West is designated for additional community-serving and civic uses.

The LAX Northside Campus District is envisioned as a low intensity, low-rise creative campus flanked by open space to the north and west. The creative campus located within Areas 2 and 3 is intended to attract research and development (R&D), education, technology, media, and/or other creative and office uses. The northern portion of Area 2 is planned as a 100-foot wide landscaped buffer to provide separation from the existing off-site residential uses on 91st Street, adjacent to Area 2 to the north. New recreational space, which will be developed in conjunction with other commercial uses at the Project Site, is proposed for the westernmost portions of the Project Site and could include playing fields, a dog park, and open space.

The LAX Airport Support District is located south of Westchester Parkway. Given their proximity to the LAX North Airfield and the existing airport radar equipment in Area 9, private commercial development is not proposed for these areas under the proposed Project. Rather, land uses in Areas 4, 5, 6, 7, 8, 9, and 10 would include uses for airport support, such as maintenance shops, storage, temporary construction materials and staging, and parking. Aircraft engine testing would be prohibited in these Areas.

The Project Site is accessed primarily via Westchester Parkway. Completed in 1993, Westchester Parkway was constructed with the capacity to serve the original 4.5 million sf Northside Plan. Westchester Parkway currently includes bikeways, and the Project anticipates an enhanced pedestrian environment in order to promote connectivity between the Project, the Westchester Business District to the east, and recreational uses to the west along Westchester Parkway.

Adoption of the Project would permit the development of up to 2,320,000 sf, and areas for recreation, open space, and buffer space. Implementation of the Project could also include a street vacation of Cum Laude Avenue and the development of supporting infrastructure such as new parking lots, drainage systems, sewer systems, and other infrastructure needed to support proposed development.

All future development within the Project Site will be governed by the amended LAX Specific Plan and updated Design Guidelines. These Project documents will specify standards for all building heights, massing and setbacks, as well as permitted intensities and land use within each area and total permitted vehicle trips for the Project Site. Project-wide regulations will also be established for lighting, pedestrian circulation, signage and landscaping. The Project would

also provide limited flexibility to allow transfers and exchanges of development rights, as discussed further below.

The Project permits land uses that include a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses. Table 1 summarizes the proposed land use categories for the entire Project Site.

Figure 2 illustrates the Proposed Land Use Plan that depicts the locations where various land uses could occur in the Project Site. The specific locations and orientation of the buildings and uses are not known at this time and will depend upon future market conditions. The Project will include development envelopes and design constraints that will guide all future development at the Project Site and ensure that all environmental impacts of the Project are fully disclosed and analyzed in the LAX Northside Plan Update EIR and will not be exceeded.

The currently anticipated land uses for each area are described in Table 2. This development program is intended to provide for a variety of uses within the Project Site. The Project also includes the ability to respond to future market conditions. Specifically, limited transfers and exchanges of development rights and land uses would be allowed: (1) within the LAX Northside Center District, (2) within the LAX Northside Campus District, and (3) within the LAX Airport Support District.

PROJECT LOCATION AND STUDY AREA

The Project Site is located between the Marina Freeway (CA-90), which runs generally east-west north of the Project Site, the San Diego Freeway (I-405), which runs generally north-south east of the Project Site, and the Century Freeway (I-105), which runs generally east-west south of the Project Site. I-405 connects with CA-90 northeast of the Project Site, and with I-105 southeast of the Project Site. These freeways provide regional access to the Project Site. Primary local access to the Project Site is provided by a network of streets including Pershing Drive, Lincoln Boulevard, La Tijera Avenue, Sepulveda Boulevard, Aviation Boulevard, La Cienega Boulevard, La Brea Avenue/Hawthorne Boulevard, Venice Boulevard, Washington Boulevard/Washington Place, Culver Boulevard, Jefferson Boulevard, Manchester Avenue,

Westchester Parkway, Century Boulevard, Imperial Highway, El Segundo Boulevard, and Rosecrans Avenue.

The Project's study area (Study Area) includes a geographic area of approximately 40 square miles and was established in consultation with LADOT and by reviewing the travel patterns and the potential impacts of traffic generated by the Project. As discussed in Chapter 7, the Study Area was designed to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or outside the boundary of the Study Area based on the Project's traffic travel patterns. A total of 108 intersections within the cities of Los Angeles, Culver City, Inglewood, Hawthorne, El Segundo, and Manhattan Beach and the County of Los Angeles have been selected for detailed analysis in the Study Area. Figure 3 illustrates the location of the Project Site in relation to the surrounding street system and the 108 analyzed intersections. Table 3 lists the 108 study intersections and their jurisdictions.

STUDY SCOPE

The scope of work for this study was developed in conjunction with LADOT. The base assumptions and technical methodologies were discussed as part of the study approach and agreed to in a memorandum of understanding (MOU) dated June 21, 2012. A copy of the MOU is provided in Appendix A.

As described in more detail below, the study analyzed the potential Project-generated traffic impacts on the street system surrounding the Project Site as compared to existing conditions and future conditions. Intersection traffic impacts for the Project were evaluated for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods. The analysis of future year traffic forecasts was conducted for full buildout of the Project and is based on projected conditions in 2022 both with and without the addition of the Project's traffic.

Accordingly, the following traffic scenarios have been developed and analyzed as part of this study:

- Existing Conditions (Year 2012) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Project Site vicinity. Intersection turning movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:00 p.m. to 6:00 p.m.) peak periods were collected in July 2010, and February and April 2012. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was collected in April and September 2011, and April 2012. LADOT guidelines allow for use of traffic counts up to a maximum of two years old at the time of the issuance of the Notice of Preparation (NOP) (April 4, 2012). The traffic count worksheets are available in Appendix B.

- Existing with Project Conditions (Year 2012) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Existing Conditions (year 2012).

- Existing with Project with Mitigation Conditions (Year 2012) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, including the effects of the Project's mitigation program. In this scenario, the Project-generated traffic with mitigation incorporated is added to the Existing Conditions (year 2012).

- Future without Project Conditions (Year 2022) – This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the vicinity of the Project Site by year 2022. This analysis provides the baseline conditions by which Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2022) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Future without Project Conditions (year 2022).

- Future with Project with Mitigation Conditions (Year 2022) – This scenario projects the potential intersection operating conditions that could be expected if the Project were built, including the effects of the Project's mitigation program. In this scenario, the Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions (year 2022).

INTERSECTION CAPACITY ANALYSES

Intersection capacity has been analyzed using the methods prescribed by the jurisdiction in which each intersection is located. As stated above, the 108 study intersections are located in the cities of Los Angeles, Culver City, Inglewood, Hawthorne, El Segundo, and Manhattan Beach, and the County of Los Angeles.

Cities of Los Angeles and Inglewood

Intersections falling within the City of Los Angeles and the City of Inglewood were analyzed using the "Critical Movement Analysis (CMA) – Planning" (Transportation Research Board, 1980) methodology as required by LADOT for consistency with the 2010 Congestion Management Program for Los Angeles County (Metro, 2010). The CMA methodology was implemented using LADOT's CalcaDB Lite spreadsheet application to analyze intersection operating conditions.

Cities of Culver City, El Segundo, Hawthorne, Manhattan Beach, and the County of Los Angeles

Intersections falling within these jurisdictions were analyzed using the "Intersection Capacity Utilization" (ICU) methodology as required by their respective traffic study guidelines. The ICU methodology was implemented using Gibson Transportation Consulting, Inc. proprietary spreadsheet-based software.

Both the CMA and ICU methodologies determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service (LOS) for the turning movements and intersection characteristics at signalized intersections based on the definitions described in Table 4.

SIGNIFICANT IMPACT CRITERIA

Each jurisdiction has established its own threshold criteria for determining significant traffic impacts caused by a proposed project at study intersections. Thus, as described in more detail below, seven different sets of criteria were used to assess impacts using the intersection capacity methodologies described above for each jurisdiction, depending on the jurisdiction in which an intersection is located:

City of Los Angeles

LADOT's significant impact criteria for signalized intersections are consistent with the criteria identified in the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006).

LADOT has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

Culver City

Culver City has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.050 while operating at LOS C, 0.040 while operating at LOS D, or 0.020 while operating at LOS E or F.

Additionally, at the request of Culver City staff, an analysis of Culver City intersections was conducted using the more rigorous significant impact criteria of the City of Los Angeles. This analysis is presented in Appendix C.

City of Inglewood

The City of Inglewood has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

City of Hawthorne

The City of Hawthorne has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

City of El Segundo

The City of El Segundo has established standard criteria to determine if a project creates a significant impact. A project impact on an intersection is deemed significant if it results in a change in peak hour operating conditions from LOS D or better to LOS E or F, or if it causes or worsens LOS E or F operations and results in an increase of the V/C ratio meeting or exceeding 0.020.

City of Manhattan Beach

The City of Manhattan Beach has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.020 while operating at LOS D or 0.010 while operating at LOS E or F.

County of Los Angeles

The County of Los Angeles has established a standard incremental significance threshold to determine if a project creates a significant traffic impact. A project impact on an intersection is deemed significant if the resulting increase of the V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

An analysis was also conducted according to Los Angeles County ("County") Congestion Management Program (CMP) guidelines. The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. Additionally, it requires a review of potential impacts to the regional transit system. The CMP analysis is contained in Chapter 9.

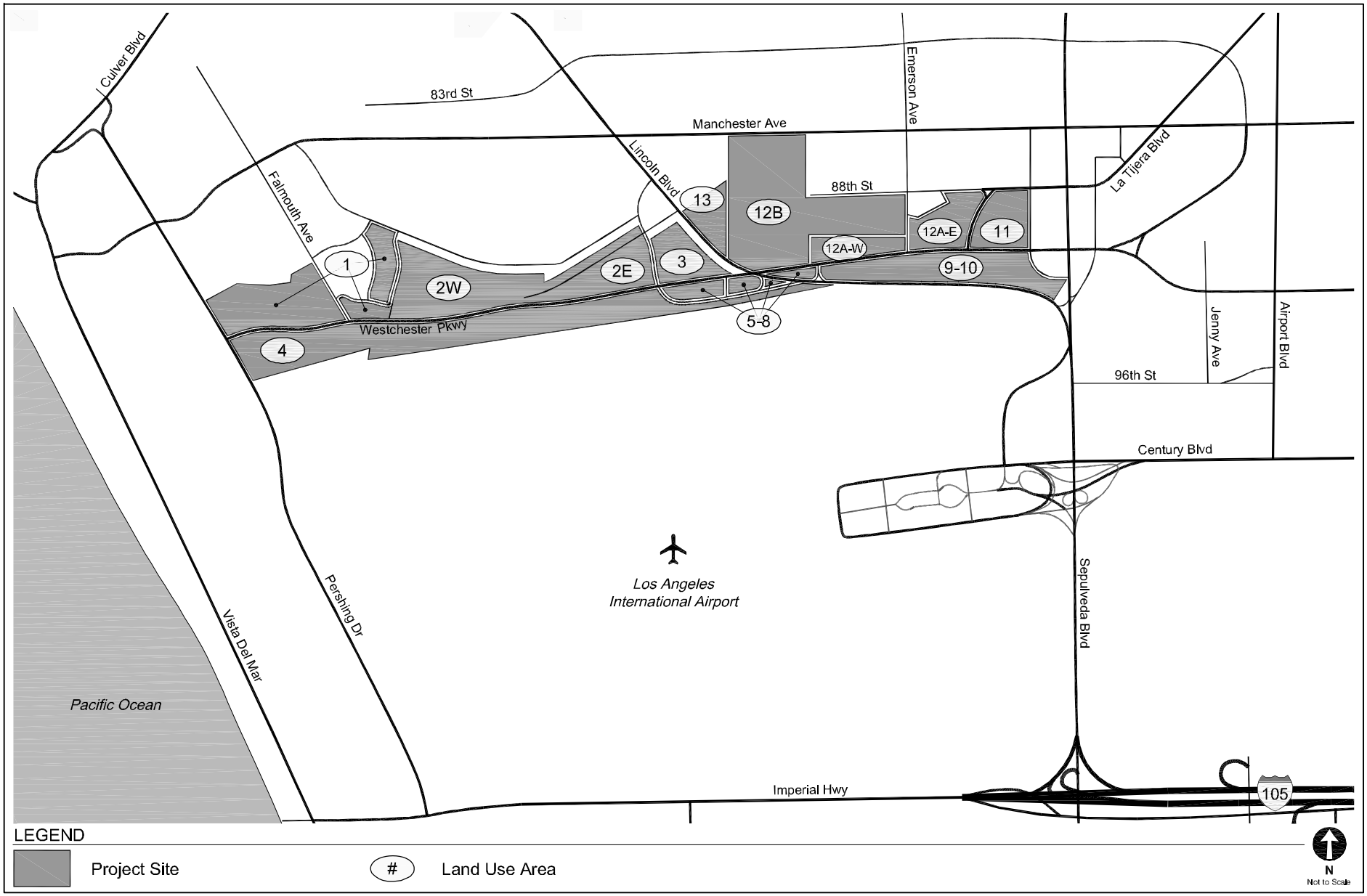
ADDITIONAL REVIEW AND ANALYSIS

In addition to the various intersection analysis scenarios and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the Project. These include an analysis of the Project's parking requirements and proposed supply (Chapter 10), access and circulation plan (Chapter 11), potential neighborhood traffic impacts associated with the Project (Chapter 12), and potential traffic impacts associated with Project construction (Chapter 13). Additionally, the appendices to this report contain the following technical analyses:

- Supplemental analysis of Culver City intersections using City of Los Angeles impact criteria (Appendix C)
- Additional LOS analysis of select intersections with supplemental traffic counts (Appendix D)
- Analysis of potential Project impacts to Caltrans facilities (Appendix E)
- Analysis of alternatives to the proposed Project (Appendix F)
- Analysis of the Project assuming changes in access resulting from potential movement of the north runway at LAX (Appendix G)

ORGANIZATION OF REPORT

This report is divided into 13 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts and analyzes future base operating conditions without Project traffic. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution through the Study Area. Chapter 5 presents the intersection operating conditions associated with construction of the Project on top of Existing Conditions (year 2012) and Chapter 6 presents the intersection operating conditions associated with construction of the Project on top of Future without Project Conditions (year 2022). Chapter 7 assesses the significant traffic impacts associated with the Project on top of existing and future conditions before any mitigation. Chapter 8 presents a traffic improvement and mitigation program and an analysis of significant traffic impacts associated with the Project on top of existing and future conditions after implementation of the mitigation program. Chapter 9 analyzes traffic impacts under the requirements of the CMP. Chapter 10 presents an analysis of the Project's proposed parking and Chapter 11 reviews the Project site plan and general circulation plan. Chapter 12 presents an assessment of potential neighborhood traffic impacts associated with the Project. Chapter 13 details the construction impact analysis. Details of the technical analyses, as well as the additional analyses discussed above, are included in the appendices.



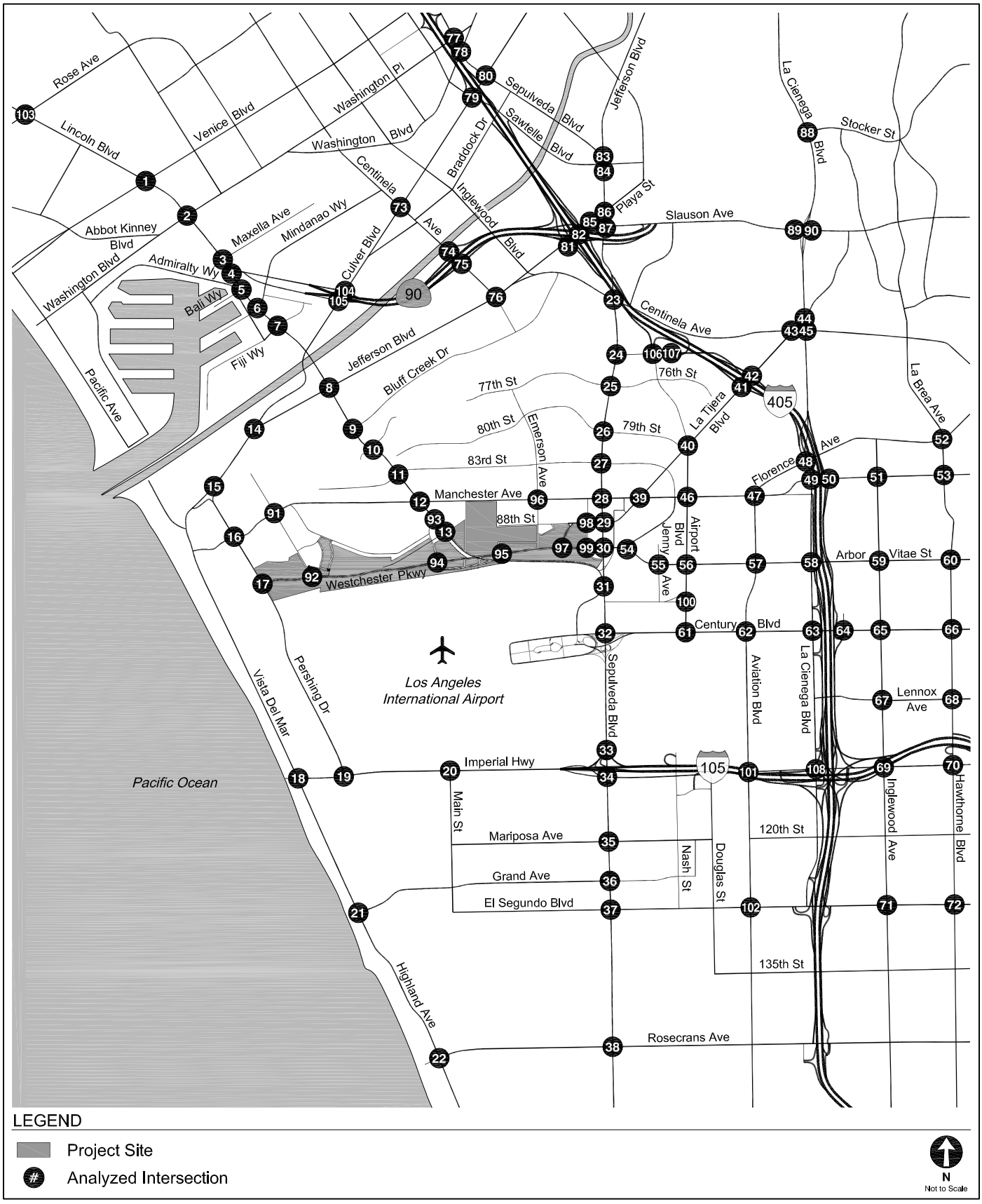
PROJECT SITE AREAS

FIGURE 1

Source: Los Angeles World Airports, 2012

PROPOSED LAND USE PLAN

FIGURE 2



STUDY AREA

FIGURE 3

TABLE 1
PROJECT LAND USE CATEGORIES

Land Use Category	Permitted Uses
Office, Research, and Development	Office, research and development, media, technology, higher educational, parking (above and below ground)
Mixed Use	Retail, commercial, office, restaurants, services, hotel, transit station, medical, parking (above and below ground), except big box retail stores over 100,000 sf and auto dealerships
Community and Civic	Community-serving uses, non-profits, civic uses, cultural uses, parking (above and below ground)
Open Space and Recreation	Active and passive recreation, golf course, play fields, soccer fields, baseball and softball fields, dog parks, buffer areas, below-grade storm water treatment facilities, parking (above and below ground)
Airport Support	Maintenance and repair shops, indoor storage and warehouses, administrative offices, radars, surveillance facilities, utilities, construction lay down, airport recycling yards, parking (above and below ground)

The list of permitted uses contained in this table is not exhaustive.
Source: LAWA, 2013.

TABLE 2
PROPOSED PROJECT SUMMARY

Project Area	Permitted Land Use Category [a]	Net New Square Footage
LAX Northside Campus District		
Area 1	Open Space and Recreation Office, Research and Development [b]	10,000 [c]
Areas 2 and 3	Office, Research and Development Community and Civic Open Space and Recreation	1,065,000
LAX Northside Center District		
Areas 11 and 12A-East	Mixed Commercial Use Community and Civic	470,000
Area 12A-West	Community and Civic	130,000
Area 12B	Open Space and Recreation	n/a
Area 13	Community and Civic	45,000
LAX Airport Support District		
Areas 4 - 10	Airport Support	600,000
	Total	**2,320,000**

The proposed Project provides for limited transfers and exchanges of development rights and land uses, not to exceed specified development, environmental, and design constraints, within the Western Areas (Areas 1 - 3), within the Eastern Areas (Areas 11 - 13), and within the Southern Areas (Areas 4 - 10).

[a] For a more detailed list of permitted uses per land use category, please see Table 1.

[b] Office, Research, and Development uses would only be developed on Area 1 in the event the proposed Los Angeles Bureau of Sanitation facility is not approved.

[c] Intended for recreational support structures including snack shops, toilets, office space, equipment storage, and maintenance storage.

Source: LAWA, 2013.

TABLE 3
ANALYZED INTERSECTIONS AND JURISDICTIONS

No.		Intersection	Jurisdiction
1.	[a]	Lincoln Boulevard & Venice Boulevard	City of Los Angeles
2.	[a]	Lincoln Boulevard & Washington Boulevard	City of Los Angeles
3.	[a]	Lincoln Boulevard & Maxella Avenue	City of Los Angeles
4.	[a]	Lincoln Boulevard & SR-90 Ramps	City of Los Angeles
5.	[a]	Lincoln Boulevard & Bali Way	City of Los Angeles
6.	[a]	Lincoln Boulevard & Mindanao Way	City of Los Angeles
7.	[a]	Lincoln Boulevard & Fiji Way	City of Los Angeles
8.	[a]	Lincoln Boulevard & Jefferson Boulevard	City of Los Angeles
9.	[a]	Lincoln Boulevard & Bluff Creek Drive	City of Los Angeles
10.	[a]	Lincoln Boulevard & LMU Drive	City of Los Angeles
11.	[a]	Lincoln Boulevard & 83rd Street	City of Los Angeles
12.	[a]	Lincoln Boulevard & Manchester Avenue	City of Los Angeles
13.	[a]	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles
14.	[a]	Culver Boulevard & Jefferson Boulevard	City of Los Angeles
15.	[a]	Nicholson Street & Culver Boulevard	City of Los Angeles
16.	[a]	Pershing Drive & Manchester Avenue	City of Los Angeles
17.	[a]	Pershing Drive & Westchester Parkway	City of Los Angeles
18.	[a]	Vista Del Mar & Imperial Highway	City of Los Angeles
19.	[a]	Pershing Drive & Imperial Highway	City of Los Angeles
20.	[a]	Main Street & Imperial Highway	City of Los Angeles
21.	[a]	Vista Del Mar & Grand Avenue	City of Los Angeles
22.		Highland Avenue/Vista Del Mar & Rosecrans Avenue	City of Manhattan Beach
23.		Sepulveda Boulevard & Centinela Avenue	City of Culver City
24.	[a]	Sepulveda Boulevard & Howard Hughes Parkway	City of Los Angeles
25.	[a]	Sepulveda Boulevard & 76th Street	City of Los Angeles
26.	[a]	Sepulveda Boulevard & 79th Street	City of Los Angeles
27.	[a]	Sepulveda Boulevard & 83rd Street	City of Los Angeles
28.	[a]	Sepulveda Boulevard & Manchester Avenue	City of Los Angeles
29.	[a]	Sepulveda Boulevard & La Tijera Blvd	City of Los Angeles
30.	[a]	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles
31.	[a]	Sepulveda Boulevard & Lincoln Boulevard	City of Los Angeles
32.	[a]	Sepulveda Boulevard & Century Boulevard	City of Los Angeles
33.	[a]	Sepulveda Boulevard & I-105 WB Ramps n/o Imperial Highway	City of Los Angeles
34.	[a]	Sepulveda Boulevard & Imperial Highway	City of Los Angeles
35.		Sepulveda Bouelvard & Mariposa Avenue	City of El Segundo
36.		Sepulveda Boulevard & Grand Avenue	City of El Segundo
37.		Sepulveda Boulevard & El Segundo Boulevard	City of El Segundo
38.		Sepulveda Boulevard & Rosecrans Avenue	City of El Segundo
39.	[a]	La Tijera Boulevard & Manchester Avenue	City of Los Angeles
40.	[a]	La Tijera Boulevard & Airport Boulevard	City of Los Angeles

Note:

[a] Intersection is operating under LADOT's Adaptive Traffic Control System (ATCS). A V/C credit of 0.10 is applied to these intersections under all existing and future analysis scenarios.

TABLE 3 (continued)
ANALYZED INTERSECTIONS AND JURISDICTIONS

No.		Intersection	Jurisdiction
41.	[a]	SB I-405 Ramps & La Tijera Boulevard	City of Los Angeles
42.	[a]	NB I-405 Ramps & La Tijera Boulevard	City of Los Angeles
43.	[a]	La Tijera Boulevard & Centinela Boulevard	City of Los Angeles
44.	[a]	La Cienega Boulevard & La Tijera Boulevard	City of Los Angeles
45.	[a]	La Cienega Boulevard & Centinela Avenue	City of Los Angeles
46.	[a]	Airport Boulevard & Manchester Avenue	City of Los Angeles
47.		Aviation Boulevard / Florence Avenue & Manchester Avenue	City of Inglewood
48.		La Cienega Boulevard & Florence Avenue	City of Inglewood
49.		La Cienega Boulevard & Manchester Boulevard	City of Inglewood
50.		Ash Avenue & Manchester Avenue	City of Inglewood
51.		Inglewood Avenue & Manchester Boulevard	City of Inglewood
52.		La Brea Avenue & Florence Avenue	City of Inglewood
53.		La Brea Avenue & Manchester Boulevard	City of Inglewood
54.	[a]	Sepulveda Eastway & Westchester Parkway	City of Los Angeles
55.	[a]	Jenny Avenue & Westchester Parkway	City of Los Angeles
56.	[a]	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	City of Los Angeles
57.	[a]	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles
58.	[a]	La Cienega Boulevard & Arbor Vitae Street	City of Los Angeles
59.		Inglewood Avenue & Arbor Vitae Street	City of Inglewood
60.		La Brea Avenue & Arbor Vitae Street	City of Inglewood
61.	[a]	Airport Boulevard & Century Boulevard	City of Los Angeles
62.	[a]	Aviation Boulevard & Century Boulevard	City of Los Angeles
63.	[a]	La Cienega Boulevard & Century Boulevard	City of Los Angeles
64.		NB I-405 Ramps & Century Boulevard	City of Inglewood
65.		Inglewood Avenue & Century Boulevard	City of Inglewood
66.		La Brea Avenue / Hawthorne Boulevard & Century Boulevard	City of Inglewood
67.		Inglewood Avenue & Lennox Boulevard	Los Angeles County
68.		Hawthorne Boulevard & Lennox Boulevard	Los Angeles County
69.		Inglewood Avenue & Imperial Highway	City of Hawthorne
70.		Hawthorne Boulevard & Imperial Highway	City of Hawthorne
71.		Inglewood Avenue & El Segundo Boulevard	City of Hawthorne
72.		Hawthorne Boulevard & El Segundo Boulevard	City of Hawthorne
73.	[a]	Centinela Avenue & Culver Boulevard	City of Los Angeles
74.	[a]	Centinela Avenue & Sanford Street / SR-90 WB On/Off Ramps	City of Los Angeles
75.	[a]	Centinela Avenue & SR-90 EB On/Off Ramps	City of Los Angeles
76.	[a]	Centinela Avenue & Jefferson Boulevard	City of Los Angeles
77.		Sepulveda Boulevard & Washington Place	City of Culver City
78.		Sepulveda Boulevard & Washington Boulevard	City of Culver City
79.		Sawtelle Boulevard & Culver Boulevard	City of Culver City
80.		Sepulveda Boulevard & Culver Boulevard	City of Culver City

Note:

[a] Intersection is operating under LADOT's Adaptive Traffic Control System (ATCS). A V/C credit of 0.10 is applied to these intersections under all existing and future analysis scenarios.

TABLE 3 (continued)
ANALYZED INTERSECTIONS AND JURISDICTIONS

No.		Intersection	Jurisdiction
81.	[a]	I-405 SB Ramps & Jefferson Boulevard	City of Los Angeles
82.	[a]	I-405 NB Ramps & Jefferson Boulevard	City of Los Angeles
83.		Sepulveda Boulevard & Jefferson Boulevard	City of Culver City
84.		Sepulveda Boulevard & Sawtelle Boulevard	City of Culver City
85.		Slauson Avenue & Jefferson Boulevard	City of Culver City
86.		Sepulveda Boulevard & Jefferson Boulevard & Playa Street	City of Culver City
87.		Sepulveda Boulevard & Slauson Avenue	City of Culver City
88.		La Cienega Boulevard & Stocker Street	Los Angeles County
89.		La Cienega Boulevard SB Ramps & Slauson Avenue	Los Angeles County
90.		La Cienega Boulevard NB Ramps & Slauson Avenue	Los Angeles County
91.	[a]	Falmouth Avenue & Manchester Avenue	City of Los Angeles
92.	[a]	Falmouth Avenue & Westchester Parkway	City of Los Angeles
93.	[a]	Lincoln Boulevard & Loyola Boulevard	City of Los Angeles
94.	[a]	Loyola Boulevard & Westchester Parkway	City of Los Angeles
95.	[a]	Mcconnell Avenue & Westchester Parkway	City of Los Angeles
96.	[a]	Emerson Avenue & Manchester Avenue	City of Los Angeles
97.	[a]	La Tijera Boulevard & Westchester Parkway	City of Los Angeles
98.	[a]	Sepulveda Westway & La Tijera Boulevard	City of Los Angeles
99.	[a]	Sepulveda Westway & Westchester Parkway	City of Los Angeles
100.	[a]	Airport Boulevard & 96th Street	City of Los Angeles
101.	[a]	Aviation Boulevard & Imperial Highway	City of Los Angeles
102.		Aviation Boulevard & El Segundo Boulevard	City of El Segundo
103.	[a]	Lincoln Boulevard & Rose Avenue	City of Los Angeles
104.	[a]	Culver Boulevard & SR-90 WB Ramps	City of Los Angeles
105.	[a]	Culver Boulevard & SR-90 EB Ramps	City of Los Angeles
106.	[a]	I-405 SB Ramps & Howard Hughes Parkway	City of Los Angeles
107.	[a]	Center Drive & I-405 NB Ramps / Howard Hughes Parkway	City of Los Angeles
108.	[a]	La Cienega Boulevard & Imperial Highway	City of Los Angeles

Note:

[a] Intersection is operating under LADOT's Adaptive Traffic Control System (ATCS). A V/C credit of 0.10 is applied to these intersections under all existing and future analysis scenarios.

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume-to-Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

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

Chapter 2
Existing Conditions

This chapter presents existing traffic conditions and the Project's environmental setting. A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Study Area. The existing conditions analysis relevant to this study includes an assessment of the existing freeway and street systems and an analysis of traffic volumes, current operating conditions, and existing public transit service.

STUDY AREA

The approximately 40 square mile Study Area is generally bounded by Venice Boulevard, Washington Boulevard, Jefferson Boulevard, and the Baldwin Hills to the north, La Cienega Boulevard, La Brea Avenue, and Hawthorne to the east, Rosecrans Avenue to the south, and the Pacific Ocean to the west. The roadway system serving the Study Area is generally a north-south and east-west grid system, though in parts of the Study Area the grid bends in a northwest-southeast-direction to follow the coastline and some roadways take meandering paths through the nearby hills.

This Study Area was established in consultation with LADOT and by reviewing the travel patterns and potential impacts of Project traffic. The Study Area was designed to ensure that all potentially significantly impacted intersections, prior to mitigation, were analyzed, and the boundary of the Study Area was extended as necessary to confirm that there were no significant impacts at or outside the boundary of the Study Area by reviewing the Project traffic's travel patterns.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including

freeways, principal and secondary arterials, and collector and local streets. The secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four travel lanes and allow parking on either side of the street. Typically, the speed limits on the arterials, collectors, and local streets range between 25 and 50 miles per hour (mph). The speed limit on the freeways is between 55 and 65 mph.

Freeway System

Primary regional access to the Project Site is provided by CA-90, which runs generally east-west north of the Project site, I-405, which runs generally north-south east of the Project site, and I-105, which runs generally east-west south of the Project Site. I-405 connects with CA-90 northeast of the Project site and with I-105 southeast of the Project site. Additional freeways outside of the Study Area include the Santa Monica Freeway (I-10) to the north and the Harbor Freeway (I-110) to the east.

Arterial Streets

The major arterials providing regional and sub-regional access to the Project Site include Pershing Drive, Lincoln Boulevard, La Tijera Avenue, Sepulveda Boulevard, Aviation Boulevard, La Cienega Boulevard, La Brea Avenue/Hawthorne Boulevard, Venice Boulevard, Washington Boulevard/Washington Place, Culver Boulevard, Jefferson Boulevard, Manchester Avenue, Westchester Parkway, Century Boulevard, Imperial Highway, El Segundo Boulevard, and Rosecrans Avenue.

Brief descriptions of the primary streets serving the project area are provided in Appendix H.

STUDY INTERSECTIONS

Study intersections were selected based on Project traffic patterns and in consultation with LADOT. The Study Area was designed to ensure that all potentially significantly impacted

intersections, prior to any mitigation, were analyzed, and the boundary of the Study Area was extended as necessary to confirm that there were no significant impacts at or outside the boundary of the Study Area. As shown later in Chapter 7, at least one intersection beyond any significantly impacted intersection was analyzed to validate that there were no outlying impacted intersections. As a result, a total of 108 signalized intersections are analyzed as part of this study. The 108 study intersections are shown in Table 3.

Of the 108 study intersections, 72 are in the City of Los Angeles, 11 are in the City of Inglewood, 10 are in Culver City, five each are located in unincorporated Los Angeles County and the City of El Segundo, four are in the City of Hawthorne, and one is in the City of Manhattan Beach. Fourteen of the study intersection locations also share jurisdiction with Caltrans (those at freeway ramps). Figure 3 illustrates the analyzed locations, and Table 3 lists them by jurisdiction. The existing lane configurations at the analyzed locations are provided in Appendix I.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

Intersection turning movement counts for the morning and afternoon peak periods for typical weekdays were collected in July 2010 for intersections numbered 1-90, 100-103, and 108 in Table 3. LADOT guidelines allow for use of traffic counts up to a maximum of two years old at the time of the issuance of the NOP (April 4, 2012). To reflect ambient growth in traffic from year 2010 to 2012, in consultation with LADOT, the existing traffic counts have been increased by approximately 1.7%.[1] Intersection turning movement counts for the morning and afternoon peak periods for typical weekdays were collected in February 2012 and May 2012 for intersections numbered 91-99 and 104-107, respectively, in Table 3.

The resulting traffic volumes for the study intersections, illustrated in Figure 4, represent the existing conditions for the purposes of this analysis. Intersection fieldwork (signal phasing and lane configurations) was collected at all of the analyzed intersections in October 2011 and

[1] This short term-growth was based on the same traffic forecasts from the LAX Model that were used to forecast the Future without Project conditions. Detailed discussion of the LAX Model and related traffic forecasts may be found in Chapter 3.

February 2012. The existing lane configurations at the intersections and the traffic counts are provided in Appendices I and B, respectively.

Level of Service Methodology

LOS categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas, although many urbanized areas operate at LOS E or F.

There are a variety of standard methodologies to analyze LOS for signalized intersections. According to LADOT policy (Traffic Study Policies and Procedures [LADOT, August, 2011]), this study is required to utilize the CMA method of intersection capacity calculation to analyze signalized intersections located in the City of Los Angeles. The City of Inglewood also requires the CMA methodology. The traffic study policies for the cities of Culver City, El Segundo, Hawthorne, Manhattan Beach, and the County of Los Angeles require the use of the ICU analysis method of intersection capacity calculation to analyze signalized intersections.

Both the CMA and ICU methodologies determine the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at signalized intersections based on the definitions described in Table 4.

Computer Traffic Signal Control

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to facilitate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions

quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been tested and implemented along major travel corridors in the City of Los Angeles. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

At LADOT's direction, all 72 signalized intersections located in the City of Los Angeles were assumed to operate under ATSAC and ATCS control under existing conditions. In accordance with standard LADOT procedures, a total capacity increase of 10% (0.100 V/C adjustment) was applied to each signalized intersection to reflect the benefits of ATSAC and ATCS control at these intersections.

Similar to the City of Los Angeles, Culver City has an automated traffic control system. All 10 signalized intersections located within Culver City operate with this program and received a V/C credit of 7% (0.070 V/C adjustment).

Existing Intersection Operations

Existing operations at the study intersections during the weekday morning and afternoon peak hours are shown in Table 5. Detailed LOS worksheets are provided in Appendix J.

As shown in Table 5, 95 of the 108 analyzed intersections currently operate at LOS D or better during both the morning and afternoon peak hours. Three of the intersections in the morning peak hour and 12 in the afternoon peak hour operate at LOS E or F, representing conditions at or above capacity.

At the request of LADOT, additional traffic counts were conducted in April and May, 2013 at 18 study intersections where the existing LOS results were better than qualitative observations or other traffic study results would indicate. Appendix D contains an analysis of existing conditions and Project conditions using these traffic counts.

PUBLIC TRANSIT SYSTEM

Both bus and rail transit service are available as part of the public transit system in the Study Area. The Metro Green Line provides light-rail transit service in the Study Area. Bus transit providers serving the Study Area include Metro, LADOT Commuter Express, Santa Monica Big Blue Bus, Culver City Bus, and Torrance Transit. Metro provides five bus lines in the form of local, express, shuttle, and rapid bus service in the Study Area. Culver City Bus provides two local and rapid bus lines in the area. Santa Monica Big Blue Bus provides two local and rapid bus lines in the area. LADOT Commuter Express provides one express bus line in the area. Torrance Transit and Beach Cities Transit each provide one local bus line in the area.

Table 6 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. A description of each transit line serving the Study Area is provided In Appendix K.

Existing Transit Ridership

Existing transit ridership data was obtained from Metro, LADOT Commuter Express, Santa Monica Big Blue bus, and Torrance Transit for lines serving the Project Site. Culver City Bus and Beach Cities Transit did not have usable ridership data available. The available ridership data was analyzed to determine the typical peak hour load on each route. For local bus lines, in which riders tend to board and alight all along the route, average passenger load was based on the average peak load of five consecutive runs, including the run with the highest peak load, the two runs before it, and the two runs following it. For commuter lines and the Metro Green Line, which provide limited-stop peak period service between one locality and another, average ridership was based on the average load of all runs.

Table 7 summarizes the average load for each line as well as the capacity of each run. It also shows the average residual transit capacity for each run and total residual capacity during the peak periods. As indicated in Table 7, all lines for which data was available have residual capacity during the morning and afternoon peak periods. In total, the transit system has residual capacity of at least 1,113 riders during the morning peak period and 2,492 riders during the afternoon peak period. Additional residual capacity is likely available on the bus lines from Torrance Transit and Beach Cities Transit, but since data was not available for these services they were assumed not to have additional capacity.

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

1. Lincoln Boulevard & Venice Boulevard

44(54)	1,317(1,565)	193(285)
65(87)	770(852)	128(212)
134(177)	1,377(1,295)	121(118)
242(200)	600(856)	279(294)

2. Lincoln Boulevard & Washington Boulevard

150(136)	1,386(1,466)	257(261)
95(129)	627(730)	399(419)
430(443)	1,523(1,191)	113(192)
224(361)	736(685)	187(532)

3. Lincoln Boulevard & Maxella Avenue

30(114)	1,560(2,139)	109(112)
78(67)	78(77)	185(97)
65(145)	1,799(1,891)	197(351)
130(166)	27(99)	159(287)

4. Lincoln Boulevard & SR-90 Ramps

1,171(1,795)	777(849)	
1,449(1,664)	258(237)	
764(730)	159(240)	

5. Lincoln Boulevard & Bali Way/Private Driveway

209(393)	1,158(1,730)	23(39)
286(429)	3(*)	59(35)
101(139)	1,361(1,462)	22(9)
8(37)	1(5)	9(5)

6. Lincoln Boulevard & Mindanao Way

30(92)	1,093(1,471)	137(203)
503(485)	43(109)	
129(98)	1,418(1,483)	325(284)
77(67)	420(633)	232(388)

7. Lincoln Boulevard & Fiji Way

76(162)	1,237(1,773)	57(59)
79(119)	19(22)	555(882)
583(739)	1,810(1,796)	42(38)
45(24)	15(19)	21(36)

8. Lincoln Boulevard & Jefferson Boulevard

197(438)	1,193(1,598)	389(464)
175(84)	351(167)	40(74)
16(28)	1,789(1,634)	415(290)
424(476)	100(214)	345(473)

9. Lincoln Boulevard & Bluff Creek Drive

1,455(2,285)	14(38)	
2,304(1,987)	97(184)	
*(34)	134(108)	

10. Lincoln Boulevard & LMU Drive

10(19)	1,335(2,146)	208(106)
25(19)	*(1)	15(13)
8(16)	2,290(1,957)	193(96)
35(208)	2(1)	32(138)

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 4 A

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

11. Lincoln Boulevard & 83rd Street

67(194)	1,287(1,914)	97(277)
307(116)	35(71)	36(30)
10(37)	1,866(1,759)	14(40)
246(164)	26(47)	41(51)

12. Lincoln Boulevard & Manchester Avenue

45(140)	1,137(1,401)	160(268)
244(132)	346(289)	122(74)
77(136)	1,441(1,483)	91(155)
247(248)	350(374)	154(169)

13. Lincoln Boulevard & La Tijera Blvd/Private Dwy

58(62)	1,270(1,534)	19(39)
40(79)	5(8)	47(65)
31(15)	1,623(1,574)	12(17)
2(5)	3(2)	10(10)

14. Jefferson Boulevard & Culver Boulevard

2,025(794)	
537(214)	
287(773)	2(8)
	337(1,206)
	20(55)

15. Nicholsan Street/Private Driveway & Culver Blvd

*(2)	*(*)	*(*)
5(1)	1,260(557)	6(28)
21(42)	*(*)	1,144(453)
*(1)	351(1,035)	270(864)

16. Pershing Drive & Manchester Avenue

9(23)	186(35)	80(20)
32(265)	10(597)	19(15)
23(31)	786(357)	120(125)
338(176)	30(40)	135(98)

17. Pershing Drive & Westchester Parkway

425(436)	57(67)	
568(514)	230(205)	
	40(105)	
	190(166)	

18. Vista del Mar & Imperial Highway

7(7)	262(788)	72(149)
5(7)	10(37)	1(6)
4(5)	1,025(397)	527(250)
	88(150)	
	13(37)	
	184(368)	

19. Pershing Drive & Imperial Highway

77(185)	1(1)	592(685)
177(130)	416(358)	2(4)
2(2)	2(1)	1(6)
	749(564)	
	206(375)	
	2(*)	

20. Main St/Private Driveway & Imperial Highway

*(4)	*(*)	*(1)
837(751)	129(339)	
276(364)	*(*)	575(322)
	1(*)	
	754(554)	
	330(544)	

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 4 B

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

21. Vista Del Mar & Grand Avenue

2(5) 345(1,023) 79(106)		118(96) 8(6) 74(159)
*(2) *(9) 2(4)	2(2) 1,244(603) 146(159)	

22. Highland Avenue & Rosecrans Avenue

12(34) 241(671) 215(345)		565(332) 48(110) 65(154)
112(40) 80(56) 12(12)	2(10) 741(396) 80(92)	

23. Sepulveda Boulevard & Centinela Avenue

51(49) 693(1,361) 45(169)		216(168) 670(389) 305(350)
57(107) 206(603) 346(737)	656(496) 1,365(1,286) 232(254)	

24. Sepulveda Boulevard & Howard Hughes Parkway

693(2,048) 156(533)		239(164) 472(665)
	1,794(1,432) 743(370)	

25. Sepulveda Boulevard & 76th Street/77th Street

147(345) 1,083(2,132) 59(166)		155(67) 30(48) 41(40)
498(205) 36(44) 66(49)	32(59) 1,884(1,640) 11(29)	

26. Sepulveda Boulevard & 79th Street/80th Street

80(160) 1,122(1,969) 21(45)		66(30) 52(45) 33(25)
119(85) 21(64) 64(120)	44(100) 1,687(1,577) 14(36)	

27. Sepulveda Boulevard & 83rd Street

24(47) 1,157(1,954) 23(68)		74(18) 33(29) 5(2)
83(30) 40(53) 37(35)	17(55) 1,582(1,610) 10(16)	

28. Sepulveda Boulevard & Manchester Avenue

129(275) 883(1,447) 114(234)		322(180) 798(589) 70(89)
155(190) 489(773) 59(74)	76(137) 1,230(1,403) 55(102)	

29. Sepulveda Boulevard & La Tijera Boulevard

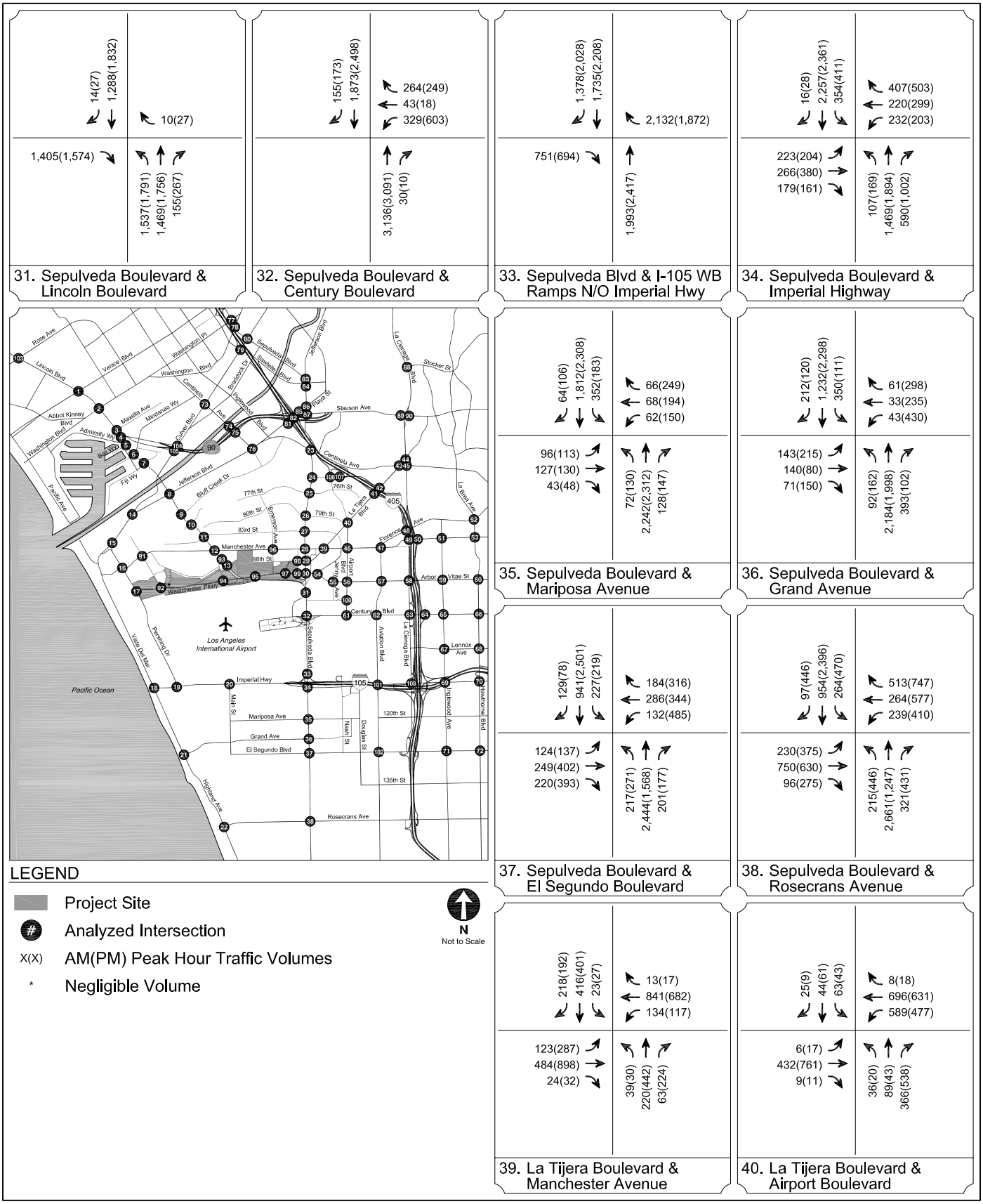
64(113) 990(1,471) 43(82)		28(73) 178(256) 240(237)
55(71) 130(376) 56(53)	39(96) 1,448(1,455) 95(129)	

30. Sepulveda Boulevard & Westchester Parkway

57(83) 1,042(1,600) 90(143)		123(153) 265(282) 103(171)
16(33) 156(190) 48(95)	138(261) 1,389(1,432) 28(94)	

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 4 C



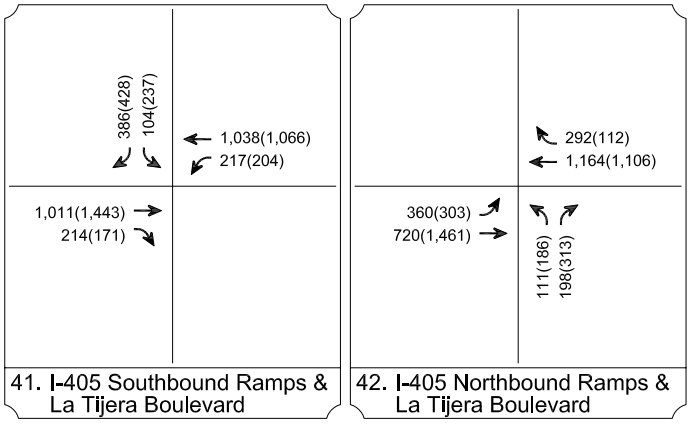
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 D

LEGEND

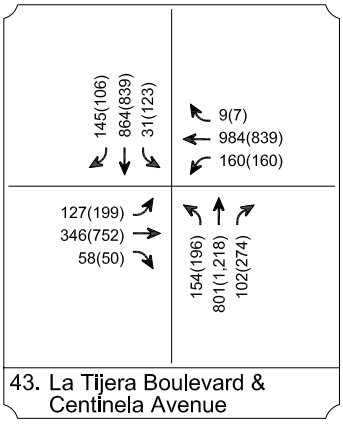
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

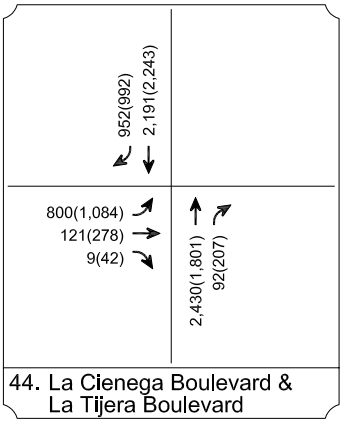


41. I-405 Southbound Ramps & La Tijera Boulevard

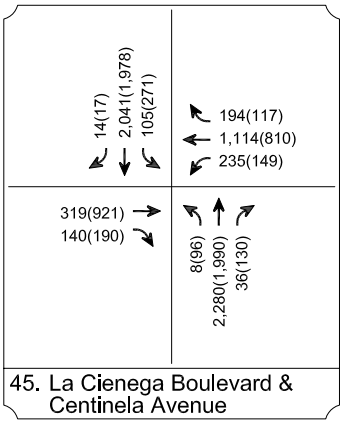
42. I-405 Northbound Ramps & La Tijera Boulevard



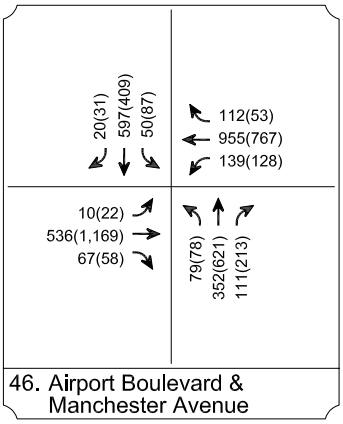
43. La Tijera Boulevard & Centinela Avenue



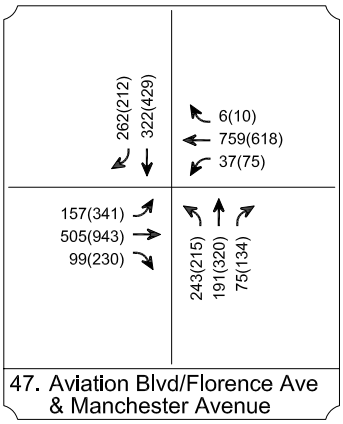
44. La Cienega Boulevard & La Tijera Boulevard



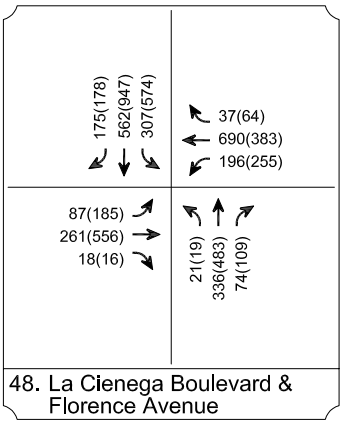
45. La Cienega Boulevard & Centinela Avenue



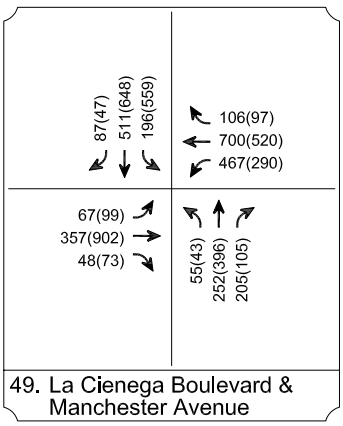
46. Airport Boulevard & Manchester Avenue



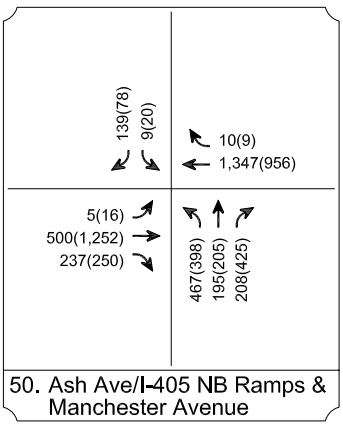
47. Aviation Blvd/Florence Ave & Manchester Avenue



48. La Cienega Boulevard & Florence Avenue



49. La Cienega Boulevard & Manchester Avenue



50. Ash Ave/I-405 NB Ramps & Manchester Avenue

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 E

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

AM		PM	
106(84)		11(18)	
62(166)		1,083(793)	
12(28)		17(52)	
44(65)		23(44)	
506(1,212)		80(84)	
39(94)		78(40)	

52. La Brea Avenue & Florence Avenue

AM		PM	
76(92)		102(187)	
498(941)		704(434)	
72(186)		113(98)	
60(127)		33(13)	
325(872)		741(851)	
46(59)		58(110)	

53. La Brea Avenue & Manchester Avenue

AM		PM	
83(69)		186(137)	
408(819)		794(585)	
89(212)		26(54)	
147(136)		120(100)	
347(903)		611(535)	
53(80)		19(37)	

54. Sepulveda Eastway & Westchester Parkway

AM		PM	
52(107)		60(78)	
11(20)		408(500)	
22(145)		9(14)	
52(53)		23(19)	
261(383)		113(186)	
12(8)		53(117)	

55. Jenny Avenue & Westchester Parkway

AM		PM	
2(3)		7(40)	
19(19)		429(526)	
11(20)		47(58)	
2(3)		16(29)	
277(485)		23(22)	
51(38)		32(102)	

56. Airport Blvd & Arbor Vitae St/Westchester Pkwy

AM		PM	
77(83)		77(98)	
645(524)		309(400)	
58(117)		147(119)	
40(88)		78(134)	
146(397)		459(845)	
95(129)		97(142)	

57. Aviation Boulevard & Arbor Vitae Street

AM		PM	
72(92)		47(35)	
349(424)		384(335)	
34(66)		89(123)	
40(96)		240(212)	
169(443)		433(513)	
87(185)		73(99)	

58. La Cienega Boulevard & Arbor Vitae Street

AM		PM	
33(47)		154(76)	
330(627)		336(223)	
64(149)		97(58)	
54(44)		190(109)	
124(408)		536(367)	
110(213)		50(230)	

59. Inglewood Avenue & Arbor Vitae Street

AM		PM	
23(32)		39(28)	
77(233)		438(272)	
19(58)		47(91)	
19(20)		157(94)	
177(538)		117(176)	
34(109)		55(107)	

60. La Brea Avenue & Arbor Vitae Street

AM		PM	
45(60)		67(81)	
381(1,016)		226(255)	
54(118)		46(66)	
59(99)		115(180)	
137(338)		687(633)	
90(197)		18(69)	

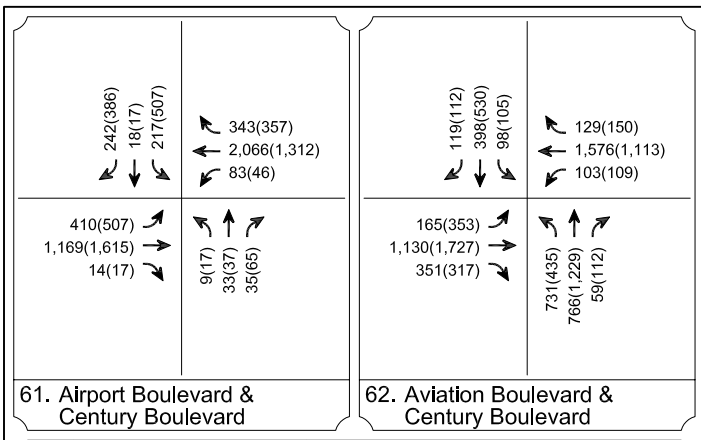
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 F

LEGEND

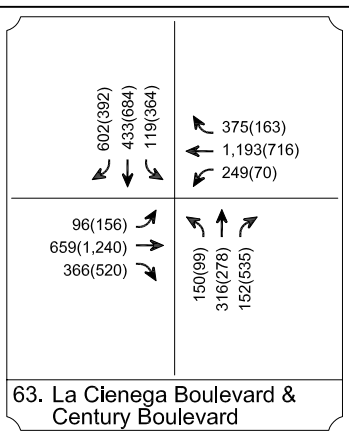
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

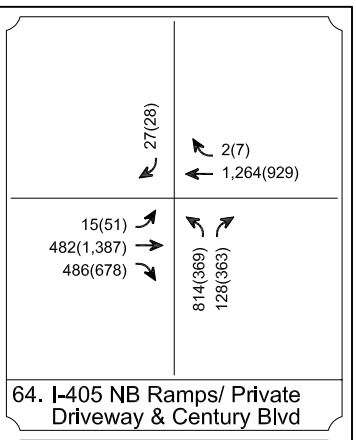


61. Airport Boulevard & Century Boulevard

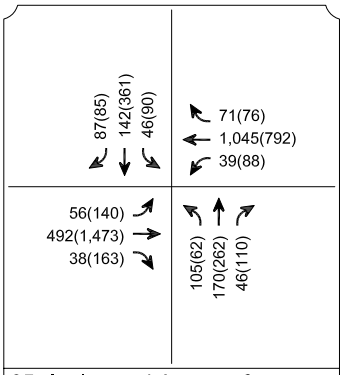
62. Aviation Boulevard & Century Boulevard



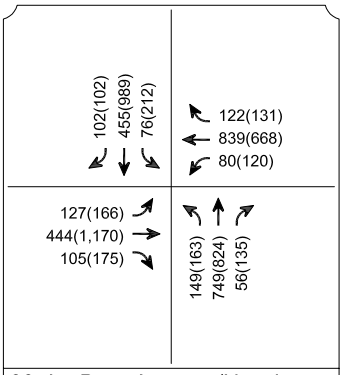
63. La Cienega Boulevard & Century Boulevard



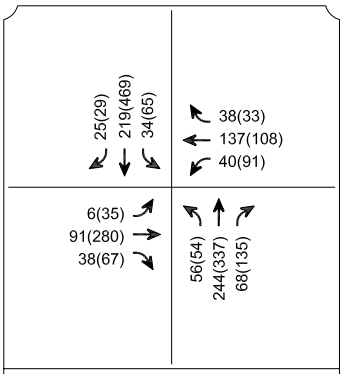
64. I-405 NB Ramps/ Private Driveway & Century Blvd



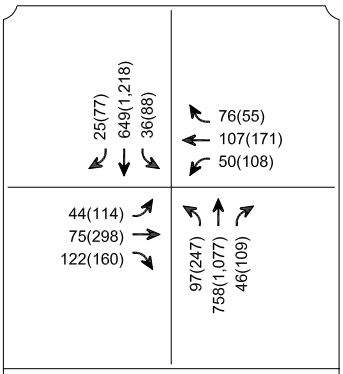
65. Inglewood Avenue & Century Boulevard



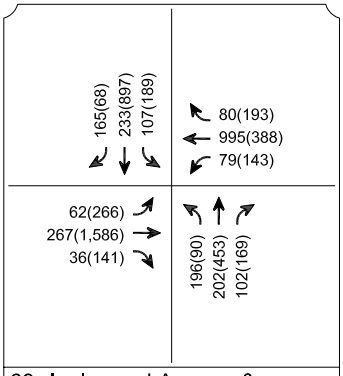
66. La Brea Avenue /Hawthorne Blvd & Century Boulevard



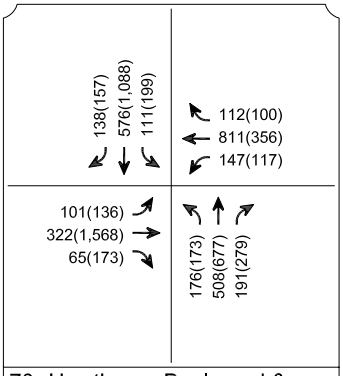
67. Inglewood Avenue & Lennox Boulevard



68. Hawthorne Boulevard & Lennox Boulevard



69. Inglewood Avenue & Imperial Highway



70. Hawthorne Boulevard & Imperial Highway

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 4 G

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

71. Inglewood Avenue & El Segundo Boulevard

59(203)	309(1,829)	79(285)
200(115)	366(592)	72(130)
85(81)	277(720)	34(85)
78(159)	978(571)	108(178)

72. Hawthorne Boulevard & El Segundo Boulevard

75(154)	390(2,121)	104(420)
252(202)	648(947)	106(203)
52(107)	674(1,807)	182(338)
184(163)	939(619)	136(147)

73. Centinela Avenue & Culver Boulevard

291(113)	835(501)	14(17)
8(28)	1,086(1,107)	156(118)
76(158)	713(1,290)	108(168)
140(178)	258(587)	90(114)

74. Centinela Ave & Sanford St/ SR-90 WB Ramps

12(15)	32(26)	
10(18)	606(750)	46(89)
6(18)	903(1,408)	
618(544)	7(14)	259(205)

75. Centinela Avenue & SR-90 Eastbound Ramps

13(27)	1(1)	69(74)
671(837)	303(185)	
816(964)	358(708)	

76. Centinela Avenue & Jefferson Boulevard

450(334)	841(1,002)	9(8)
12(15)	14(16)	7(19)
445(451)	17(10)	339(773)
352(335)	927(1,042)	17(5)

77. Sepulveda Boulevard & Washington Place

185(129)	612(577)	72(111)
81(109)	959(947)	87(88)
67(125)	363(825)	20(47)
46(79)	441(562)	75(111)

78. Sepulveda Boulevard & Washington Boulevard

246(171)	508(551)	36(70)
36(61)	1,050(1,010)	22(36)
65(88)	394(888)	10(20)
62(56)	401(516)	19(28)

79. Sawtelle Boulevard & Culver Boulevard

113(85)	995(777)	62(78)
44(73)	266(315)	158(70)
79(223)	287(769)	184(106)
140(187)	553(879)	186(314)

80. Sepulveda Boulevard & Culver Boulevard

269(303)	1,076(540)	61(114)
117(126)	786(759)	145(133)
76(202)	375(785)	34(73)
56(44)	671(1,041)	76(137)

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 H

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

81. I-405 Southbound Ramps & Jefferson Boulevard

304(180) *(*) 124(144) → 521(930) ← 329(550)
755(909) → 195(258) ↘

82. I-405 Northbound Ramps & Jefferson Boulevard

← 177(176) ← 845(1,191)
254(172) ↗ 659(860) →
132(289) 42(37) 242(596) ↑

83. Sepulveda Boulevard & Jefferson Boulevard

450(999) ↓ ← 8(26) ← 2(14) ↙ 795(767)
↑ 1,101(1,204) 1,134(1,276)

84. Sepulveda Boulevard & Sawtelle Boulevard

67(148) 1,098(1,591) 44(119) ↓ ← 59(106) ← 65(170) ↙ 56(82)
89(116) ↗ 62(156) → 49(134) ↘
145(131) 2,057(2,208) 18(82) ↑

85. Slauson Avenue & Jefferson Boulevard

39(54) 24(19) 5(7) ↓ ← 5(6) ← 709(791) ↙ 15(49)
40(74) ↗ 649(957) → 169(416) ↘
318(474) 25(66) 25(33) ↑

86. Sepulveda Boulevard & Jefferson Blvd/Playa Street

488(493) 706(1,184) 50(100) ↓ ← 181(196) ← 253(256) ↙ 97(274)
440(484) ↗ 233(520) → 14(16) ↘
38(57) 1,541(1,751) 136(192) ↑

87. Sepulveda Boulevard & Slauson Avenue

13(40) 588(1,220) 99(337) ↓ ← 190(243) ← 254(274) ↙ 78(231)
13(67) ↗ 157(317) → 58(120) ↘
101(182) 1,497(1,656) 59(106) ↑

88. La Cienega Boulevard & Stocker Street

2,195(2,617) 117(287) ↓ ← 124(88) ↙ 1,343(928)
↑ 2,782(2,574) 813(1,331)

89. La Cienega Boulevard SB Ramps & Slauson Avenue

605(572) 3(4) 72(172) ↓ ← 1,797(1,138) ↙ 185(246)
1,133(2,318) → 103(132) ↘

90. La Cienega Boulevard NB Ramps & Slauson Avenue

← 129(110) ← 1,794(1,274)
329(639) ↗ 793(1,861) →
343(134) 5(5) 167(224) ↑

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 I

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

91. Falmouth Avenue & Manchester Avenue

33(41) 14(9) 9(25)	14(21) 230(284) 63(73)
49(65) 272(342) 73(54)	124(58) 8(21) 143(54)

92. Falmouth Ave/Private Dwy & Westchester Parkway

137(38) 315(88)	298(212) 157(215) 29(9)
114(83) 298(227) 67(16)	19(40) 1(2) 24(38)

93. Lincoln Boulevard & Loyola Boulevard

121(148) 1,308(1,676)	
199(171) 15(30)	46(67) 2,115(1,613)

94. Loyola Boulevard & Westchester Parkway

55(81) 49(23) 101(78)	300(164) 438(336) *(2)
87(64) 386(256) 161(39)	6(13) 8(4) *(2)

95. McConnell Avenue & Westchester Parkway

	613(394) 60(42)
479(336) 5(3)	106(120) 5(17)

96. Emerson Avenue & Manchester Avenue

64(43) 164(95) 146(104)	129(122) 981(696) 55(52)
49(69) 690(907) 56(72)	88(74) 122(93) 60(52)

97. La Tijera Boulevard & Westchester Parkway

298(185) 30(10)	9(6) 413(258)
234(183) 275(185)	

98. Sepulveda Westway & La Tijera Boulevard

20(53) 29(79) 49(134)	71(201) 380(270) 35(32)
32(31) 345(227) 46(38)	68(75) 60(125) 9(88)

99. Sepulveda Westway & Westchester Parkway

20(47) 28(71) 38(100)	165(158) 393(208) 39(75)
12(11) 261(150) 39(38)	2(16) 1(38) 4(61)

100. Airport Boulevard & 96th Street

231(177) 626(587) 52(44)	50(81) 21(17) 27(32)
75(135) 33(33) 43(81)	110(108) 502(931) 27(24)

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 J

101. Aviation Boulevard & Imperial Highway

175(145)	323(546)	227(226)
679(397)	827(370)	214(254)
129(228)	244(1,103)	94(273)
256(179)	541(403)	115(224)

102. Aviation Boulevard & El Segundo Boulevard

208(67)	729(234)	63(63)
52(78)	1,727(635)	306(212)
78(224)	340(1,814)	66(506)
338(203)	783(581)	128(314)

103. Lincoln Boulevard & Rose Avenue

76(103)	1,409(1,703)	87(84)
152(74)	382(200)	48(54)
187(169)	230(361)	117(134)
107(101)	1,614(1,206)	42(44)

104. Culver Boulevard & SR-90 WB Ramps

365(269)	255(854)
73(34)	285(183)	118(329)
*(141)	160(480)
431(208)	1,197(519)

105. Culver Boulevard & SR-90 EB Ramps

449(1,403)	115(252)
86(94)	1(3)	26(76)
1,567(642)	867(165)

106. I-405 SB Ramps & Howard Hughes Parkway

785(548)	24(13)
19(127)	211(190)
268(528)	703(515)

107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps

24(191)	22(142)
172(59)	187(150)
47(18)	735(512)

108. La Cienega Boulevard & Imperial Highway

294(354)	238(507)	52(385)
506(241)	669(286)	83(28)
349(213)	209(1,148)	184(217)
89(67)	210(121)	123(532)

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
4 K

TABLE 5
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.944	C E
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.556 0.600	A A
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.424 0.707	A C
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.778	B C
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.524 0.751	A C
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.613 0.630	B B
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.362 0.342	A A
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.435 0.530	A A
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.544 0.586	A A
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.343 0.368	A A
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.694 0.659	B B
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.548 0.743	A C
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.455 0.381	A A
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.213 0.191	A A
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.405 0.368	A A
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.519 0.369	A A
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.689 0.527	B A

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 5 (continued)
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.500 0.331	A A
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.780 0.689	C B
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.743 0.771	C C
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.391 0.543	A A
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.666 0.634	B B
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.450 0.511	A A
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.396 0.461	A A
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.504 0.635	A B
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.455 0.706	A C
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.547 0.623	A B
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.840 0.874	D D
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.668 1.035	B F
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.733 0.763	C C
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.769 0.862	C D
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.455 0.515	A A
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.384 0.374	A A

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 5 (continued)
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.439 0.560	A A
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.547 0.546	A A
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.539 0.701	A C
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.647 0.651	B B
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.578 0.806	A D
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.601 0.685	B B
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.688 0.977	B E
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.596 0.828	A D
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M. P.M.	0.624 0.711	B C
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.471 0.597	A A
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.659 0.855	B D
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.231 0.439	A A
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.084 0.163	A A
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.283 0.538	A A
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.414 0.560	A A
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.396 0.545	A A
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.372 0.676	A B
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.343 0.671	A B

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TABLE 5 (continued)
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.547 0.552	A A
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.767 0.917	C E
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.535 0.685	A B
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.603 0.586	B A
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.508 0.761	A C
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.562 0.772	A C
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.429 0.719	A C
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.408 0.735	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.632 1.166	B F
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.573 0.863	A D
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.595 0.973	A E
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.619 1.176	B F
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.677 0.712	B C
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.370 0.471	A A
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.299 0.421	A A
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.453 0.608	A B
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.624 0.639	B B
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.670 0.659	B B
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.614 0.772	B C
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.682 0.668	B B

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IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 5 (continued)
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A

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IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 5 (continued)
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.643 0.605	B B
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	0.959 0.880	E D
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.875 0.812	D D
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.739 0.793	C C
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.407 0.459	A A
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.347 0.198	A A
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.167 0.207	A A
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.396 0.546	A A

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LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 5 (continued)
EXISTING CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Number of Intersections	
	Morning Peak Hour	Afternoon Peak Hour
A	67	46
B	24	20
C	11	20
D	3	10
E	2	7
F	1	5
Total	**108**	**108**

TABLE 6
EXISTING TRANSIT SERVICE SERVING STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning		Afternoon	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus							
33	Downtown Los Angeles - Santa Monica via Venice Boulevard	Late Night	11:30 P.M - 4:30 A.M.	N/A	N/A	N/A	N/A
37	Downtown Los Angeles - Washington / Fairfax Transit Hub via Adams Boulevard	Local	4:30 A.M. - 1:30 A.M.	7	9	10	7
38	17th / Broadway - Washington / Fairfax via West Jefferson Boulevard	Local	4:00 A.M. - 1:00 A.M.	18	22	24	18
35	Downtown Los Angeles - Washington / Fairfax Transit Hub via Washington Boulevard	Local	4:30 A.M. - 12:00 A.M.	12	12	12	12
40	Downtown Los Angeles - LAX - South Bay - Galleria via King - La Tijera - Hawthorne	Local	24 - Hour	9	10	10	9
42	Downtown Los Angeles - LAX - South Bay - Galleria via King - La Tijera - Hawthorne	Local	5:30 A.M. - 8:30 P.M.	30	34	40	34
42A	Downtown Los Angeles - LAX - South Bay - Galleria via King - La Tijera - Hawthorne	Local	8:00 P.M. - 12:30 A.M.	N/A	N/A	N/A	N/A
102	Baldwin Village - South Gate via Coliseum Street	Local	5:30 A.M. - 9:00 P.M.	48	40	48	48
105	West Hollywood - Vernon via La Cienega Boulevard - Vernon Avenue	Local	4:00 A.M. - 10:00 P.M.	17	16	16	17
108	Marina Del Rey - Pico Rivera via Slauson Avenue	Local	4:00 A.M. - 11:00 P.M.	11	10	11	13
110	Playa Vista - Bell Gardnes via Jefferson Boulevard - Gage Avenue	Local	5:00 A.M. - 11:00 P.M.	24	18	22	20
111	LAX City Bus Center - Norwalk Station via Florence Avenue	Local	4:00 A.M. - 10:00 P.M.	34	120	80	48
115	Playa del Rey - Norwalk via Manchester - Firestone	Local	5:00 A.M. - 12:30 A.M.	12	9	9	10
117	LAX City Bus Center - Downey via Century Boulevard & Imperial Highway	Local	5:00 A.M. - 2:00 A.M.	22	20	22	20
125	El Segundo - Norwalk Station via Rosecrans Avenue	Local	4:30 A.M. - 9:30 P.M.	30	24	27	24
126	Manhattan Beach - Hawthorne Station via Manhattan Beach Boulevard	Local	6:30 A.M. - 6:30 P.M.	80	80	80	80
211	Inglewood - Redondo Beach via Prairie Avenue, Inglewood Avenue	Local	6:00 A.M. - 7:00 P.M.	30	34	30	30
212	Hollywood / Vine Station - Hawthorne Station via La Brea Avenue	Local	4:30 A.M. - 1:30 A.M.	17	30	27	15
215	Inglewood - Redondo Beach via Prairie Avenue, Inglewood Avenue	Local	6:00 A.M. - 7:00 P.M.	48	34	30	48
220	Beverly Center - Culver City via Robertson Boulevard	Local	6:00 A.M. - 7:00 P.M.	48	48	48	48
232	LAX City Bus Center - Long Beach via Sepulveda Boulevard & Pacific Coast Highway	Local	4:00 A.M. - 11:30 P.M.	20	20	20	24
311	LAX City Bus Center - Norwalk Station via Florence Avenue	Limited	6:00 A.M. - 7:00 P.M.	48	24	27	27
358	Marina del Rey - Pico Rivera via Slauson Avenue	Limited	5:30 A.M. - 7:00 P.M.	34	N/A	N/A	22
439	Downtown Los Angeles - Culver City Transit Center via I-10 Freeway	Express	5:00 A.M. - 7:00 P.M.	40	40	34	48
607	Windsor Hills - Inglewood Shuttle	Shuttle	5:30 A.M. - 7:30 P.M.	48	N/A	60	N/A
625	Metro Green Line Shuttle	Shuttle	5:00 A.M. - 8:00 P.M.	24	24	24	22
705	West Hollywood - Vernon via La Cienega Boulevard - Vernon Avenue	Rapid	5:00 A.M. - 9:00 P.M.	13	16	14	12
740	Downtown Los Angeles - Redondo Beach via Hawthorne Boulevard & Martin Luther King Jr. Boulevard	Rapid	4:30 A.M. - 9:00 P.M.	13	18	17	17
Metro Rail							
Green	Norwalk - LAX - Redondo Beach	LRT	3:30 A.M. - 12:30 A.M.	9	8	8	8
LAX Shuttle							
C	LAX Parking Lot C	Shuttle	24 - Hour	13	13	13	13
G	LAX Parking Lot E	Shuttle	24 - Hour	13	13	13	13

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority.

TABLE 6 (continued)
EXISTING TRANSIT SERVICE SERVING STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning		Afternoon	
				NB/EB	SB/WB	NB/EB	SB/WB
Santa Monica Big Blue Bus							
BBB2	Venice - UCLA	Local	6:30 A.M. - 10:30 P.M.	20	20	20	18
BBB3	Montana Avenue & Lincoln Boulevard	Local	5:30 A.M. - 12:30 A.M.	15	14	16	15
BBB6	Santa Monica College Commuter	Limited	7:00 A.M. - 7:00 P.M.	45	N/A	90	90
BBB12	Westwood Boulevard & Palms Boulevard	Local	6:00 A.M - 11:30 P.M.	16	17	15	13
BBB14	Bundy Drive & Centinela Avenue	Local	6:00 A.M. - 9:00 P.M.	13	16	13	15
BBBR3	Santa Monica - Metro Green Line Station	Rapid	6:00 A.M. - 9:00 P.M.	16	17	16	16
Culver City Bus							
C1	Venice Beach - Washington / Fairfax cia Washington Boulevard	Local	6:00 A.M. - 11:30 A.M.	14	13	11	12
C2	Washington / Lincoln - Culver City Transit Center	Local	6:00 A.M. - 6:00 P.M.	60	48	60	60
C3	Century City - Culver City Transit Center	Local	5:30 A.M. - 11:30 P.M.	20	20	20	20
C4	Washington / Fairfax - West Los Angeles College - Culver City Transit Center	Local	6:00 A.M. - 6:00 P.M.	48	80	60	45
C5	Blair Hills - Washington / Inglewood	School	7:00 A.M. - 4:00 P.M.	N/A	N/A	120	N/A
C6	UCLA - Metro Green Line Station via Sepulveda Boulevard	Local	5:00 A.M. - 12:00 A.M.	17	18	18	20
C7	Venice / Culver - Marina del Rey	Local	5:30 A.M. - 7:00 P.M.	60	60	60	60
CR6	UCLA - Metro Green Line Station via Sepulveda Boulevard	Rapid	6:00 A.M. - 6:30 P.M.	15	15	15	15
LADOT Commuter Express							
CE437	Downtown Los Angeles - Culver City - Marina del Rey - Venice	Express	6:00 A.M. - 7:30 P.M.	30	N/A	N/A	40
CE438	Downtown Los Angeles - Redondo Beach	Express	6:00 A.M. - 7:30 P.M.	18	N/A	N/A	24
CE574	LAX / El Segundo - Encino / Granada Hills	Express	5:00 A.M. - 7:30 P.M.	36	N/A	N/A	48
Municipal Area Express (MAX)							
MX2	Palos Verdes Peninsula	Express	6:30 A.M. - 5:30 P.M.	60	N/A	N/A	60
MX3	San Pedro / Torrance	Express	5:30 A.M. - 6:30 P.M.	30	N/A	N/A	30
MX3X	Freeway Express - San Pedro	Express	6:00 A.M. - 6:00 P.M.	30	N/A	N/A	45
Torrance Transit							
T8	Torrance - LAX	Local	5:00 A.M. - 10:30 P.M.	60	40	40	40
Beach Cities Transit							
BCT109	Hermosa Beach - LAX City Transit Center	Local	6:00 A.M. - 10:00 P.M.	22	22	22	22
Gardena Municipal Lines		Local					
GA5	Imperial Station - Aviation Station	Local	5:30 A.M. - 9:00 P.M.	27	30	27	30
Lawndale Beat							
EX	Hawthorne Boulevard - Metro Green Line Station	Local	7:00 A.M. - 6:00 P.M.	45	45	45	36
RES	Hawthorne Boulevard - Metro Green Line Station	Express	7:00 A.M. - 6:00 P.M.	45	60	45	36

Notes:

LADOT - Los Angeles Department of Transportation Transit Services

TABLE 7
EXISTING TRANSIT SERVICE PATRONAGE AND RESIDUAL CAPACITY
LINES SERVING PROJECT PERIPHERY

Morning Peak Hour						
Provider and Route	**Number of Runs During Peak Hour** [a]	**Capacity** [b]	**Average Load** [c]	**Load Factor - Load/Capacity** [d]	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro Bus						
42	4	50	33	0.66	17	68
111/311	6	50	39	0.78	11	66
115	12	50	34	0.68	16	192
117	6	50	38	0.76	12	72
232	6	50	35	0.70	15	90
Metro Rail						
Green	14	152	60	0.39	93	1,302
LADOT Commuter Express						
574	6	49	24	0.49	25	150
Santa Monica Big Blue Bus						
3	9	60	38	0.63	22	198
R3	9	60	37	0.62	23	207
Torrance Transit						
8	7	60	50	0.83	10	70
Culver City Bus [e]						
C6	7	n/a	n/a	n/a	n/a	n/a
CR6	8	n/a	n/a	n/a	n/a	n/a
Beach Cities Transit [e]						
109	6	n/a	n/a	n/a	n/a	n/a
					Total Residual Capacity in Peak Hour	**2,415**

Afternoon Peak Hour						
Provider and Route	**Number of Runs During Peak Hour** [a]	**Capacity** [b]	**Average Load** [c]	**Load Factor - Load/Capacity** [d]	**Residual Capacity per Run**	**Residual Capacity in Peak Hour** [e]
Metro Bus						
42	4	50	31	0.62	19	76
111/311	7	50	39	0.78	11	77
115	12	50	39	0.78	11	132
117	6	50	41	0.82	9	54
232	7	50	34	0.68	16	112
Metro Rail						
Green	16	152	66	0.43	87	1,392
LADOT Commuter Express						
574	2	49	22	0.45	27	54
Santa Monica Big Blue Bus						
3	9	60	41	0.68	19	171
R3	8	60	29	0.48	31	248
Torrance Transit						
8	8	60	38	0.63	22	176
Culver City Bus [e]						
C6	6	n/a	n/a	n/a	n/a	n/a
CR6	8	n/a	n/a	n/a	n/a	n/a
Beach Cities Transit [e]						
574	6	n/a	n/a	n/a	n/a	n/a
					Total Residual Capacity in Peak Hour	**2,492**

Notes:
Metro: Los Angeles County Metropolitan Transportation Authority.
LADOT: Los Angeles Department of Transportation
[a] Number of runs in both directions combined during peak hour.
[b] Capacity assumptions:
Metro Regular Bus - 40 seated + 10 standing = 50.
Metro Articulated Bus - 66 seated + 9 standing = 75.
LADOT Commuter Express Bus - 49 seated.
Santa Monica Big Blue Bus - 50 seated + 10 standing = 60.
Torrance Transit - 45 seated + 15 standing = 60
[c] Local Bus Route: Average load is the average peak load of 5 consecutive runs, 2 runs before and 2 after the maximum load observed.
Commuter Bus Route: Average load is the average number of passengers on all runs during peak period.
[d] Residual capacity in peak period = (residual capacity per run) x (number of peak period runs).
[e] No applicable data was available for Culver City Bus or Beach Cities Transit bus lines.

Chapter 3
Future without Project Conditions

In accordance with California Environmental Quality Act (CEQA) requirements, the Project's TIA considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals and the methodologies used in projecting future traffic conditions without the Project are discussed in this section. The future year 2022 roadway network conditions in terms of anticipated supply, demand, and operations (system performance) are also discussed in this chapter. The study analyzed year 2022 to coincide with the full buildout of the Project.

FUTURE BASE IMPROVEMENTS

The roadway network for the Future without Project conditions (year 2022) within the Study Area is affected by regional improvement plans, local specific plans, and programmed improvements. These changes were assumed to occur prior to Project buildout, and thus were accounted for in the analysis of future conditions as described below, except where noted.

Transit Improvements

The following transit projects are expected to be implemented prior to buildout of the proposed Project, consistent with the assumptions in the LAX Model, which is discussed in detail later in this chapter.

Airport Metro Connector. Metro prepared an Alternative Analysis Study for a connection between existing and proposed light rail lines and LAX. Mode alternatives considered included Light Rail Transit (LRT), Automated People Mover (APM), and Bus Rapid Transit (BRT). Metro is currently refining the alternatives analysis and exploring ways to connect the Green Line and proposed Crenshaw/LAX line to LAX including the Intermodal Transportation Facility (ITF). Under approved LAWA plans, LAX would operate an APM between the ITF, Consolidated

Rental Car Facility (ConRac), and the Central Terminal Area (CTA). The exact connection point between the LAWA APM and the Metro transit system is still under study. The Airport Metro Connector is expected to be completed by year 2020 with funding from Metro's 30/10 Initiative, the Federal Aviation Administration (FAA), and Federal Transit Administration (FTA)[2].

Metro Crenshaw/LAX Transit Corridor. Metro has certified the Final EIR for the Crenshaw/ LAX Transit Corridor and is currently working on engineering and design. The 8.5 mile long line will run along the Harbor Subdivision Railroad right-of-way and Crenshaw Boulevard, and will connect the Metro Green Line with the Expo Line at the Exposition/Crenshaw station. This line will also serve as a connection between Downtown Los Angeles, the Westside, and the South Bay. Stations will be located at Crenshaw Boulevard & Exposition Boulevard, Crenshaw Boulevard & Martin Luther King Jr. Boulevard, Crenshaw Boulevard & Slauson Avenue, Florence Avenue & West Boulevard, Florence Avenue & La Brea Avenue, and Aviation Boulevard & Century Boulevard. Two additional stations, at Crenshaw Boulevard & Vernon Avenue and Aviation Boulevard & Manchester Avenue, were evaluated in the Final EIR but were not part of the base project definition. Ridership for this line was estimated at 15,000 to 21,000 daily boardings. Utility relocation has begun, and the line is expected to be open by the year 2019[3].

South Bay Metro Green Line Extension Transit Corridor Project. Metro is currently developing plans for a 4.6 mile extension of the existing Green Line from the Redondo Beach Station to the future planned Torrance Regional Transit Center (RTC). The extended Green Line would serve the South Bay region, which include the cities of Hawthorne, Manhattan Beach, Lawndale, Redondo Beach and Torrance. The alternatives being evaluated include a No Build Alternative, TSM Alternative and a Light Rail Alternative. The 2009 Metro Long Range Transportation Plan called for completion by year 2035; however, Metro's 30/10 Initiative was adopted to accelerate funding, which allows for completion by year 2018[4].

Metro is currently in the drafting phase of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). During this process Metro will evaluate three alternatives: No

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2 *Metro Green Line to LAX / "Airport Metro Connector" Alternatives Analysis,* Los Angeles County Metropolitan Transportation Agency, April 2012.

3 *Crenshaw/LAX Transit Corridor Overview*, Los Angeles County Metropolitan Transportation Agency, June 2013.

4 *FAQs – March 2011 Update: South Bay Metro Green Line Extension Transit Corridor Project,* Los Angeles County Metropolitan Transportation Agency, March 2011.

Build, TSM, and Light Rail. The No Build Alternative would result in no new transportation infrastructure in the Project area. The TSM Alternative would create a bus system with improved roadways and signal synchronization between the Redondo Beach Station and the Torrance RTC. The Light Rail Alternative would extend the existing Green Line light rail transit service along the Harbor Subdivision right-of-way with stops at Manhattan Beach Boulevard & Inglewood Avenue, the proposed Redondo Beach RTC at the South Bay Galleria, 190th Street & Hawthorne Boulevard, and the proposed Torrance RTC at Crenshaw Boulevard.

The South Bay Metro Green Line Extension Transit Corridor Project could be completed as early as 2018 with the accelerated revenue collection associated with Metro's 30/10 Initiative. The extension could add up to 5,000 new daily boardings to the 34,000 boardings of the existing Green Line service depending on the alternative selected.

Physical Improvements

The following regional and local infrastructure projects are expected to be implemented prior to buildout of the proposed Project.

South Bay (I-405, I-110, SR-91) Ramp and Interchange Operational Improvements. This project is one of Measure R's Traffic Reduction projects. Improvements are planned to reduce freeway delay in the South Bay region. This project would add auxiliary lanes, widen some existing on-ramps and off-ramps, construct new on-ramps and off-ramps, modify freeway interchanges, add metering on freeway-to-freeway connections, and modify access and egress points to allow smoother and safer transitions between local arterials and freeways. This project is currently in the initial planning process. The completion of the ramp and interchange improvements are set to begin in year 2014[5].

Local Improvements. In addition to the major transit and infrastructure improvements described above, various local intersection improvements proposed as mitigation measures for other LAWA projects in and around the Study Area were considered. These improvements and the project responsible for each are summarized in Table 8. For the purpose of maintaining a

[5] *2009 Long Range Transportation Plan,* Los Angeles County Metropolitan Transportation Authority, 2009.

conservative analysis, these improvements were not assumed to occur under existing or future conditions.

FUTURE WITHOUT PROJECT TRAFFIC PROJECTIONS

The Future without Project traffic projections reflect growth in traffic over existing conditions from regional growth and development that will pass through or visit the Study Area, and from traffic generated by ongoing or entitled projects within and in the vicinity of the Study Area.

Future Traffic Forecasts

In accordance with CEQA requirements, this study considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area and expected to be implemented prior to the buildout date of the Project (collectively, the "Related Projects"). The specifics regarding Related Projects compiled for this study are based on information provided by LADOT, the City of Inglewood, the City of El Segundo, the City of Culver City, the City of Manhattan Beach, City of Hawthorne, the County of Los Angeles and recent published reports for other developments. The list of Related Projects is provided in Table 9.

Future traffic forecasts were generated based on the LAX Model. The LAX Model is based on the City of Los Angeles Transportation Strategic Plan travel demand forecasting model (the "TSP Model"), which is in turn based on the Southern California Association of Governments (SCAG) regional travel demand model (the "SCAG Model"). The TSP Model provides additional detail in terms of the land use database and the roadway network in the Los Angeles city area that are not found in the SCAG Model. The LAX Model adds further detail in the area surrounding the airport to the TSP Model.

All of these models use a database of existing and forecast future regional development to generate and distribute trips based on locally researched trip generation rates and travel patterns. The LAX Model captures all projected regional development in the Study Area between 2010 and 2025, including the Related Projects in Table 9.

After the trips are generated and distributed based on the land use database, the LAX Model iteratively assigns them to a digital representation of the regional roadway network with the goal of minimizing travel time for all users. The iterative process stops when no one trip can further reduce travel time by changing routes. At that point, equilibrium has been reached and the resulting traffic volumes from this process are used to forecast the future baseline traffic conditions in the Study Area.

The LAX Model produced year 2025 peak hour traffic volumes on street segments throughout the Study Area. These volumes were converted into intersection turning movement volumes using the Fratar process. These volumes were reduced to reflect year 2022 conditions based on the relative difference between the year 2025 LAX Model output and the year 2012 existing conditions. The Future without Project (year 2022) traffic volumes at the study intersections based on the process described above are shown in Figure 5.

INTERSECTION OPERATIONS

This section presents the methodology and results of the intersection operations for the Future without Project conditions that are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in the year 2022 as noted above.

Similar to the analysis presented in Chapter 2, the study intersections in the Cities of Los Angeles and Inglewood were analyzed using the CMA methodology based on their respective traffic study policies, while intersections in the cities of Culver City, Hawthorne, El Segundo, and Manhattan Beach, and the County of Los Angeles were analyzed using the ICU methodology in conformance with their respective traffic study guidelines. The projected Future without Project intersection operating conditions for the weekday morning and afternoon peak hours are shown in Table 10. Intersection lane configurations and detailed LOS worksheets are provided in Appendices I and J, respectively.

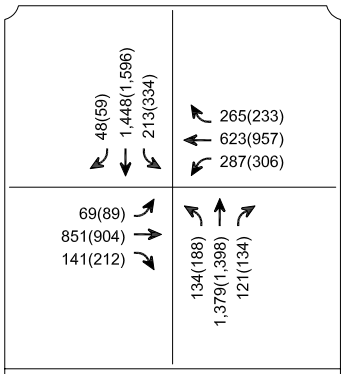
As shown in Table 10, in the year 2022, 86 of the 108 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 22 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

LEGEND

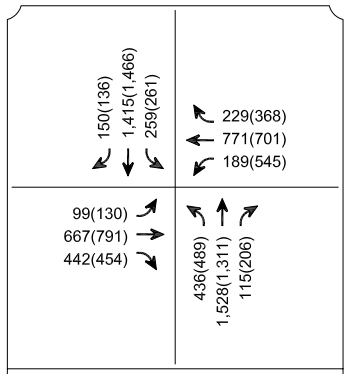
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

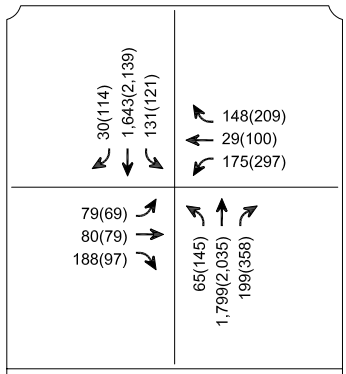
1. Lincoln Boulevard & Venice Boulevard



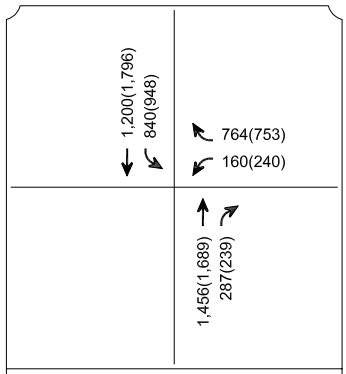
2. Lincoln Boulevard & Washington Boulevard



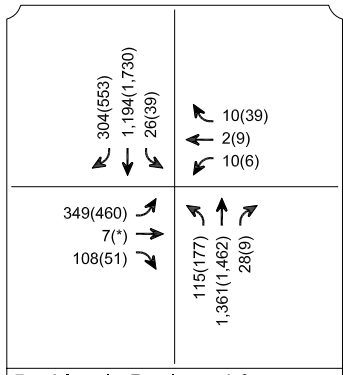
3. Lincoln Boulevard & Maxella Avenue



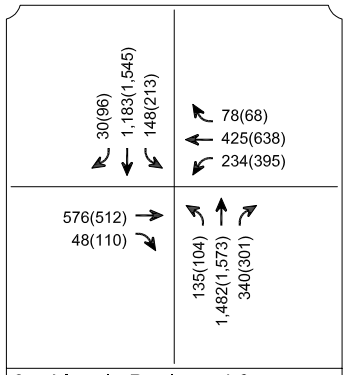
4. Lincoln Boulevard & SR-90 Ramps



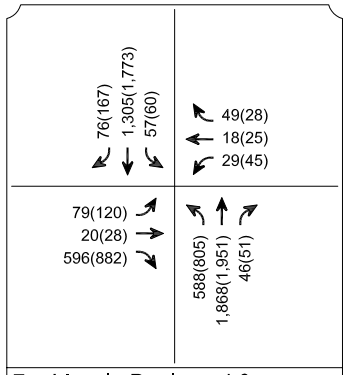
5. Lincoln Boulevard & Bali Way/Private Driveway



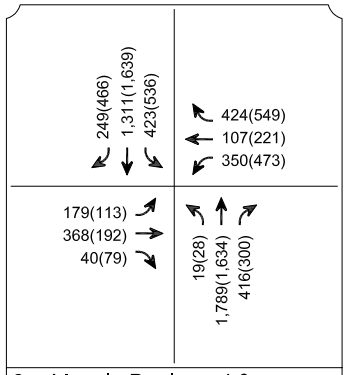
6. Lincoln Boulevard & Mindanao Way



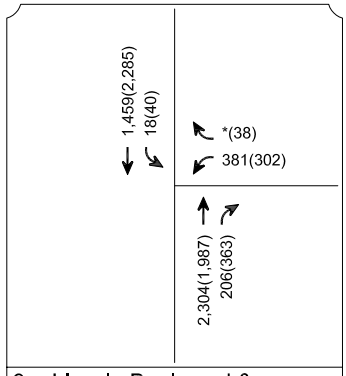
7. Lincoln Boulevard & Fiji Way



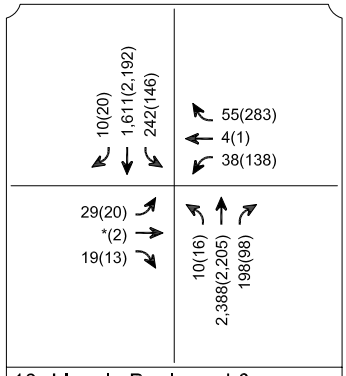
8. Lincoln Boulevard & Jefferson Boulevard



9. Lincoln Boulevard & Bluff Creek Drive



10. Lincoln Boulevard & LMU Drive



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

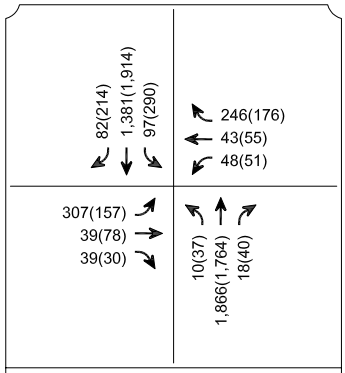
FIGURE 5 A

LEGEND

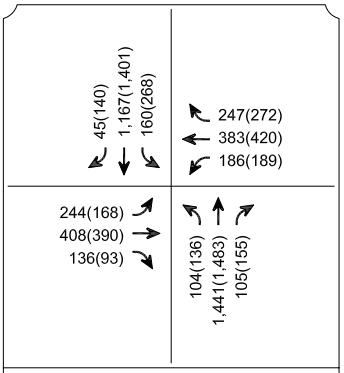
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

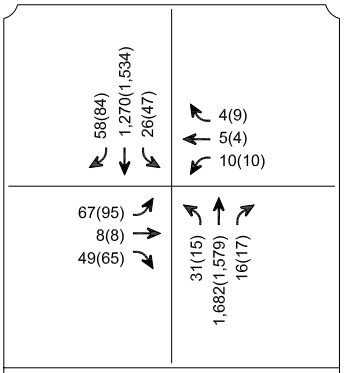
11. Lincoln Boulevard & 83rd Street



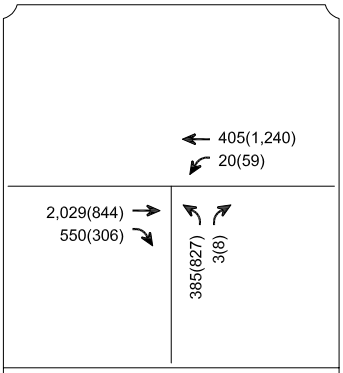
12. Lincoln Boulevard & Manchester Avenue



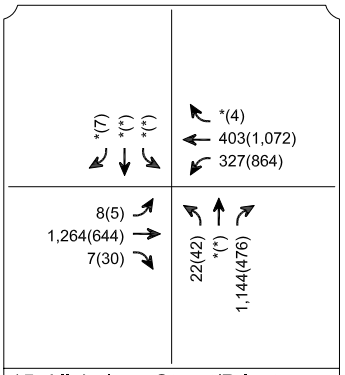
13. Lincoln Boulevard & La Tijera Blvd/Private Dwy



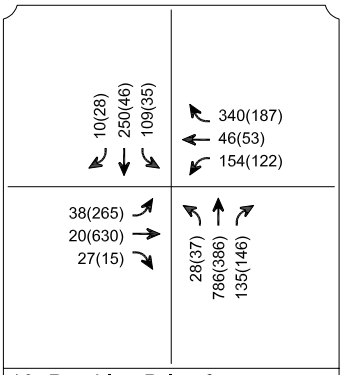
14. Jefferson Boulevard & Culver Boulevard



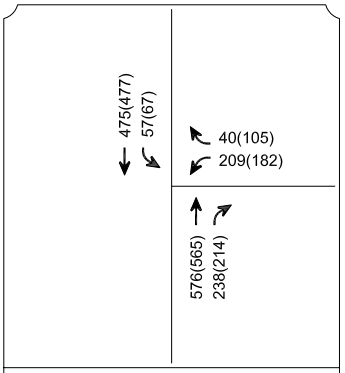
15. Nicholsan Street/Private Driveway & Culver Blvd



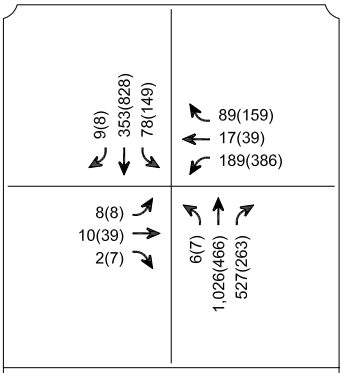
16. Pershing Drive & Manchester Avenue



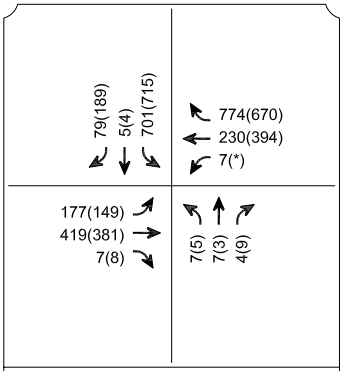
17. Pershing Drive & Westchester Parkway



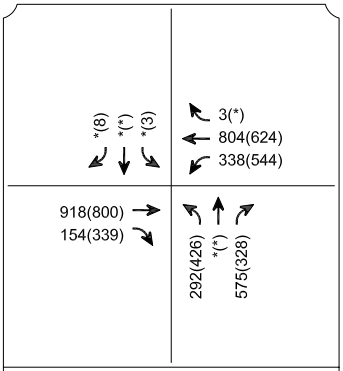
18. Vista del Mar & Imperial Highway



19. Pershing Drive & Imperial Highway



20. Main St/Private Driveway & Imperial Highway



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
5 B

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

21. Vista Del Mar & Grand Avenue

5(8) 389(1,079) 104(106)
120(99) 10(9) 74(167)
*(4) *(10) 7(7)
4(4) 1,296(693) 149(160)

22. Highland Avenue & Rosecrans Avenue

15(34) 273(701) 254(399)
622(399) 50(110) 69(159)
118(40) 80(59) 12(13)
2(10) 760(422) 83(107)

23. Sepulveda Boulevard & Centinela Avenue

65(65) 869(1,459) 49(177)
232(185) 720(457) 317(350)
73(136) 264(691) 402(792)
656(499) 1,365(1,334) 232(254)

24. Sepulveda Boulevard & Howard Hughes Parkway

822(2,048) 167(599)
240(177) 538(721)
1,794(1,532) 843(469)

25. Sepulveda Boulevard & 76th Street/77th Street

200(364) 1,262(2,132) 66(169)
159(69) 40(62) 46(40)
515(224) 45(58) 73(57)
38(67) 1,884(1,771) 14(30)

26. Sepulveda Boulevard & 79th Street/80th Street

88(163) 1,285(1,969) 30(49)
69(30) 79(49) 45(34)
126(101) 28(80) 69(128)
49(106) 1,687(1,714) 18(39)

27. Sepulveda Boulevard & 83rd Street

28(49) 1,254(1,981) 28(70)
79(20) 61(69) 8(5)
88(30) 57(76) 39(39)
19(59) 1,611(1,728) 10(19)

28. Sepulveda Boulevard & Manchester Avenue

130(279) 999(1,500) 114(239)
322(188) 831(654) 77(99)
159(190) 521(777) 73(74)
82(147) 1,248(1,556) 55(113)

29. Sepulveda Boulevard & La Tijera Boulevard

140(115) 1,058(1,586) 43(84)
28(82) 256(256) 240(250)
59(78) 130(376) 58(54)
47(96) 1,520(1,618) 95(129)

30. Sepulveda Boulevard & Westchester Parkway

59(83) 1,102(1,804) 90(150)
142(160) 370(297) 117(293)
19(33) 164(190) 61(112)
172(263) 1,405(1,434) 28(99)

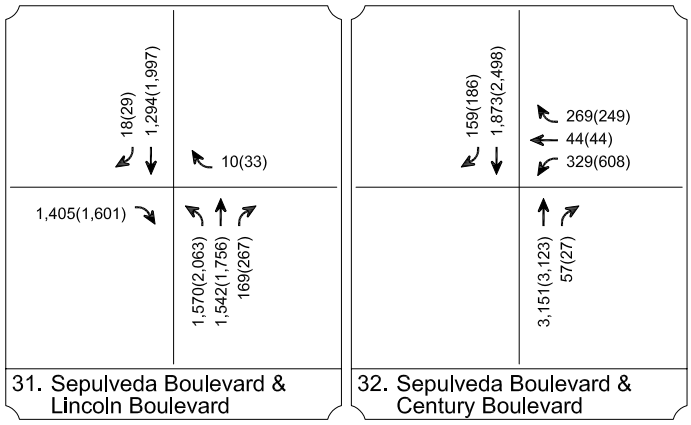
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 C

LEGEND

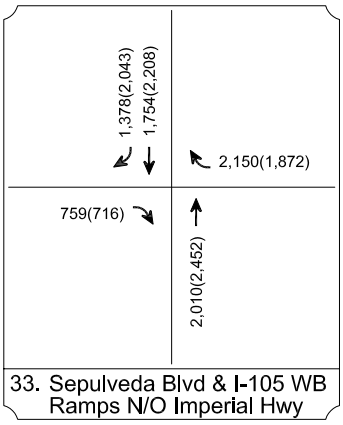
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

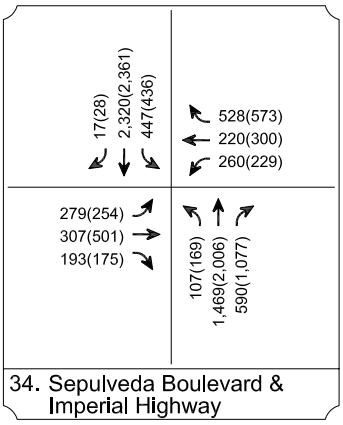


31. Sepulveda Boulevard & Lincoln Boulevard

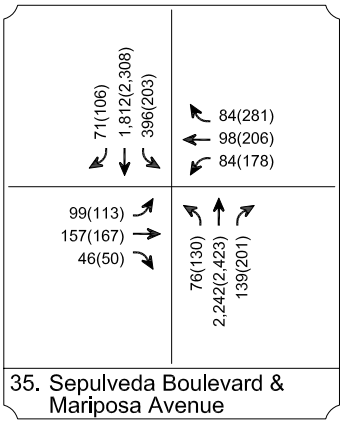
32. Sepulveda Boulevard & Century Boulevard



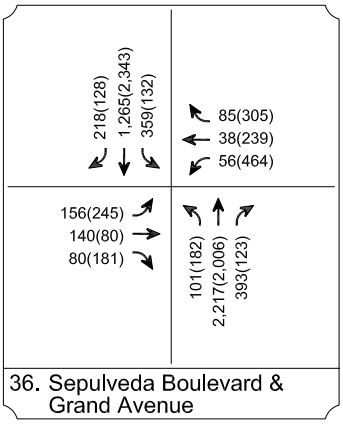
33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy



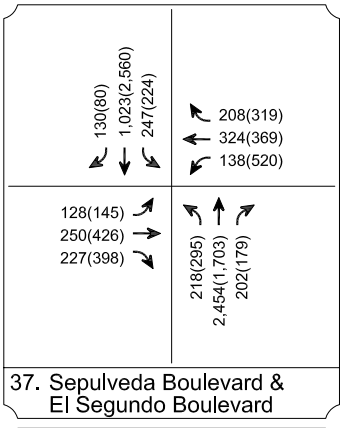
34. Sepulveda Boulevard & Imperial Highway



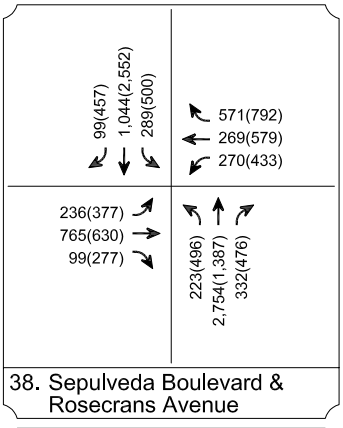
35. Sepulveda Boulevard & Mariposa Avenue



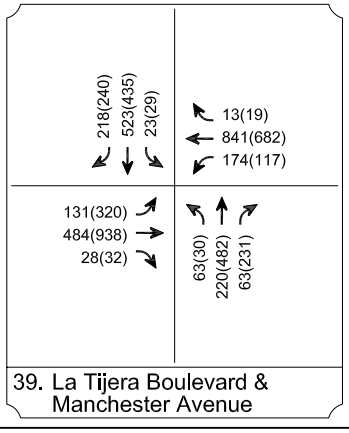
36. Sepulveda Boulevard & Grand Avenue



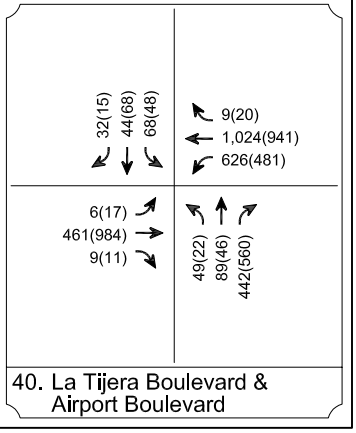
37. Sepulveda Boulevard & El Segundo Boulevard



38. Sepulveda Boulevard & Rosecrans Avenue



39. La Tijera Boulevard & Manchester Avenue



40. La Tijera Boulevard & Airport Boulevard

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
5 D

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

41. I-405 Southbound Ramps & La Tijera Boulevard

434(428) 107(239) 1,223(1,292) 219(209) 1,102(1,678) 232(171)

42. I-405 Northbound Ramps & La Tijera Boulevard

298(126) 1,287(1,250) 430(332) 762(1,594) 142(202) 200(318)

43. La Tijera Boulevard & Centinela Avenue

176(124) 1,046(976) 38(128) 9(9) 1,065(938) 168(169) 129(215) 431(841) 60(50) 157(196) 801(1,294) 111(274)

44. La Cienega Boulevard & La Tijera Boulevard

952(992) 2,335(2,268) 800(1,089) 216(466) 10(45) 2,430(2,063) 159(296)

45. La Cienega Boulevard & Centinela Avenue

14(18) 2,087(2,063) 108(283) 207(128) 1,185(888) 239(157) 372(1,036) 171(213) 9(104) 2,395(2,112) 39(138)

46. Airport Boulevard & Manchester Avenue

40(38) 675(496) 50(89) 112(58) 1,049(840) 139(141) 10(24) 586(1,316) 110(66) 87(91) 468(721) 111(233)

47. Aviation Blvd/Florence Ave & Manchester Avenue

293(286) 381(542) 8(10) 792(652) 39(75) 228(441) 511(956) 100(246) 263(249) 265(421) 75(138)

48. La Cienega Boulevard & Florence Avenue

200(218) 747(1,074) 307(579) 39(69) 827(552) 273(304) 161(229) 334(642) 20(19) 23(20) 384(593) 74(128)

49. La Cienega Boulevard & Manchester Avenue

124(58) 622(650) 278(705) 128(123) 776(610) 485(304) 75(113) 367(969) 48(73) 59(46) 258(459) 225(115)

50. Ash Ave/I-405 NB Ramps & Manchester Avenue

140(79) 9(20) 10(10) 1,545(1,109) 6(19) 585(1,422) 239(250) 487(418) 199(209) 217(429)

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 E

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

109(91) 76(177) 13(30)	13(20) 1,254(944) 24(62)
49(69) 601(1,394) 47(108)	28(53) 95(103) 94(40)

52. La Brea Avenue & Florence Avenue

84(98) 668(1,164) 78(189)	108(189) 824(573) 171(151)
60(127) 359(991) 59(67)	41(18) 830(1,006) 86(181)

53. La Brea Avenue & Manchester Avenue

88(70) 543(992) 90(218)	197(147) 988(762) 29(59)
149(139) 445(1,082) 58(80)	120(100) 695(665) 20(39)

54. Sepulveda Eastway & Westchester Parkway

73(107) 45(34) 22(149)	60(78) 489(539) 40(65)
52(53) 261(460) 113(31)	77(20) 118(211) 63(227)

55. Jenny Avenue & Westchester Parkway

2(3) 20(20) 11(20)	7(40) 543(565) 138(221)
2(3) 277(590) 72(47)	38(29) 28(22) 113(191)

56. Airport Blvd & Arbor Vitae St/Westchester Pkwy

167(110) 695(618) 60(119)	79(100) 466(511) 147(139)
90(100) 202(515) 99(130)	80(148) 491(866) 97(148)

57. Aviation Boulevard & Arbor Vitae Street

80(127) 388(429) 38(69)	49(39) 647(556) 155(157)
40(118) 288(621) 89(189)	240(218) 433(606) 109(133)

58. La Cienega Boulevard & Arbor Vitae Street

38(49) 330(629) 64(149)	154(79) 464(307) 99(60)
59(49) 183(594) 167(364)	283(153) 539(401) 50(230)

59. Inglewood Avenue & Arbor Vitae Street

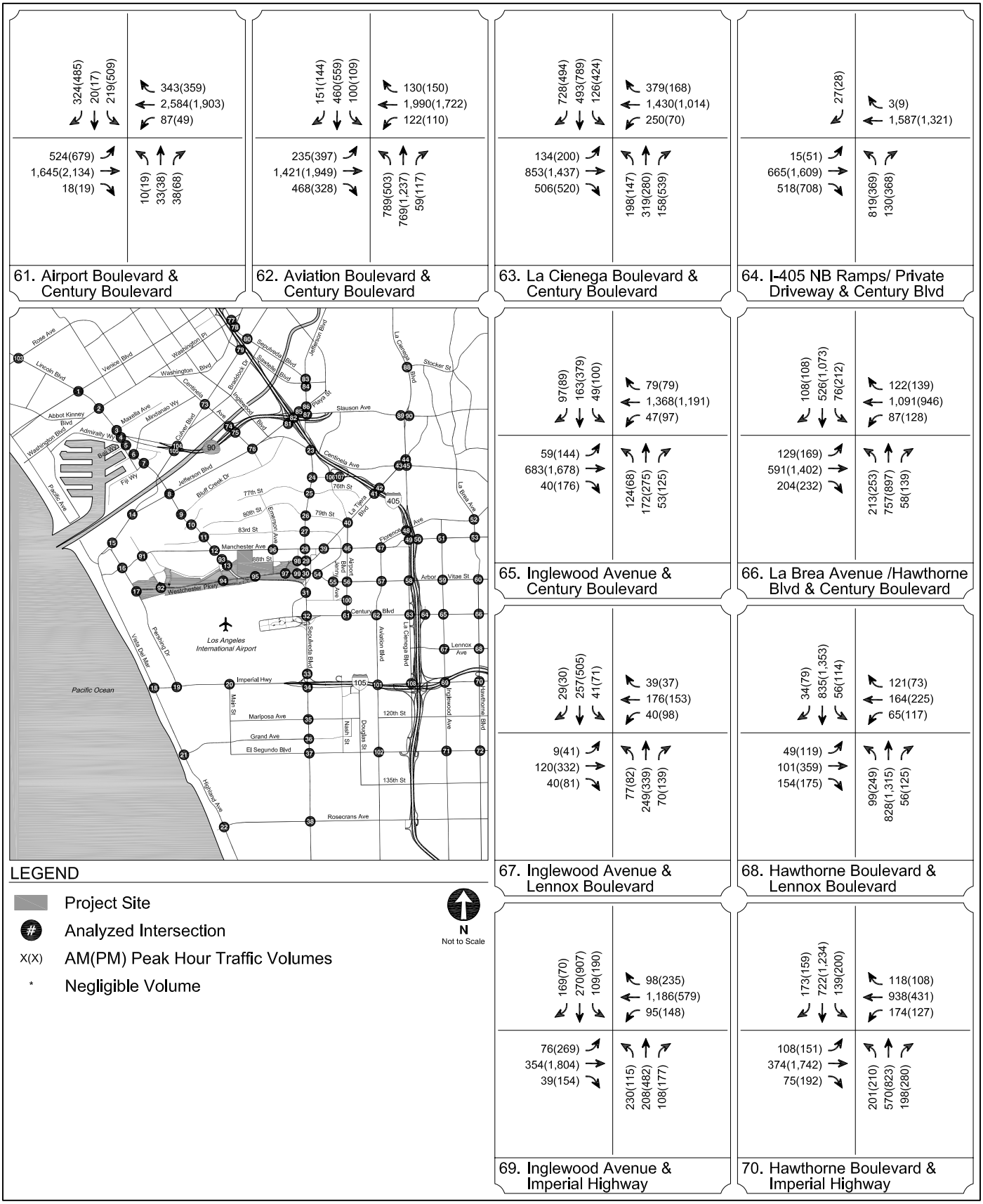
29(41) 94(246) 20(67)	40(30) 514(359) 49(98)
27(26) 249(646) 46(110)	159(106) 122(202) 58(109)

60. La Brea Avenue & Arbor Vitae Street

49(60) 442(1,042) 59(118)	69(84) 281(296) 49(69)
60(100) 156(369) 98(234)	135(215) 687(657) 20(70)

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 F



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
5 G

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

71. Inglewood Avenue & El Segundo Boulevard

96(87) 349(774) 38(89)
87(160) 1,140(667) 110(202)
67(208) 371(1,988) 87(289)
200(119) 387(663) 76(130)

72. Hawthorne Boulevard & El Segundo Boulevard

58(109) 762(1,855) 212(354)
214(168) 1,053(715) 159(149)
79(159) 461(2,285) 124(453)
270(216) 696(1,105) 109(216)

73. Centinela Avenue & Culver Boulevard

92(166) 853(1,360) 130(170)
148(180) 303(609) 105(119)
291(113) 835(553) 14(17)
9(30) 1,135(1,304) 166(173)

74. Centinela Ave & Sanford St/ SR-90 WB Ramps

8(18) 1,138(1,451)
619(594) 8(15) 285(209)
12(*) 38(29)
10(20) 662(1,025) 49(97)

75. Centinela Avenue & SR-90 Eastbound Ramps

997(1,045) 382(710)
18(29) 1(1) 126(82)
745(1,103) 308(227)

76. Centinela Avenue & Jefferson Boulevard

615(477) 19(10) 403(773)
371(413) 998(1,113) 17(6)
511(511) 843(1,062) 10(10)
17(17) 18(19) 9(20)

77. Sepulveda Boulevard & Washington Place

69(125) 455(870) 20(47)
50(80) 441(572) 75(111)
208(150) 612(577) 72(111)
81(109) 1,088(1,111) 87(88)

78. Sepulveda Boulevard & Washington Boulevard

72(95) 466(888) 11(22)
62(58) 460(549) 27(33)
246(137) 592(626) 49(80)
48(78) 1,050(1,071) 30(47)

79. Sawtelle Boulevard & Culver Boulevard

96(236) 350(785) 189(112)
148(189) 595(903) 200(327)
119(94) 1,045(859) 65(80)
49(78) 284(376) 176(84)

80. Sepulveda Boulevard & Culver Boulevard

87(221) 461(850) 38(78)
59(46) 725(1,087) 82(139)
278(316) 1,110(580) 64(119)
119(129) 836(860) 154(146)

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 H

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

81. I-405 Southbound Ramps & Jefferson Boulevard

337(218) *(*) 124(149) → 724(1,088) ← 330(588)

915(1,143) → 219(312) ↘

82. I-405 Northbound Ramps & Jefferson Boulevard

↖ 179(187) ← 1,055(1,375)

264(203) ↗ 780(1,032) →

149(294) 42(37) 268(598) ↑

83. Sepulveda Boulevard & Jefferson Boulevard

694(1,166) ↓

↖ 10(29) ← 4(14) ↙ 941(868)

1,190(1,357) 1,280(1,517) ↑

84. Sepulveda Boulevard & Sawtelle Boulevard

69(150) 1,332(1,741) 65(131) ↓

↖ 60(107) ← 68(170) ↙ 59(83)

90(119) ↗ 95(165) → 62(142) ↘

164(170) 2,272(2,625) 20(88) ↑

85. Slauson Avenue & Jefferson Boulevard

47(62) 53(21) 8(9) ↓

↖ 7(9) ← 850(896) ↙ 19(50)

48(86) ↗ 762(1,108) → 221(445) ↘

332(524) 27(107) 26(38) ↑

86. Sepulveda Boulevard & Jefferson Blvd/Playa Street

587(564) 823(1,236) 53(100) ↓

↖ 210(237) ← 313(310) ↙ 114(279)

518(577) ↗ 246(550) → 17(18) ↘

40(59) 1,664(2,032) 136(198) ↑

87. Sepulveda Boulevard & Slauson Avenue

15(40) 672(1,274) 128(353) ↓

↖ 224(309) ← 289(348) ↙ 80(261)

18(69) ↗ 231(346) → 81(120) ↘

101(195) 1,497(1,773) 66(114) ↑

88. La Cienega Boulevard & Stocker Street

2,303(2,617) 119(289) ↓

↖ 129(101) ← 1,448(1,043)

2,782(2,647) 832(1,371) ↑

89. La Cienega Boulevard SB Ramps & Slauson Avenue

677(578) 3(4) 79(172) ↓

← 2,060(1,288) ↙ 196(257)

1,192(2,509) → 114(151) ↘

90. La Cienega Boulevard NB Ramps & Slauson Avenue

↖ 130(110) ← 1,944(1,406)

332(678) ↗ 904(1,982) →

371(161) 5(5) 210(306) ↑

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 I

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

91. Falmouth Avenue & Manchester Avenue

36(45) 15(10) 10(27)	15(23) 252(311) 69(80)
54(71) 298(375) 80(59)	136(64) 9(23) 157(59)

92. Falmouth Ave/Private Dwy & Westchester Parkway

150(42) 345(96)	326(232) 172(235) 32(10)
125(91) 326(249) 73(18)	21(44) 1(2) 26(42)

93. Lincoln Boulevard & Loyola Boulevard

133(162) 1,433(1,836)	
218(187) 16(33)	50(73) 2,316(1,767)

94. Loyola Boulevard & Westchester Parkway

60(89) 54(25) 111(85)	329(180) 480(368) *(2)
95(70) 423(280) 176(43)	7(14) 9(4) *(2)

95. McConnell Avenue & Westchester Parkway

	671(432) 66(46)
525(368) 5(3)	116(131) 5(19)

96. Emerson Avenue & Manchester Avenue

70(47) 180(104) 160(114)	141(134) 1,074(762) 60(57)
54(76) 756(993) 61(79)	96(81) 134(102) 66(57)

97. La Tijera Boulevard & Westchester Parkway

326(203) 33(11)	10(7) 452(283)
256(200) 301(203)	

98. Sepulveda Westway & La Tijera Boulevard

22(58) 32(87) 54(147)	78(220) 416(296) 38(35)
35(34) 378(249) 50(42)	74(82) 66(137) 10(96)

99. Sepulveda Westway & Westchester Parkway

22(51) 31(78) 42(110)	181(173) 430(228) 43(82)
13(12) 286(164) 43(42)	2(18) 1(42) 4(67)

100. Airport Boulevard & 96th Street

253(194) 686(643) 57(48)	55(89) 23(19) 30(35)
82(148) 36(36) 47(89)	120(118) 550(1,020) 30(27)

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 J

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

101. Aviation Boulevard & Imperial Highway

192(159) ↓ 354(598) ↓ 248(247) ↓	↖ 744(434) ← 905(405) ↙ 234(278)
141(249) → 267(1,208) → 102(298) →	↖ 281(196) ↑ 592(441) ↗ 126(245)

102. Aviation Boulevard & El Segundo Boulevard

228(74) ↓ 799(256) ↓ 69(69) ↓	↖ 57(86) ← 1,891(695) ↙ 335(232)
86(245) → 372(1,987) → 72(555) →	↖ 370(223) ↑ 858(636) ↗ 140(344)

103. Lincoln Boulevard & Rose Avenue

84(112) ↓ 1,544(1,865) ↓ 96(92) ↓	↖ 166(81) ← 419(219) ↙ 52(59)
205(185) → 252(395) → 128(147) →	↖ 117(110) ↑ 1,767(1,321) ↗ 46(48)

104. Culver Boulevard & SR-90 WB Ramps

400(295) ↓ 279(935) ↓	↖ 80(37) ← 312(200) ↙ 129(360)
*(154) → 175(526) →	↖ 472(228) ↑ 1,311(568)

105. Culver Boulevard & SR-90 EB Ramps

492(1,537) ↓ 126(276) ↓	
94(103) → 1(3) → 28(83) →	↑ 1,716(703) ↗ 950(181)

106. I-405 SB Ramps & Howard Hughes Parkway

860(600) ↓ 26(14) ↓	↖ 21(139) ← 231(208)
294(578) → 770(564) →	

107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps

26(209) ↓ 24(156) ↓	↖ 188(65) ← 205(164)
51(20) → 805(561) →	

108. La Cienega Boulevard & Imperial Highway

322(388) ↓ 261(556) ↓ 57(422) ↓	↖ 555(264) ← 733(313) ↙ 91(31)
382(233) → 229(1,257) → 202(237) →	↖ 98(74) ↑ 231(133) ↗ 135(582)

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 5 K

TABLE 8
POTENTIAL FUTURE BASELINE IMPROVEMENTS AT STUDY INTERSECTIONS

No.	Intersection	Improvement	Source of Improvement
12.	Lincoln Boulevard & Manchester Avenue	Second left turn lane added for eastbound and westbound approaches	LAX Specific Plan Amendment Study
25.	Sepulveda Boulevard & 76th/77th Street	Restripe eastbound approach from two left-turn lanes, one through lane, and one right-turn lane to two left-turn lanes, one shared left-turn/through lane, and one right-turn lane.	Thomas Bradley International Terminal FEIR mitigation
29.	Sepulveda Boulevard & La Tijera Boulevard	Restripe westbound approach from one left-turn lane, one through lane, and one shared though/right-turn lane to two left-turn lanes, one through lane, and one shared though/right-turn lane.	Thomas Bradley International Terminal FEIR mitigation
46.	Airport Boulevard & Manchester Avenue	Restripe the eastbound approach from one-left-turn lane, one through lane, and one shared through/right-turn lane to one-left-turn lane, two through lanes, and one shared through/right-turn lane.	Thomas Bradley International Terminal FEIR mitigation
57.	Aviation Boulevard & Arbor Vitae Street	Widen to provide a dedicated eastbound right-turn lane.	Thomas Bradley International Terminal FEIR mitigation

TABLE 9
RELATED PROJECTS

No.	Project	Address	Project Description
City of Los Angeles			
1.	Mixed-use office & retail	11955 W Washington Blvd	Mixed-use with 41 ksf office & 9.5 ksf retail. Existing vacant building to be removed.
2.	Mixed-use Apartment & Office	2900 S Sepulveda Blvd	Mixed-use with 48-unit apartment & 1.5 ksf office.
3.	Mixed-use Apartment & Retail	9901 Washington Blvd	(Preliminary) 131-unit apartment & 12 ksf retail. Existing 16.9 ksf retail to be removed.
4.	Mixed-use Apartment, office, retail, and restaurant	10601 Washington Blvd	126-unit apartment, 23 ksf office, 9 ksf retail, 9 ksf restaurant. Existing 10 ksf office to be removed.
5.	Mixed-use condominium and retail	3115 S Sepulveda Blvd	(Preliminary) 175-unit condominium & 28 ksf retail. Existing 28 ksf discount store to be removed.
6.	Condominium	11131 Rose Ave	227-unit condominium. Existing 89-unit apartment to be removed
7.	Mixed-use Apartment & Retail	3417 Motor Ave	115-unit apartment and 975 sf retail. Existing 15 apartment units, 2 single family dwellings and 3.3 ksf office to be demolished.
8.	Hotel & Restaurant Project	305 Ocean Front Walk	24-room hotel and 2 ksf high-turnover restaurant.
9.	Restaurant & Retail	10612 National Blvd	2.5 ksf restaurant and & 3.5 ksf retail. Existing vacant lot
10.	LADPW Maintenance Yard	3233 Thatcher Ave	Improve/expansion of the existing LADPW maintenance yard plus addition of 30 new employees to site.
11.	Apartment	7280 W Manchester Ave	126-unit apartment in-lieu of 24 ksf retail space of the previously approved/entitled Decron mixed-use development.
12.	Proposed Airport Parking	6225 W Century Blvd	Construct a 1,726-stall airport parking facility with shuttle bus service.
13.	Mixed-use apartment, retail and restaurant	6819 Pacific Ave	Mixed-use with 29-unit apartment, 3 ksf restaurant, 1 ksf retail space.
14.	Mixed-use apartment and retail	220 Culver Blvd	Mixed-use with 63-unit apartment & 6 ksf retail space. Existing 4ksf restaurant to be removed.
15.	Mixed-use condominium and retail	138 Culver Blvd	Mixed-use with 63-unit condomuniom & 10 ksf retail space.
16.	MTA Bus Facility	10701 S La Cienega Blvd	MTA bus facility at LAX parking lot B (on 23.1 acre parcel).
17.	LMU Master Plan	1 LMU Dr	Increase enrollment capacity to 7,800 students.
18.	Car Wash	9204 Airport Blvd	15 ksf car wash to replace existing car rental facility.
19.	Retail Space	585 Venice Blvd	10 ksf specialty retail space. Existing 10 ksf warehouse space to be replaced.
20.	Walk-in Bank	12410 Venice Blvd	2.8 ksf walk-in bank. Existing 2.8 specialty retail to be replaced.
21.	Mixed-use	9336 Washington Blvd	Replacement of several existing facilities with additional production office support uses, retail/restaurant space, total of 107,688 sf of net new facilities. Phase I: 300 space parking, 22 ksf passive production, 51 ksf active production; existing to be removed 25 ksf active production & 8 ksf passive production. Phase II: 62 ksf active production & 38 ksf passive production; existing 32 ksf passive production to be removed.
22.	Apartment	8614 Saran Dr	49-unit apartment, existing vacant lot.
23.	Supermarket	1600 Lincoln Blvd	(Preliminary) 36.8 supermarket (Fresh & Easy).
24.	Boeing Selby Remodel & Office Addition	900 N Sepulveda Blvd	Remodel & office addition of the existing site to bring total sf to 198,502 sf. The existing site contains 159,743 sf (77 ksf office, 2.6 ksf manufacturing, 80.2 ksf warehousing).
25.	Walk-in Bank or Coffee Shop	6066 W Manchester Ave	Conversion to either a 4 ksf walk-in bank or 1.5 ksf coffee shop with 2 ksf fast-food restaurant w/o drive-thru.
26.	Residential & Retail	580 Venice Blvd	(Preliminary) 5-unit residential plus 5.7 ksf retail space.
27.	Dollar Tree Discount Store	4160 Lincoln Blvd	8 ksf Dollar Tree discount store to replace Boater's World Store.

TABLE 9 (continued)
RELATED PROJECTS

No.	Project	Address	Project Description
City of Los Angeles (continued)			
28.	Windward School	11350 Palms Blvd	75-student enrollment increase to a maximum enrollment of 475 students.
29.	Auto Care Shop	8332 Osage Ave	8-stall auto care shop to replace 31 ksf warehouse.
30.	Fast-food Restaurant	6249 W 87th St	Fast-food restaurant w/o drive-thru at 1,455 sf.
31.	Goethe International Charter School	2920 S Sepulveda Blvd	(Preliminary) 120-student private school. Existing 9 ksf office to be removed.
32.	Office Building	6161 W Centinela Ave	342 ksf 13-story office building to replace existing surface parking lot.
33.	Apartment	4100 Del Rey Ave	77-unit apartment building.
34.	Proposed Aviation Station Project	11604 Aviation Blvd	
Culver City			
35.	Condominium	4139-4145 Duquesne Ave	7 unit condominiums with 15 subterranean parking.
36.	3 Story Mixed-Use Development	11042-11056 Washington Blvd	3 story mixed-use development (48.5 ksf) with 106 parking spaces (ground level & subterranean).
37.	Brotman Medical Center	3828 Hughes Ave	Redevelop Brotman Medical Center to a 5 level residential care facility for the elderly with 232 units.
38.	Commercial Building	9920 Jefferson Blvd	Addition of 15 ksf of office space and improvements to an existing commercial building.
39.	Office	9336 Washington Blvd	Phase I: net increase of 38.7 ksf of office and support facilities Phase 2: net increase of 68.7 ksf of office and support facilities.
40.	Auto Repair	11304 Culver Blvd	New auto repair facility.
41.	Mixed-Use Building	9355 Culver Blvd	3 story mixed-use bulding consisting of a ground level gallery, second story office, one apartment unit on third floor.
42.	Office Building	13110 Washington Blvd	Adding 1.032 ksf to an existing building totaling 2.5 ksf.
43.	Office and Warehouse	6029 Slauson Ave	Adding 14.868 ksf to existing office and warehouse buildilng totaling 64.055 ksf.
44.	Office and Retail	11012-11014 Washington Blvd	Two story office and retail building totaling 3.385 ksf.
45.	Commercial & Condominium Building	12803 Washington Blvd	3 story commerical (office & retail) condominium building totaling 37.308 ksf.
46.	Vehicle Repair Shop	11167 Washington Blvd	New vehicle repair shop.
47.	Office Building	5800 Uplander Way	Adding 49.881 ksf to existing 26.124 ksf office building totaling 76.095 ksf.
48.	Special Needs School	12095-12101 Washington Blvd	Expansion of a special needs school.
49.	Office Building	9919 Jefferson Blvd	3 story office building 113.467 ksf.
50.	Office Tower & Parking Structure	6161 W Centinela Ave	342 ksf office tower and parking structure addition.
51.	Office Building	8665 Hayden Ave	Construct new 62.765 ksff office building.
52.	Mixed-Use Retail & Office	4043 Irving Pl	Mixed-use project consisting of 28 residential condominium units and 1.403 ksf office space.
53.	Condominium	4058 Madison Ave	New 4 unit condominium.
54.	Condominium	3862 Huron Ave	New 5 unit condominium.
55.	Condominium	4228 Madison Ave	New 2 unit condominium.
56.	Condominium	4014 Van Buren Pl	4 new residential condomiums.
57.	Fueling Station [a]	10638 Culver Blvd	Expand mini mart and add new automatic car wash at existing fueling station.
58.	Condominium	13340 W Washington Blvd	41 unit condominium with 35 condominiums in Los Angeles and 6 live work units in Culver City.

TABLE 9 (continued)
RELATED PROJECTS

No.	Project	Address	Project Description
City of El Segundo			
59.	Data Center / Office	445 N Douglas St	332 ksf data center/office, remove existing 106 ksf office & 117 ksf warehouse.
60.	Hotel	888 N Sepulveda Blvd	178 room hotel.
61.	Office	2350 E El Segundo Blvd	1740 ksf office, 75 ksf retail, 7 ksf child care center, 7 ksf medical/dental office, 19 ksf health club, 75 ksf restaurant, 100 room hotel, 25 ksf light industrial, 75 ksf research & development, 65 ksf technology/telecommunications.
62.	El Segundo Corporate Campus	700-800 N Nash St	1740 ksf office, 75 ksf retail, 7 ksf child care center, 7 ksf medical/dental office, 19 ksf health club, 75 ksf restaurant, 100 room hotel, 25 ksf light industrial, 75 ksf research & development, 65 ksf technology/telecommunications.
63.	Office	1950 E Grand Ave	93.569 ksf office.
64.	Medical Office	1700 E Grand Ave	80.050 ksf medical office, 24.930 ksf office.
65.	Hotel	101 Continental Blvd	167 room hotel.
66.	Industrial Uses	215 California St	82.429 ksf industrial uses.
67.	Data Center / Office	444 N Nash St	116.756 ksf data center/office.
68.	LA Air Force Base - Area A	SE Aviation Blvd	525 unit condominium, remove existing 835 ksf office.
69.	Industrial Uses	222 Kansas St	89.249 ksf industrial uses.
70.	Hotel	1960 E Grand Ave	150 room hotel.
71.	Residential	425-429 Indiana St	8 residential units.
72.	Condominium	616-620 W Imperial Hwy	12 unit condominiums.
73.	Condominium	301, 303, 305 W Palm Ave	7 unit condominiums, remove existing 9 unit apartments.
74.	Plaza El Segundo	NE Sepulveda Blvd	425 ksf retail shopping center.
75.	Corporate Office	455 / 475 Continental Blvd	75 ksf corporate headquarters office, 225 ksf research & development, 174.24 ksf office; remove existing 55.355 ksf office.
76.	Shopping Center	850 S Sepulveda Blvd	70 ksf shopping center.
77.	Walgreens	NE Sepulveda Blvd	67 ksf retail.
78.	Parking Structure	525 N Sepulveda Blvd	1029 space 328.532 ksf parking structure.
79.	Office/Industrial Condominium Project	222 Kansas St	55 unit 89.249 ksf office/industrial condominium, existing 93.473 ksf.
80.	Mixed-Use Commercial	141 Main St	12.550 ksf mixed-use commercial.
81.	Warehouse, Office, Manufacturing	900, 950 Sepulveda Blvd & 960, 901 - 915 Selby St	20.819 ksf warehouse, 139.558 ksf office, 14.025 ksf manufacturing; from existing 80.165 ksf warehouse, 72.084 ksf office, 2.554 ksf manufacturing.
82.	Lifeguard Station	105 Vista del Mar	1.4 ksf lifeguard station.
83.	Senior Assisted Living Facility	540 E Imperial Hwy	58-300 residential units under review; previously 22.5 ksf school.
84.	Indoor Ice Rink	555 N Nash St	17.315 ksf indoor ice rink.
85.	Office	116 W El Segundo Blvd	38 ksf office.
86.	Fast-food Restaurant with Drive-Thru	600-630 N Sepulveda Blvd	Existing Sizzler (sit-down dining) to become 3.714 ksf fast-food restaurant with drive-thru.

TABLE 9 (continued)
RELATED PROJECTS

No.	Project	Address	Project Description
City of Manhattan Beach			
87.	Walgreens	2400 N Sepulveda Blvd	15 ksf retail.
88.	Commercial / Office	1300 Highland Ave	15 ksf commercial / office.
89.	Mixed-use Retail, Office, Coffee Shop	1000 N Sepulveda Blvd	23 ksf medical office, 0.7 ksf pharmacy, 1.7 ksf coffee shop; remove 5.4 ksf restaurant.
90.	Mixed-use office & retail	222 N Sepulveda Blvd	12 ksf office, 1 ksf retail; remove existing 5 ksf auto repair .
91.	Rite-Aid	1100 Manhattan Beach Blvd	13 ksf retail, remove 8.6 ksf office.
92.	Bank and Retail	1129 N Sepulveda Blvd	4 ksf bank, 2 ksf retail.
93.	Retail Space	1700 Rosecrans Ave	10 ksf retail, replace existing 10 ksf warehouse.
94.	Gas Station w/ Mini-Mart	1002 Manhattan Beach Blvd	Expand and remodel 1.785 ksf gas station with mini-mart to 2.4 ksf.
95.	Bank	400 Manhattan Beach Blvd	Remodel existing 5.59 ksf bank to 5.68 ksf.
96.	Manhattan Beach County Library	1320 Highland Ave	Demo existing 12.3 ksf; new 21.5 ksf.
97.	Manhattan Academy	1826 Manhattan Beach Blvd	Convert building to private school 4.517 ksf classrooms and 1.595 ksf play area.
98.	Manhattan Village Mall	3200 N Sepulveda Blvd	Retail shopping center 3 component 124 ksf expansion .
99.	Chevron	Aviation Blvd	Demo existing; new 5.18 ksf foodmart, carwash, gas .
100.	Louie Tomaro Office	2617 N Sepulveda Blvd	Demo 2 houses, new 8.8 ksf office.
101.	Manhattan Beach Work Lofts	1300 Highland Ave	Former Good Stuff; new 15 ksf commerical/office condominiums.
102.	Mixed-Use Building	3912 Highland Ave	Demo 1 apartment and 400 sf retail; New 1 unit condominium and 700 sf medical office.
103.	Chalk Preschool	1030 Manhattan Beach Blvd	Demo 4.38 ksf office, add 6 classrooms totaling 4.191 ksf.
City of Lawndale			
104.	Lawndale Annex	14900 Aviation Blvd	290 unit condominium.

Notes:

City of Inglewood and City of Hawthorne have no on-going large scale projects.

TABLE 10
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.774 0.990	C E
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.573 0.644	A B
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.492 0.789	A C
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.688 0.820	B D
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.552 0.786	A C
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.634 0.667	B B
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.459 0.417	A A
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.475 0.561	A A
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.564 0.601	A B
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.692	B B
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.731 0.695	C B
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.591 0.777	A C
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.411	A A
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.412 0.392	A A
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.547 0.459	A A
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.720 0.571	C A

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 10 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.533 0.361	A A
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.713	D C
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.811 0.815	D D
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.412 0.576	A A
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.661	B B
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.481 0.528	A A
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.431 0.491	A A
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.522 0.673	A B
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.506 0.851	A D
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.550 0.638	A B
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.849 0.881	D D
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.773 1.156	C F
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.785 0.805	C D
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.790 0.908	C E
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.515 0.553	A A
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.436 0.444	A A

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 10 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.478 0.605	A B
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.620 0.598	B A
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.613 0.760	B C
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.662 0.765	B C
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.653 0.917	B E
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.684 0.836	B D
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.828 1.125	D F
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.697 0.911	B E
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M. P.M.	0.677 0.775	B C
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.546 0.679	A B
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.741 0.998	C E
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.305 0.546	A A
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.121 0.311	A A
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.391 0.597	A A
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.527 0.669	A B
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.505 0.687	A B
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.426 0.754	A C
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.364 0.727	A C

Notes:
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TABLE 10 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.723 0.767	C C
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.939 1.065	E F
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.664 0.772	B C
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.677 0.631	B B
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.617 0.834	B D
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.670 0.934	B E
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.467 0.804	A D
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.794	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.729 1.240	C F
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.653 0.954	B E
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.662 1.043	B F
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.677 1.233	B F
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.719 0.787	C C
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.431 0.494	A A
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.352 0.490	A A
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.596 0.697	A B
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.678 0.707	B C
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.692 0.669	B B
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.648 0.798	B C
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.714 0.707	C C

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TABLE 10 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A

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TABLE 10 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.713 0.672	C B
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	1.041 0.954	F E
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.969 0.898	E D
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.819 0.878	D D
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.456 0.512	A A
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.388 0.226	A A
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.192 0.237	A A
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.444 0.606	A B

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IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 10 (continued)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Number of Intersections	
	Morning Peak Hour	Afternoon Peak Hour
A	56	37
B	21	18
C	18	20
D	7	13
E	4	10
F	2	10
Total	**108**	**108**

Chapter 4
Project Traffic

This chapter describes the assumptions and methodology used in developing the traffic volumes within the Study Area associated with the proposed Project.

PROJECT DESCRIPTION

As described in Chapter 1, the goal of the Project is to create a framework that guides development on the Project Site by defining the potential uses and capping the maximum total development.

The Project does not specify the exact land use types and quantities in each area. Instead it defines a range of uses allowed in each area and the land use restrictions and design guidelines that would, among other actions, limit the total possible development. A land use program showing the allowed uses and the square footages for each area is shown in Chapter 1.

A more detailed conceptual land use program was developed in order to analyze the potential transportation impacts of the Project. This program was based on real estate market research that considered the existing uses in the surrounding area and the region to determine the types and quantities of each use that could be economically viable for each area of the Project site. This program was also designed to ensure that the maximum number of vehicle trips generated by the site would be analyzed. As such, the results of this analysis can be used to determine a vehicle trip cap. The conceptual land use program is shown in Table 11.

PROJECT TRIP GENERATION

The Project is located within the CTCSP area and the LAX Specific Plan area. The CTCSP Appendix A trip generation rates were based on *Trip Generation, 3rd Edition* (Institute of

Transportation Engineers [ITE], 1982) trip generation rates. Pursuant to the LAX Specific Plan, this Project uses trip generation rates found in Trip Generation, 8th Edition (ITE, 2008) to estimate daily and morning and afternoon peak hour trip generation for all uses. The more recent Trip Generation, 8th Edition rates are based on a larger sample size and generally considered more applicable to present conditions.

Pass-by and transit credits were applied to certain land uses based on LADOT traffic impact study policies and procedures. Some of the retail trips will be trips already traveling through the Study Area and will stop on the way to their final destinations. These "pass-by" trips do not add new traffic to the Study Area. Similarly, ITE trip generation rates are representative of suburban sites with little or no transit service, while the Study Area currently has regular transit service. Therefore, it is expected that some office and R&D employees, as well as some higher education students, will arrive by transit.

Table 11 provides a summary of the trip generation estimates for the conceptual land use program accounting for the reductions described above. As shown in the table, it is estimated that the Project would generate a total of 23,635 daily trips on a typical weekday, including approximately 2,009 morning peak hour trips (1,584 inbound, 425 outbound) and 2,543 afternoon peak hour trips (758 inbound, 1,785 outbound). As also shown in the table, although they are contained within the Project Site, Areas 5-10, the golf course, and the Bureau of Sanitation do not generate any new trips.

PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is dependent on the locations of residential and employment centers from which the patrons of the Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site. The general distribution pattern for this study was developed in conjunction with LADOT using the LAX Model discussed in Chapter 3. Trips from the LAX Northside Traffic Analysis Zones (TAZs) were tracked as they were assigned through the local and regional roadway network, and this pattern was used to develop the traffic distribution for this study. Specific local distribution of traffic to and from the various Project Areas differed based on the locations of each Area and their relative proximities to the nearest arterials.

The Project traffic is expected to travel to and from the Project Site within and beyond the Study Area according to the following distribution patterns, illustrated in more detail in Figure 6:

- 39% to/from the north
- 31% to/from the east
- 30% to/from the south

PROJECT TRIP ASSIGNMENT

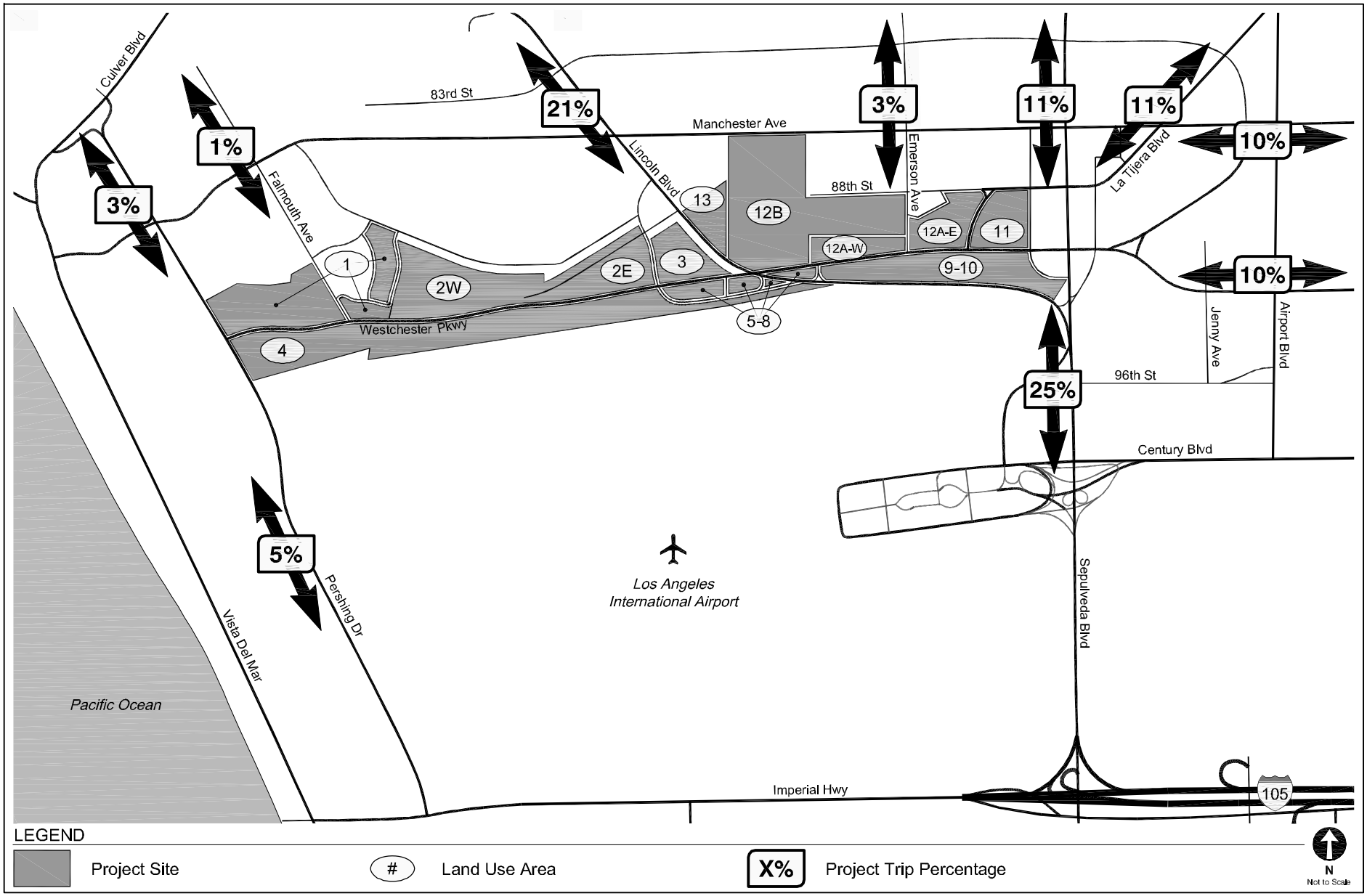
The Project trip generation estimates summarized in Table 11 and the distribution patterns described above were used to assign the Project-generated traffic through the 108 intersections. Figure 7 illustrates the Project-only peak hour traffic volumes at the signalized intersections during typical weekday morning and afternoon peak hours at full buildout.

PROJECT ALTERNATIVES

Appendix F contains analyses of various alternatives to the proposed Project for use in the EIR.

LAX SPECIFIC PLAN AMENDMENT STUDY ALTERNATIVES

During the preparation of this report, LAWA conducted the LAX Specific Plan Amendment Study (SPAS) which produced various alternative development schemes for LAX and its surrounding properties. Several of the SPAS alternatives would result in changes to the access and zoning of the LAX Northside Project Site. Appendix G contains an analysis of the Project considering the various alternatives proposed within the SPAS.



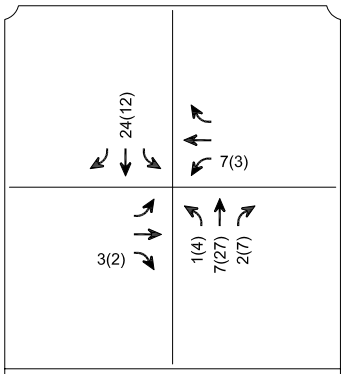
PROJECT TRIP DISTRIBUTION

FIGURE 6

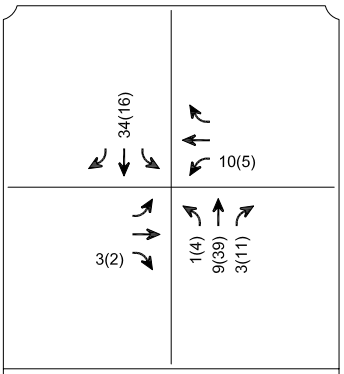
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

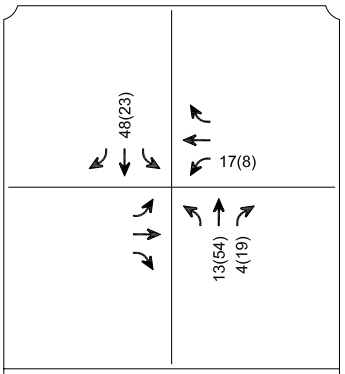
N
Not to Scale



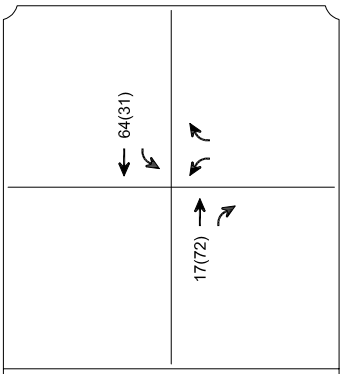
1. Lincoln Boulevard & Venice Boulevard



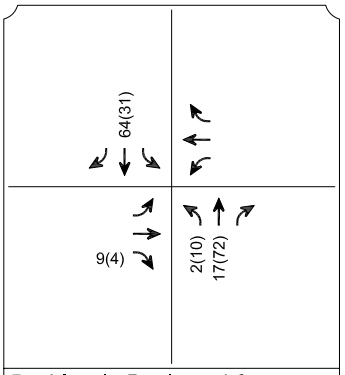
2. Lincoln Boulevard & Washington Boulevard



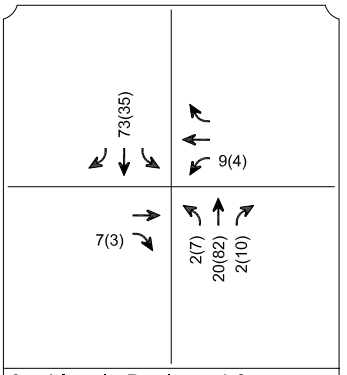
3. Lincoln Boulevard & Maxella Avenue



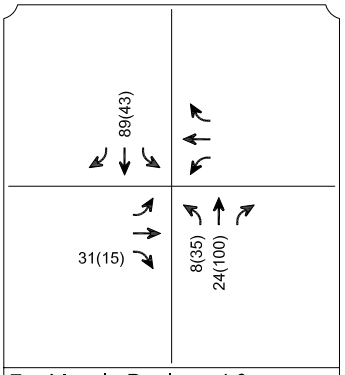
4. Lincoln Boulevard & SR-90 Ramps



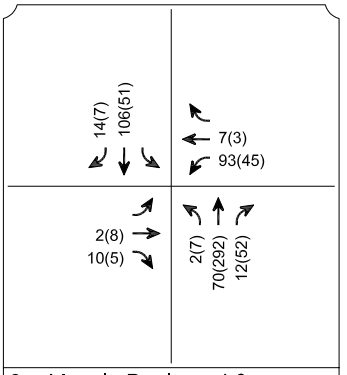
5. Lincoln Boulevard & Bali Way/Private Driveway



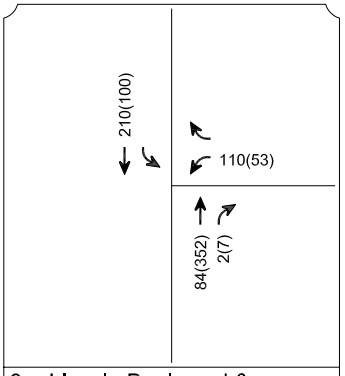
6. Lincoln Boulevard & Mindanao Way



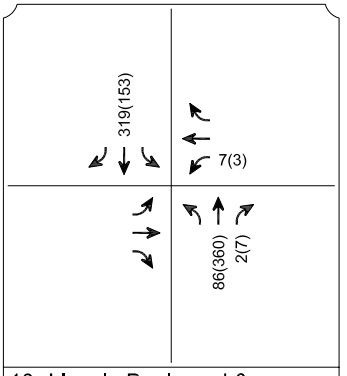
7. Lincoln Boulevard & Fiji Way



8. Lincoln Boulevard & Jefferson Boulevard



9. Lincoln Boulevard & Bluff Creek Drive



10. Lincoln Boulevard & LMU Drive

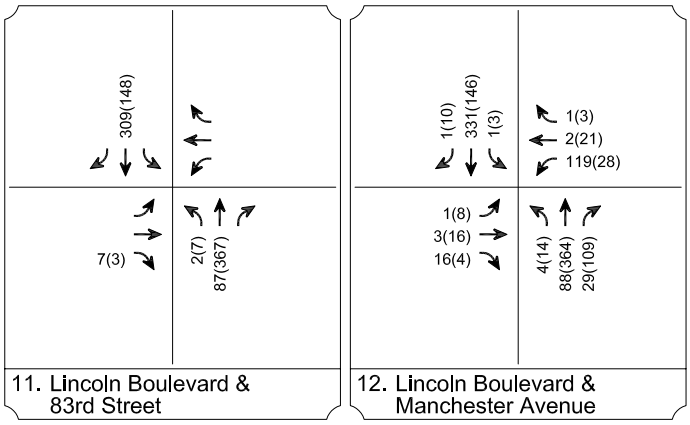
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 A

LEGEND

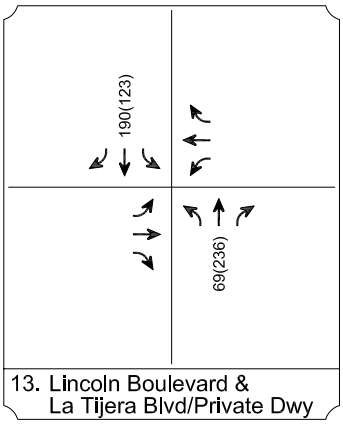
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

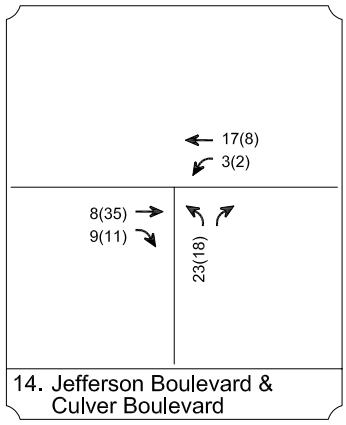


11. Lincoln Boulevard & 83rd Street

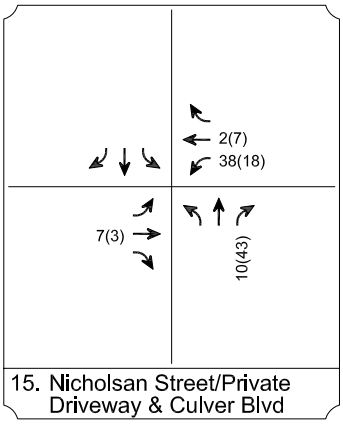
12. Lincoln Boulevard & Manchester Avenue



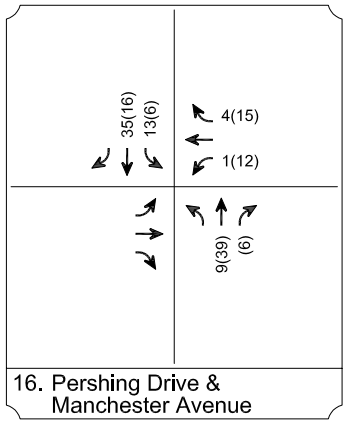
13. Lincoln Boulevard & La Tijera Blvd/Private Dwy



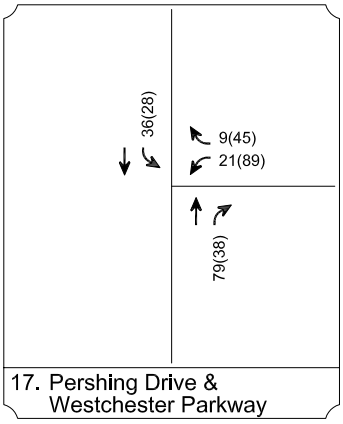
14. Jefferson Boulevard & Culver Boulevard



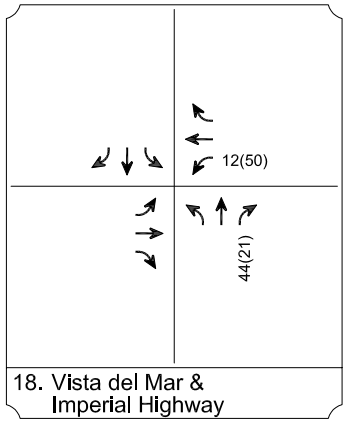
15. Nicholsan Street/Private Driveway & Culver Blvd



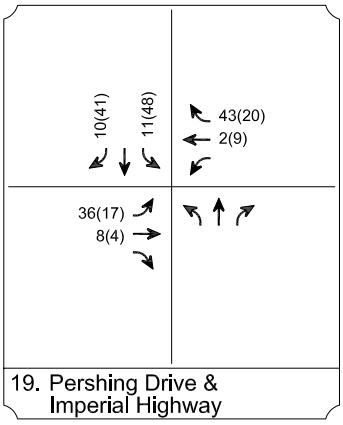
16. Pershing Drive & Manchester Avenue



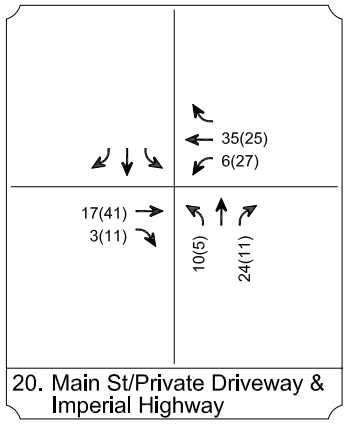
17. Pershing Drive & Westchester Parkway



18. Vista del Mar & Imperial Highway



19. Pershing Drive & Imperial Highway



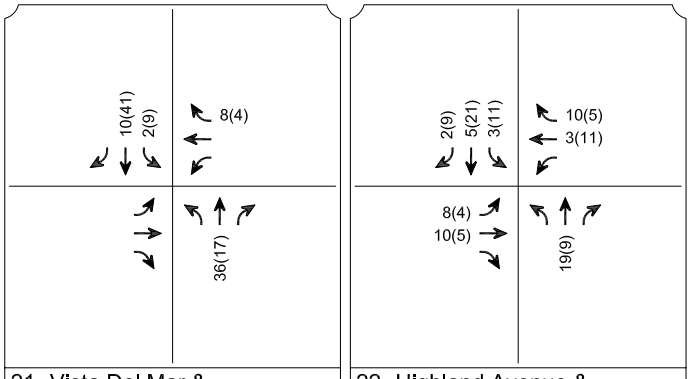
20. Main St/Private Driveway & Imperial Highway

PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES	FIGURE 7 B

LEGEND

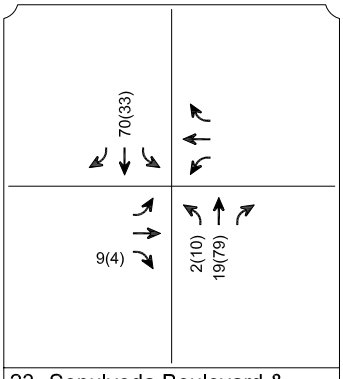
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

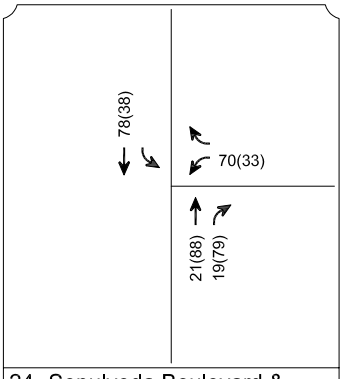


21. Vista Del Mar & Grand Avenue

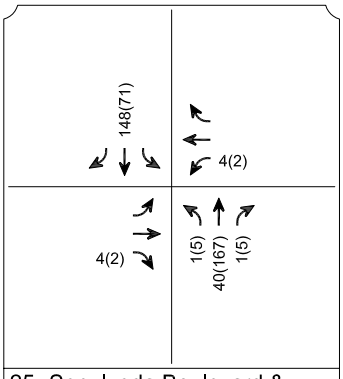
22. Highland Avenue & Rosecrans Avenue



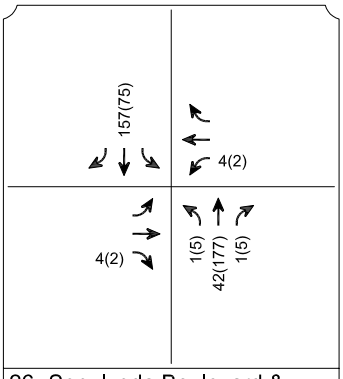
23. Sepulveda Boulevard & Centinela Avenue



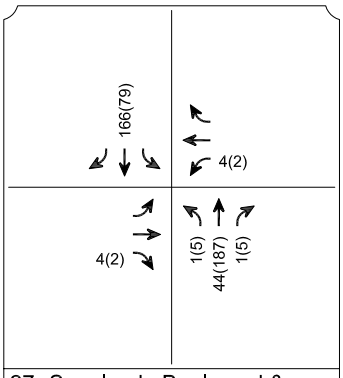
24. Sepulveda Boulevard & Howard Hughes Parkway



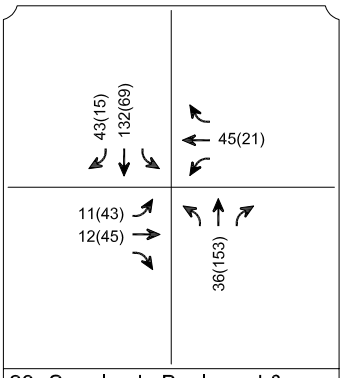
25. Sepulveda Boulevard & 76th Street/77th Street



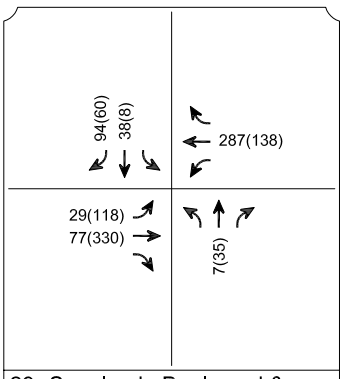
26. Sepulveda Boulevard & 79th Street/80th Street



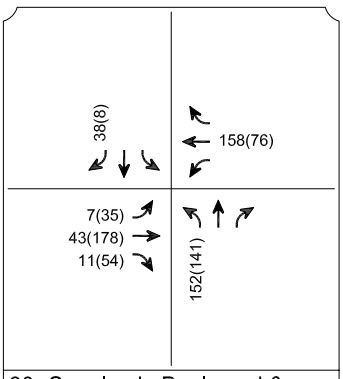
27. Sepulveda Boulevard & 83rd Street



28. Sepulveda Boulevard & Manchester Avenue



29. Sepulveda Boulevard & La Tijera Boulevard



30. Sepulveda Boulevard & Westchester Parkway

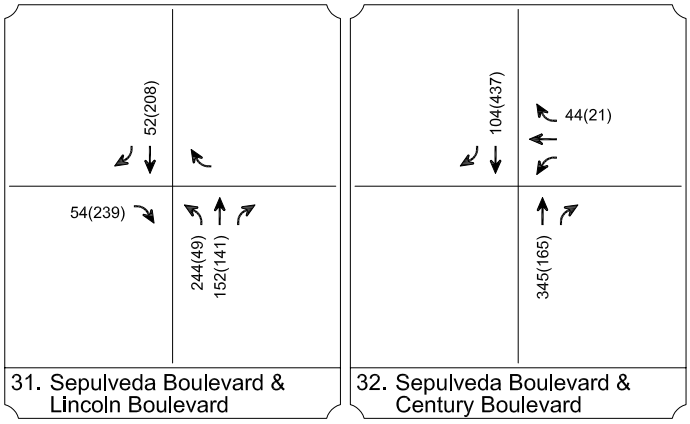
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 C

LEGEND

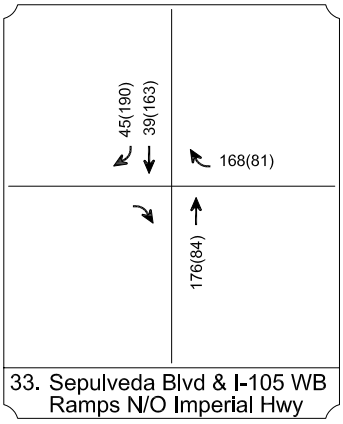
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

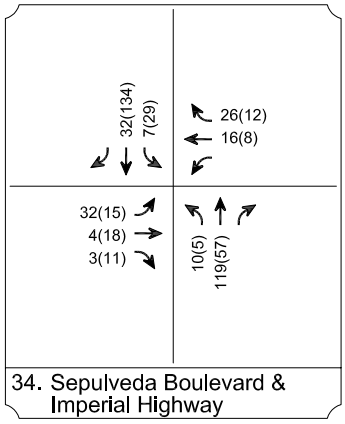


31. Sepulveda Boulevard & Lincoln Boulevard

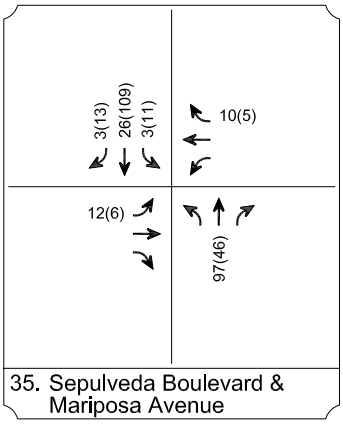
32. Sepulveda Boulevard & Century Boulevard



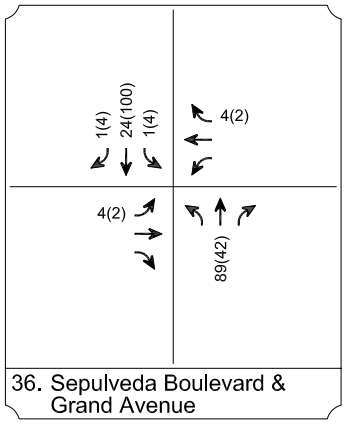
33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy



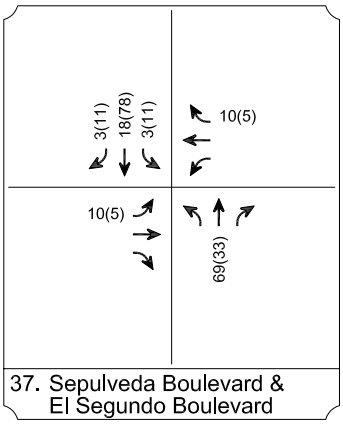
34. Sepulveda Boulevard & Imperial Highway



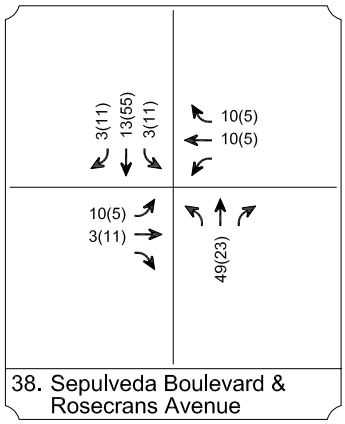
35. Sepulveda Boulevard & Mariposa Avenue



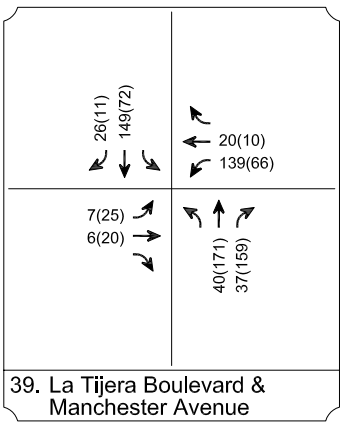
36. Sepulveda Boulevard & Grand Avenue



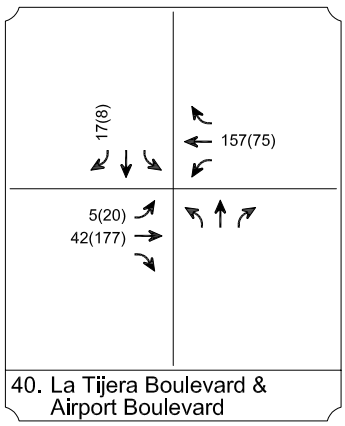
37. Sepulveda Boulevard & El Segundo Boulevard



38. Sepulveda Boulevard & Rosecrans Avenue



39. La Tijera Boulevard & Manchester Avenue



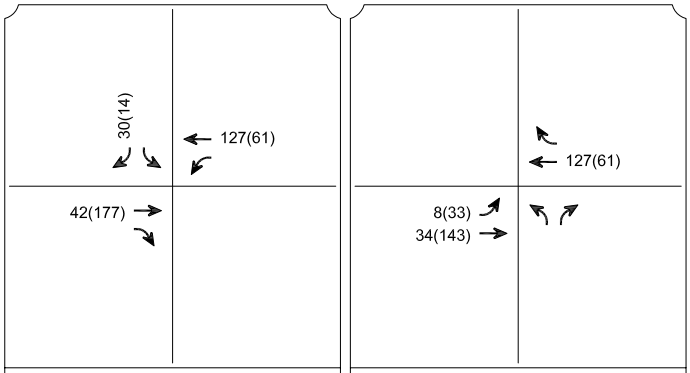
40. La Tijera Boulevard & Airport Boulevard

PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES	FIGURE 7 D

LEGEND

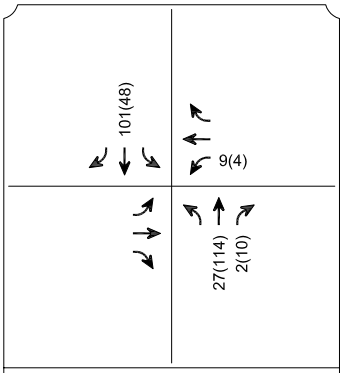
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

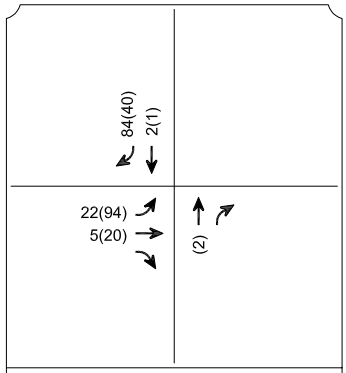


41. I-405 Southbound Ramps & La Tijera Boulevard

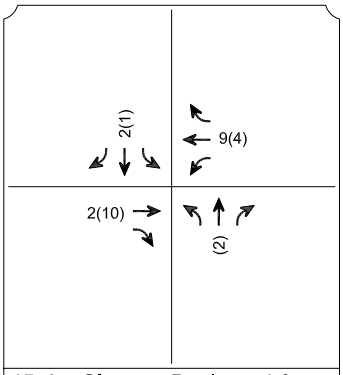
42. I-405 Northbound Ramps & La Tijera Boulevard



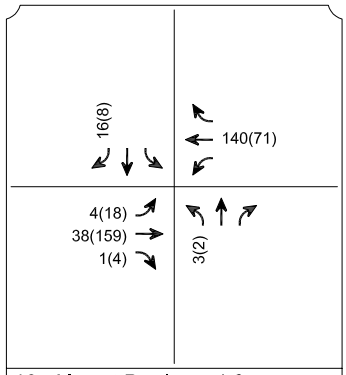
43. La Tijera Boulevard & Centinela Avenue



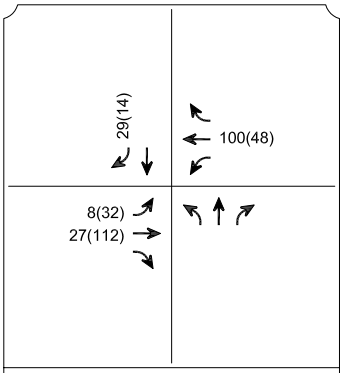
44. La Cienega Boulevard & La Tijera Boulevard



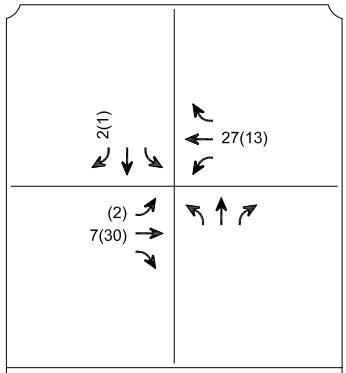
45. La Cienega Boulevard & Centinela Avenue



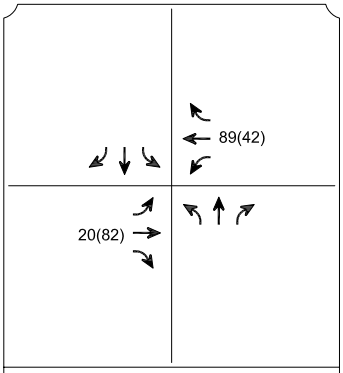
46. Airport Boulevard & Manchester Avenue



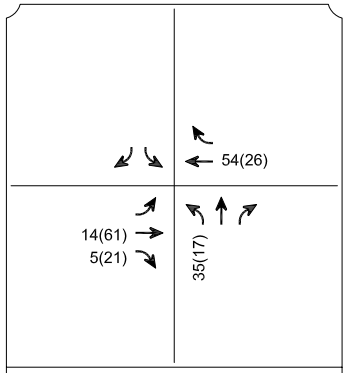
47. Aviation Blvd/Florence Ave & Manchester Avenue



48. La Cienega Boulevard & Florence Avenue

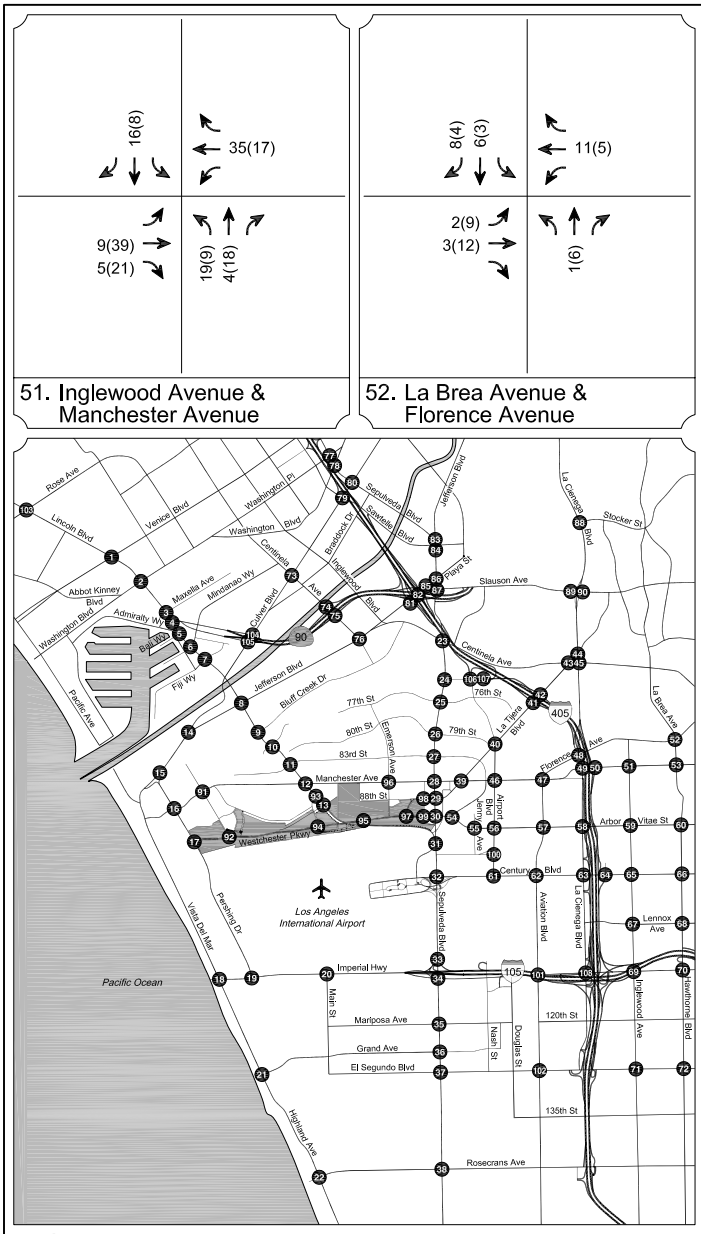


49. La Cienega Boulevard & Manchester Avenue



50. Ash Ave/I-405 NB Ramps & Manchester Avenue

PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES	FIGURE 7 E



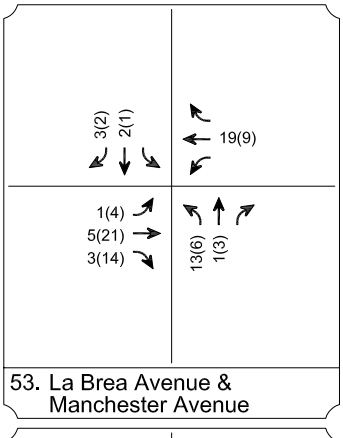
LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

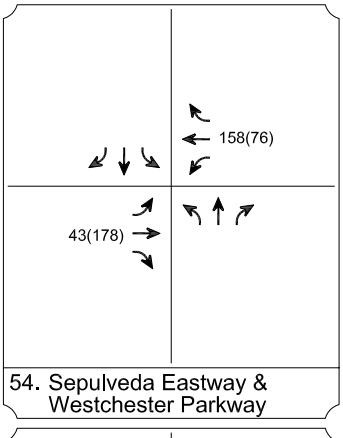
N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

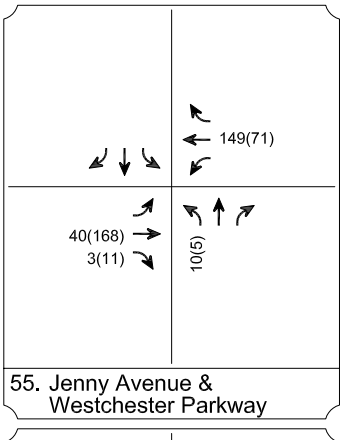
52. La Brea Avenue & Florence Avenue



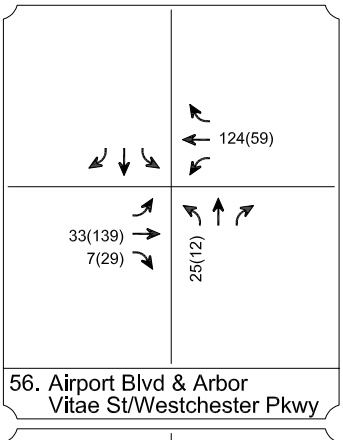
53. La Brea Avenue & Manchester Avenue



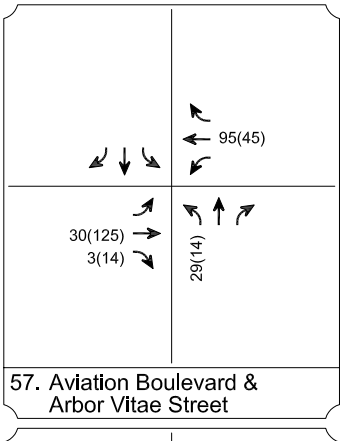
54. Sepulveda Eastway & Westchester Parkway



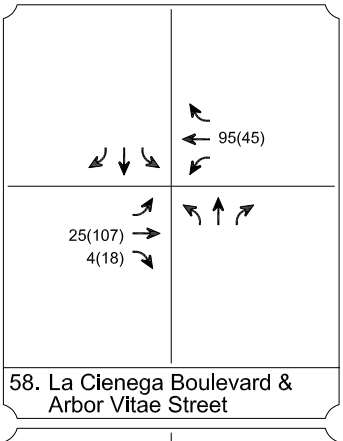
55. Jenny Avenue & Westchester Parkway



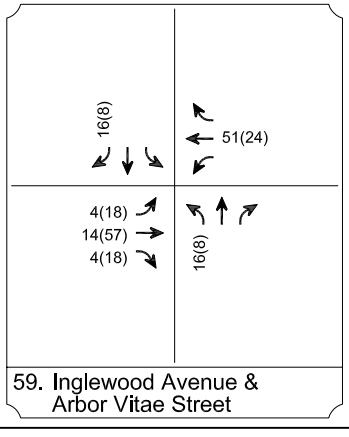
56. Airport Blvd & Arbor Vitae St/Westchester Pkwy



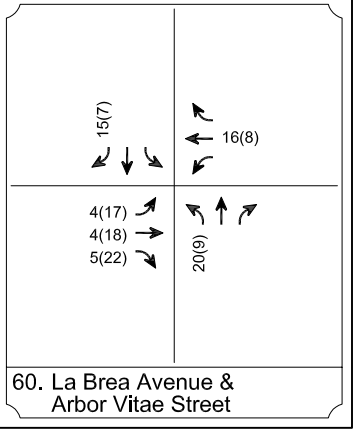
57. Aviation Boulevard & Arbor Vitae Street



58. La Cienega Boulevard & Arbor Vitae Street



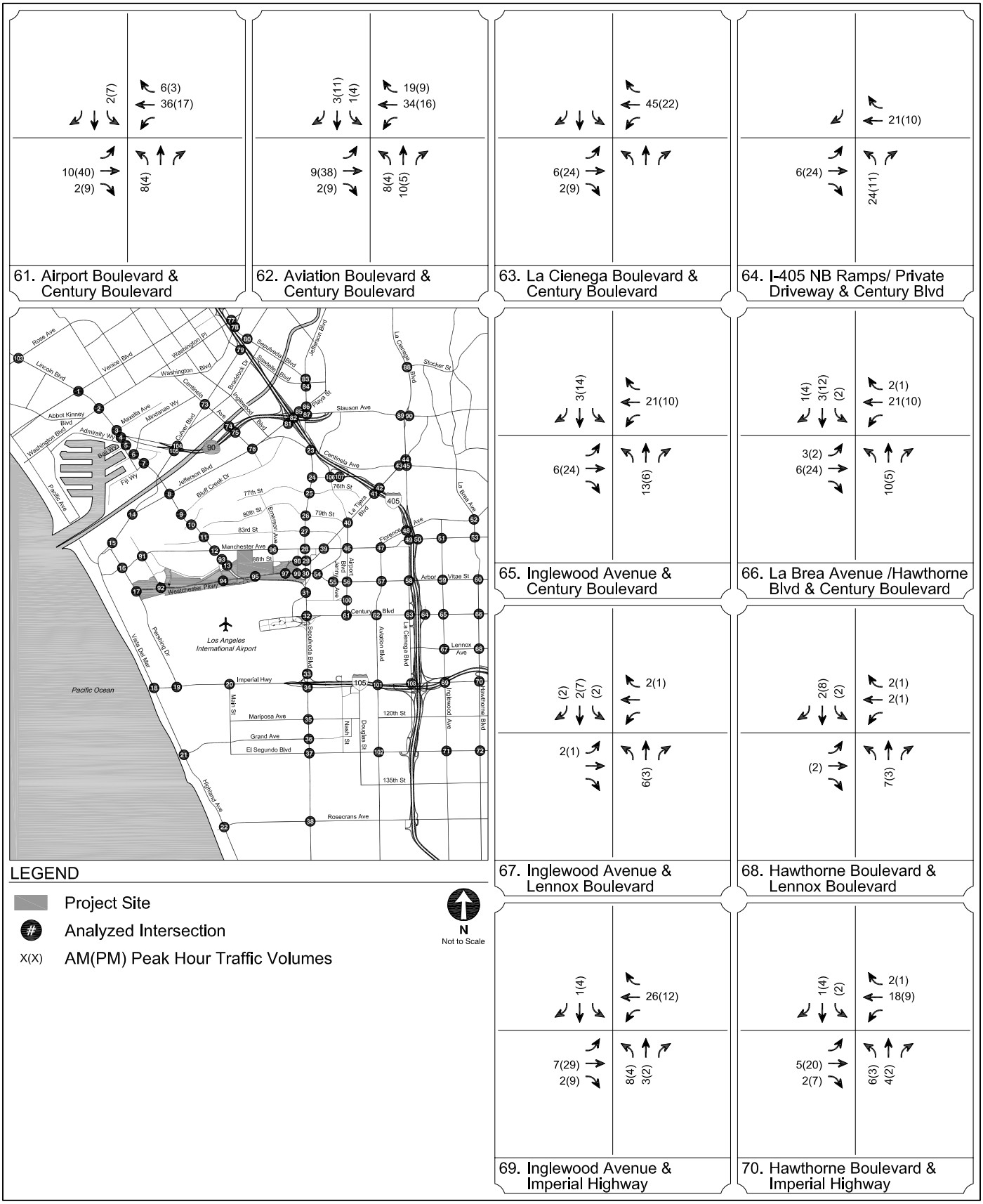
59. Inglewood Avenue & Arbor Vitae Street



60. La Brea Avenue & Arbor Vitae Street

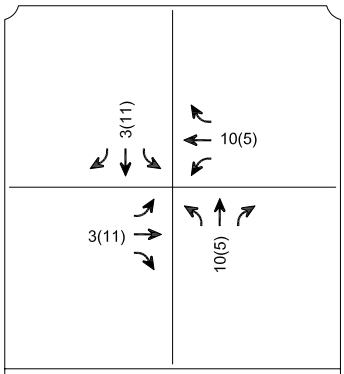
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 F

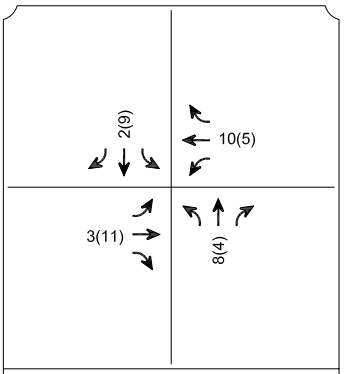


PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

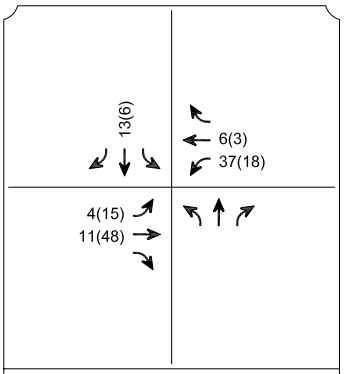
FIGURE
7 G



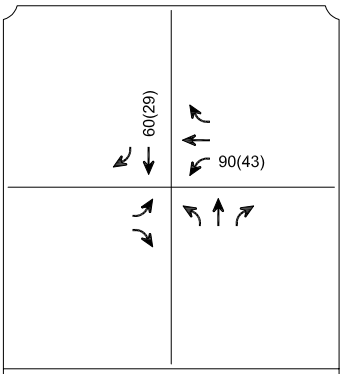
71. Inglewood Avenue & El Segundo Boulevard



72. Hawthorne Boulevard & El Segundo Boulevard



73. Centinela Avenue & Culver Boulevard

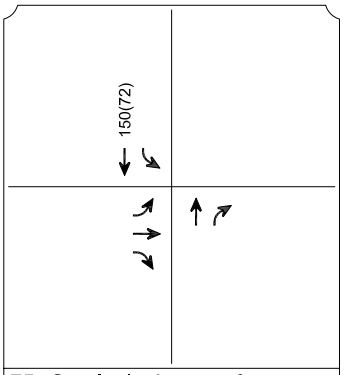


74. Centinela Ave & Sanford St/ SR-90 WB Ramps

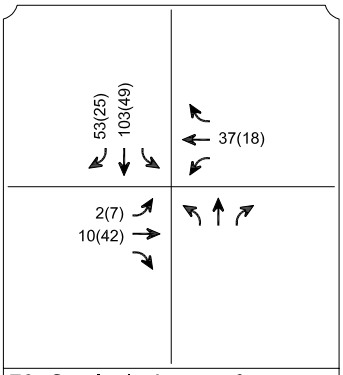
LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

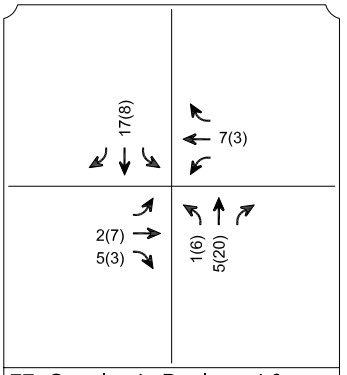
N
Not to Scale



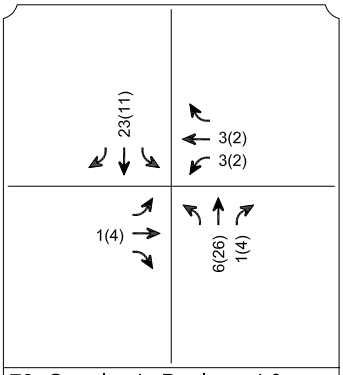
75. Centinela Avenue & SR-90 Eastbound Ramps



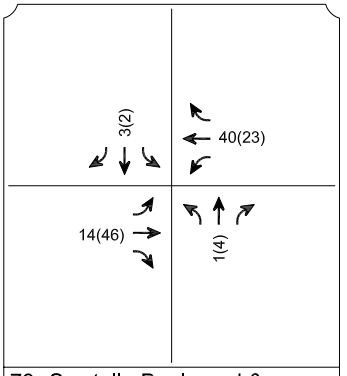
76. Centinela Avenue & Jefferson Boulevard



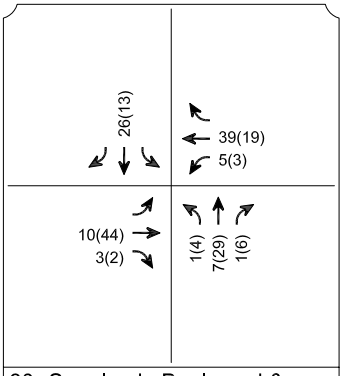
77. Sepulveda Boulevard & Washington Place



78. Sepulveda Boulevard & Washington Boulevard

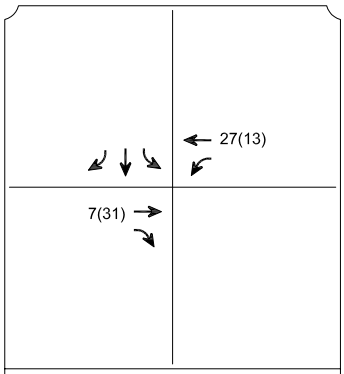


79. Sawtelle Boulevard & Culver Boulevard

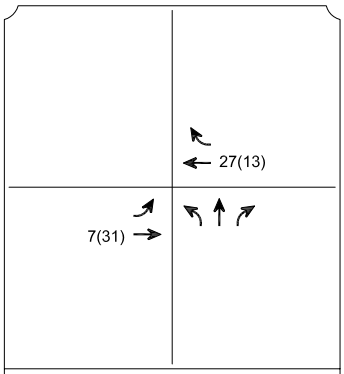


80. Sepulveda Boulevard & Culver Boulevard

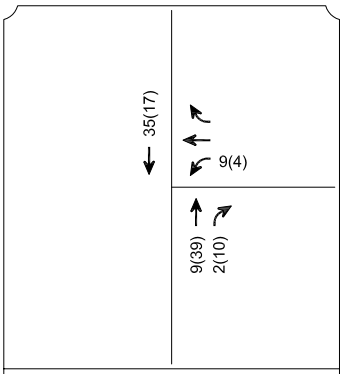
PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES	FIGURE 7 H



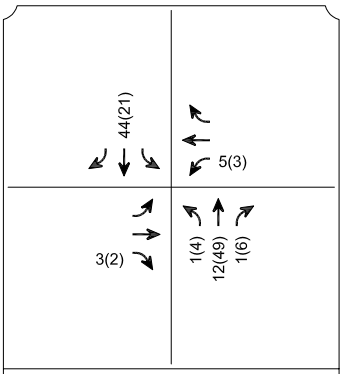
81. I-405 Southbound Ramps & Jefferson Boulevard



82. I-405 Northbound Ramps & Jefferson Boulevard



83. Sepulveda Boulevard & Jefferson Boulevard

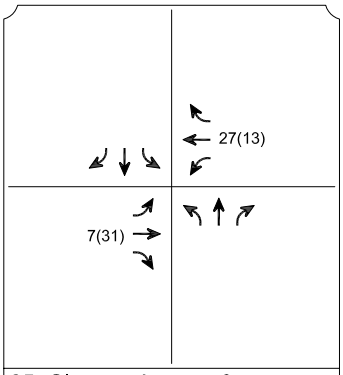


84. Sepulveda Boulevard & Sawtelle Boulevard

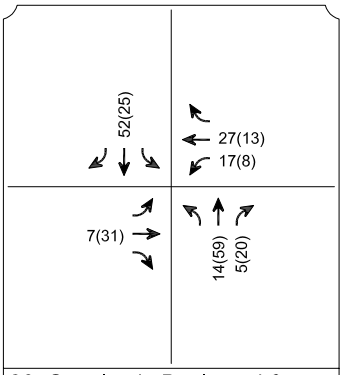
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

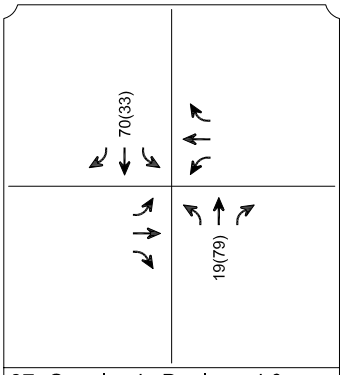
N
Not to Scale



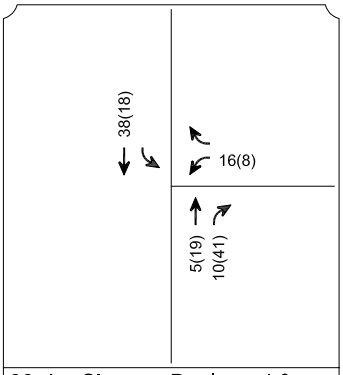
85. Slauson Avenue & Jefferson Boulevard



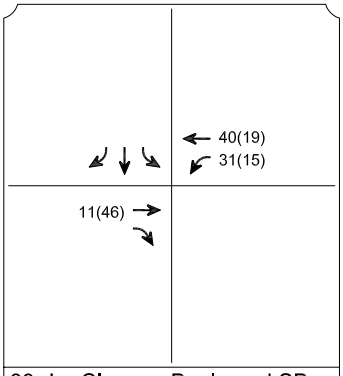
86. Sepulveda Boulevard & Jefferson Blvd/Playa Street



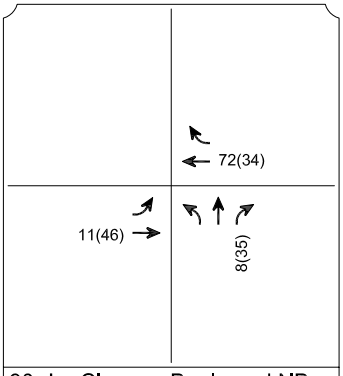
87. Sepulveda Boulevard & Slauson Avenue



88. La Cienega Boulevard & Stocker Street



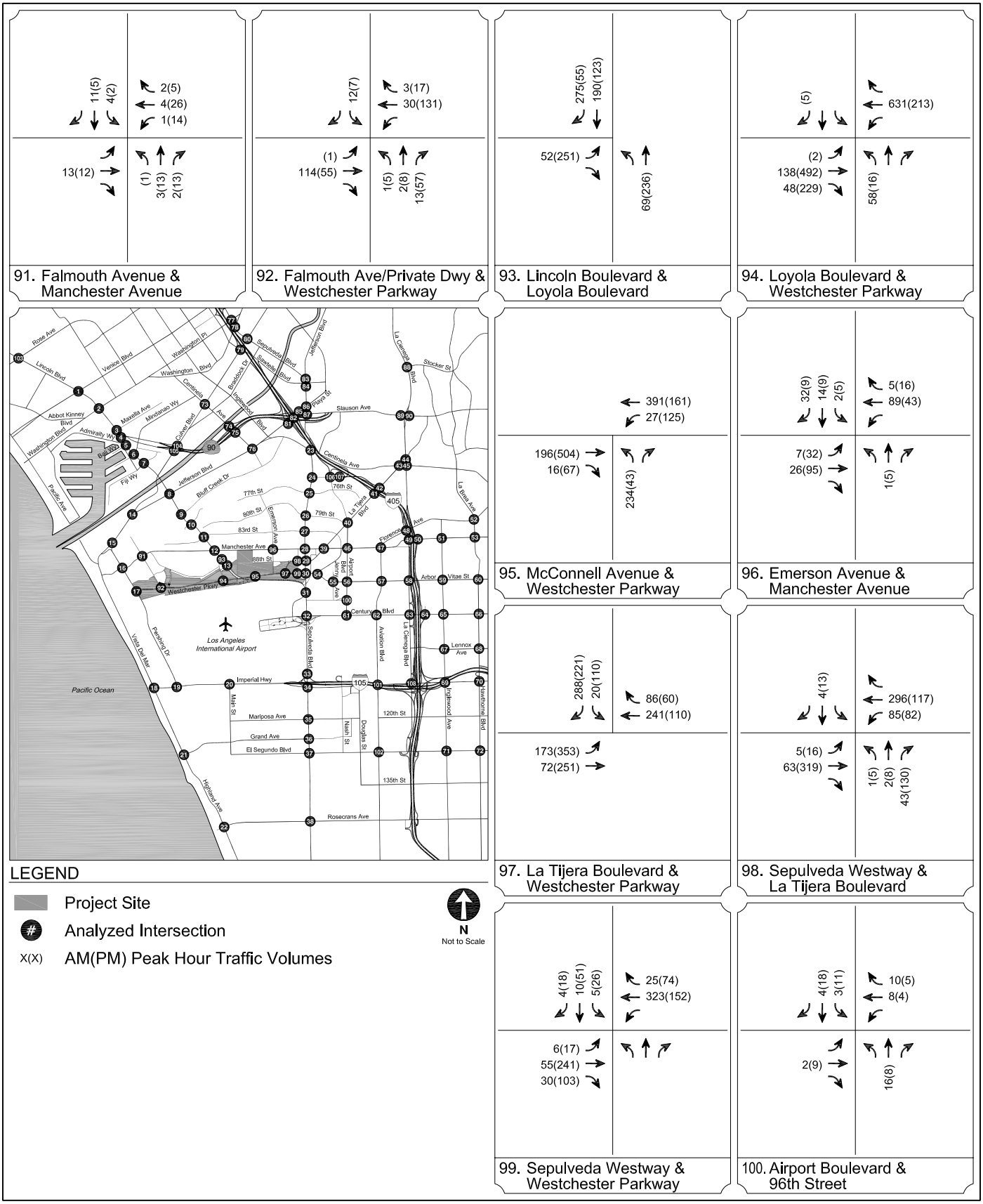
89. La Cienega Boulevard SB Ramps & Slauson Avenue



90. La Cienega Boulevard NB Ramps & Slauson Avenue

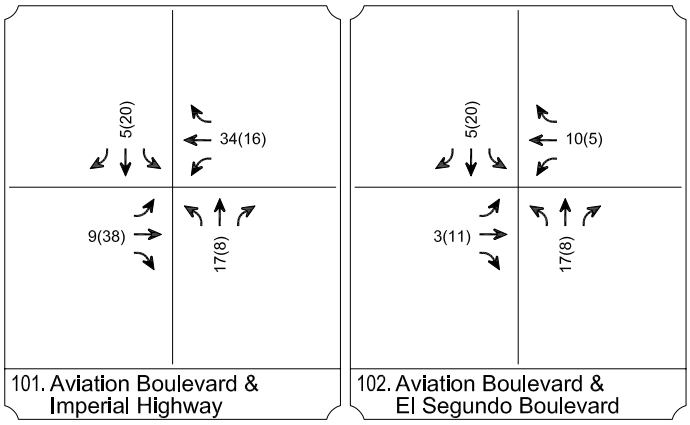
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 I



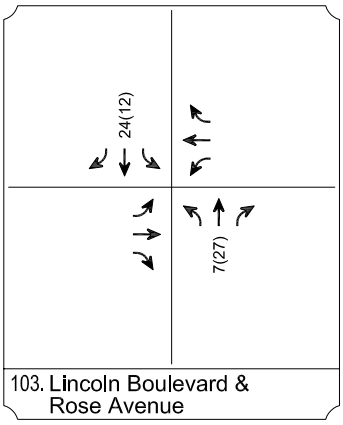
PROJECT-ONLY
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 J

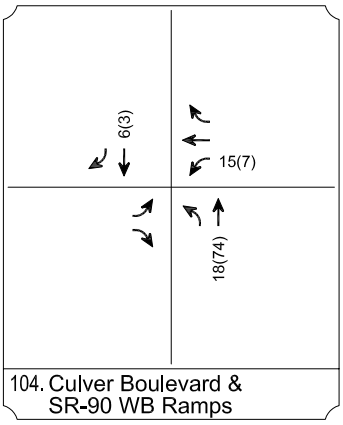


101. Aviation Boulevard & Imperial Highway

102. Aviation Boulevard & El Segundo Boulevard



103. Lincoln Boulevard & Rose Avenue

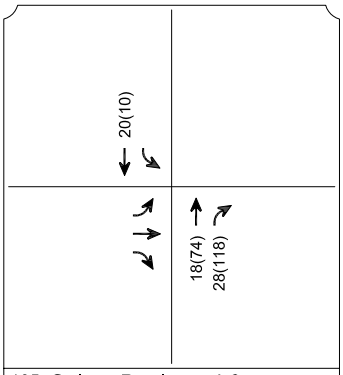


104. Culver Boulevard & SR-90 WB Ramps

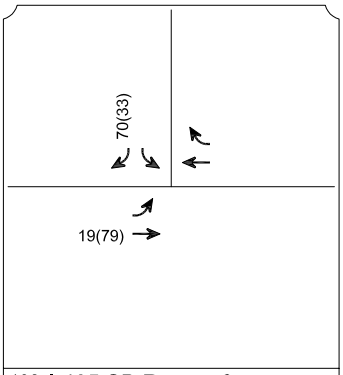
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

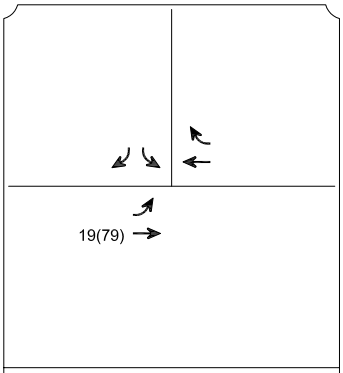
N
Not to Scale



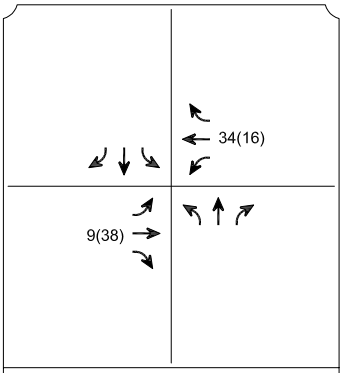
105. Culver Boulevard & SR-90 EB Ramps



106. I-405 SB Ramps & Howard Hughes Parkway



107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps



108. La Cienega Boulevard & Imperial Highway

PROJECT-ONLY INTERSECTION PEAK HOUR TRAFFIC VOLUMES	FIGURE 7 K

TABLE 11
CONCEPTUAL LAND USE AND TRIP GENERATION

Land Use	Units	Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Area 1								
Bureau of Sanitation	n/a	-	-	-	-	-	-	-
Playing Fields [a]	2 Fields	143	2	1	3	28	13	41
Dog Park [a]	1 Fields	71	1	0	1	14	7	21
Recreation Support Structures	10 ksf	-	-	-	-	-	-	-
Area 2 West								
Bureau of Sanitation	1.5 Acres	-	-	-	-	-	-	-
Playing Fields [a]	3 Fields	214	2	2	4	43	19	62
Area 2 East & Area 3								
Road	1.4 Acres	-	-	-	-	-	-	-
Buffer/Berm	11.2 Acres	-	-	-	-	-	-	-
Community/Civic Uses	40 ksf	915	40	25	65	21	37	58
Less 5% Transit Credit [b]		*(46)*	*(2)*	*(1)*	*(3)*	*(1)*	*(2)*	*(3)*
Office	412.5 ksf	3,972	513	70	583	92	449	541
Less 5% Transit Credit [b]		*(199)*	*(26)*	*(3)*	*(29)*	*(5)*	*(22)*	*(27)*
Research & Development	612.5 ksf	4,458	525	107	632	86	488	574
Less 5% Transit Credit [b]		*(223)*	*(26)*	*(6)*	*(32)*	*(5)*	*(24)*	*(29)*
Area 4								
LAX Facilities [c]	125 Employees	250	0	16	16	0	70	70
Area 5 - 10								
LAX	40 Acres	-	-	-	-	-	-	-
Area 11								
Retail	270 ksf	11,594	165	105	270	493	514	1,007
Less 30% Pass-by Credit [b]		*(3,478)*	*(50)*	*(31)*	*(81)*	*(148)*	*(154)*	*(302)*
RPZ (Park)	3.0 Acres	-	-	-	-	-	-	-
Area 12A - East								
Office	200 ksf	2,275	288	39	327	52	251	303
Less 5% Transit Credit [b]		*(114)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
Area 12A - West								
Community/Civic Uses	130 ksf	2,974	129	82	211	70	119	189
Less 5% Transit Credit [b]		*(149)*	*(6)*	*(5)*	*(11)*	*(3)*	*(6)*	*(9)*
Area 12B								
Golf Course [d]	- -	-	-	-	-	-	-	-
Area 13								
Community/Civic Uses	45 ksf	1,030	45	28	73	24	41	65
Less 5% Transit Credit [b]		*(52)*	*(2)*	*(2)*	*(4)*	*(1)*	*(2)*	*(3)*
	TOTAL	**23,635**	**1,584**	**425**	**2,009**	**758**	**1,785**	**2,543**

Notes:

Trip Generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) except as noted below.

[a] Uses Soccer Complex (ITE 488) trip generation rate.

[b] Pass-by and Transit trip credits per standard rates allowed by LADOT.

[c] Trips for this category were calculated based on the future employee estimates (650 total/125 new) and the existing employee schedule.

[d] Golf Course has been completed and will not change with the Project.

Chapter 5
Existing with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project traffic added to the Existing Conditions. The analysis year of 2012 corresponds with the Existing Conditions data and analysis presented in Chapter 2. The results of this analysis form the basis of the intersection impact analysis presented in Chapter 7.

EXISTING WITH PROJECT INTERSECTION OPERATIONS

The Existing with Project conditions are defined by the traffic volumes, roadways, and intersection configurations that currently exist in the year 2012, including the addition of traffic that would occur with construction of the Project. The Project-only traffic volumes described in Chapter 4 and shown in Figure 7 were added to the Existing traffic volumes shown in Figure 4 to obtain the Existing with Project peak hour traffic volumes, shown in Figure 8. The future traffic growth and the future roadway and infrastructure improvements described in Chapter 3 were not included in this analysis because this analysis looks at the existing condition of the Study Area as of year 2012.

The study intersections were analyzed using the methodologies described in Chapter 1. The Existing with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 12. Intersection lane configurations and detailed LOS worksheets are provided in Appendices I and J, respectively.

As shown in Table 12, under the Existing with Project conditions, 94 of the 108 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 14 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

1. Lincoln Boulevard & Venice Boulevard

44(54) 1,341(1,577) 193(285)
242(200) 600(856) 286(297)
65(87) 770(852) 131(214)
135(181) 1,384(1,322) 123(125)

2. Lincoln Boulevard & Washington Boulevard

150(136) 1,420(1,482) 257(261)
224(361) 736(685) 197(537)
95(129) 627(730) 402(421)
431(447) 1,532(1,230) 116(203)

3. Lincoln Boulevard & Maxella Avenue

30(114) 1,608(2,162) 109(112)
130(166) 27(99) 176(295)
78(67) 78(77) 185(97)
65(145) 1,812(1,945) 201(370)

4. Lincoln Boulevard & SR-90 Ramps

1,235(1,826) 777(849)
764(730) 159(240)
1,466(1,736) 258(237)

5. Lincoln Boulevard & Bali Way/Private Driveway

209(393) 1,222(1,761) 23(39)
8(37) 1(5) 9(5)
286(429) 3(*) 68(39)
103(149) 1,378(1,534) 22(9)

6. Lincoln Boulevard & Mindanao Way

30(92) 1,166(1,506) 137(203)
77(67) 420(633) 241(392)
503(485) 50(112)
131(105) 1,438(1,565) 327(294)

7. Lincoln Boulevard & Fiji Way

76(162) 1,326(1,816) 57(59)
45(24) 15(19) 21(36)
79(119) 19(22) 586(897)
591(774) 1,834(1,896) 42(38)

8. Lincoln Boulevard & Jefferson Boulevard

211(445) 1,299(1,649) 389(464)
424(476) 107(217) 438(518)
175(84) 353(175) 50(79)
18(35) 1,859(1,926) 427(342)

9. Lincoln Boulevard & Bluff Creek Drive

1,665(2,385) 14(38)
*(34) 244(161)
2,388(2,339) 99(191)

10. Lincoln Boulevard & LMU Drive

10(19) 1,654(2,299) 208(106)
35(208) 2(1) 39(141)
25(19) *(1) 15(13)
8(16) 2,376(2,317) 195(103)

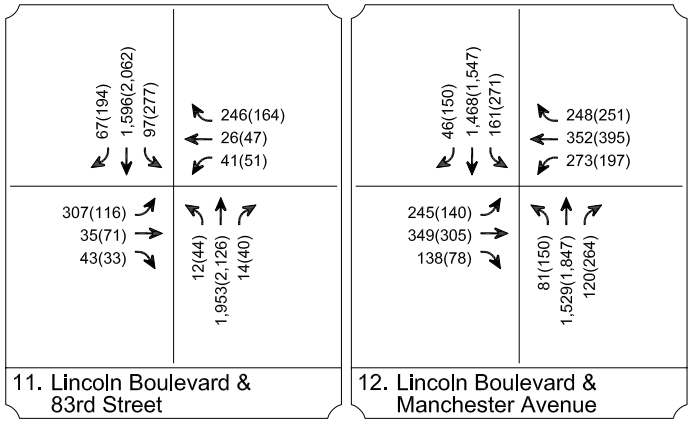
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 8 A

LEGEND

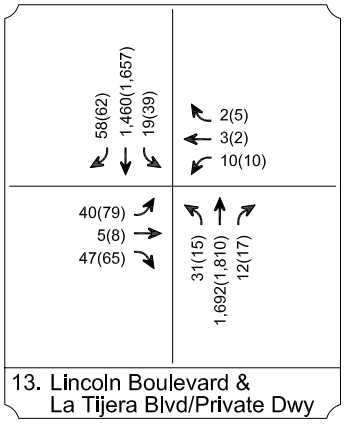
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

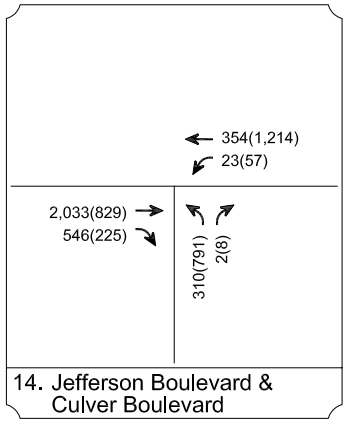


11. Lincoln Boulevard & 83rd Street

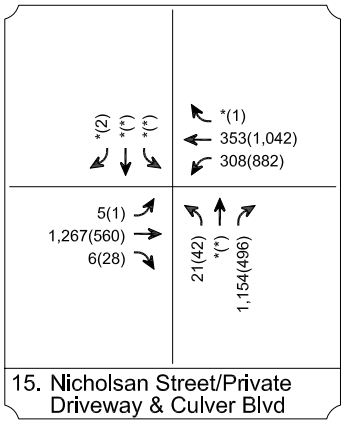
12. Lincoln Boulevard & Manchester Avenue



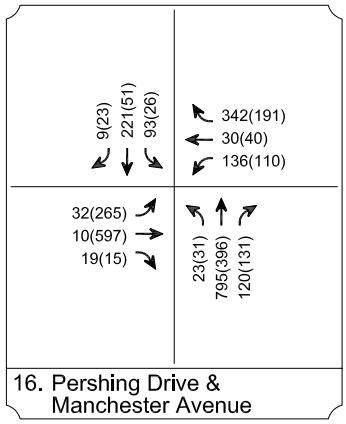
13. Lincoln Boulevard & La Tijera Blvd/Private Dwy



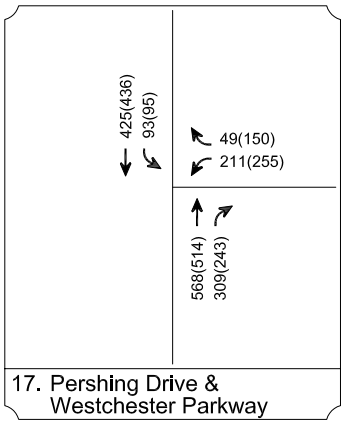
14. Jefferson Boulevard & Culver Boulevard



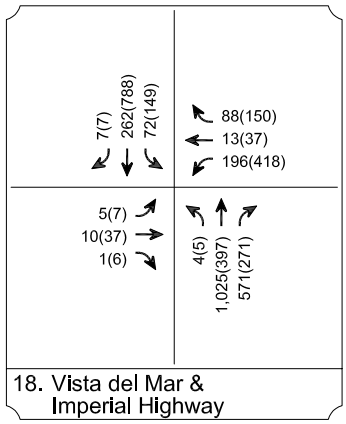
15. Nicholsan Street/Private Driveway & Culver Blvd



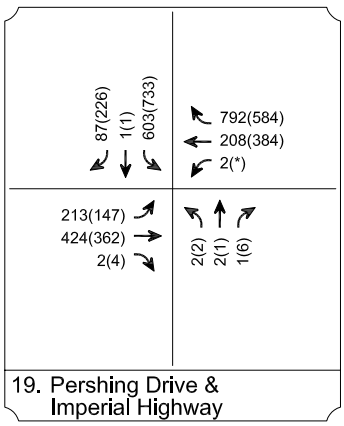
16. Pershing Drive & Manchester Avenue



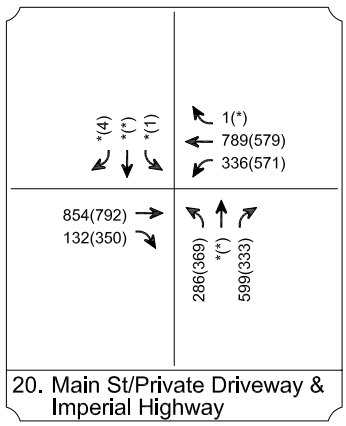
17. Pershing Drive & Westchester Parkway



18. Vista del Mar & Imperial Highway



19. Pershing Drive & Imperial Highway



20. Main St/Private Driveway & Imperial Highway

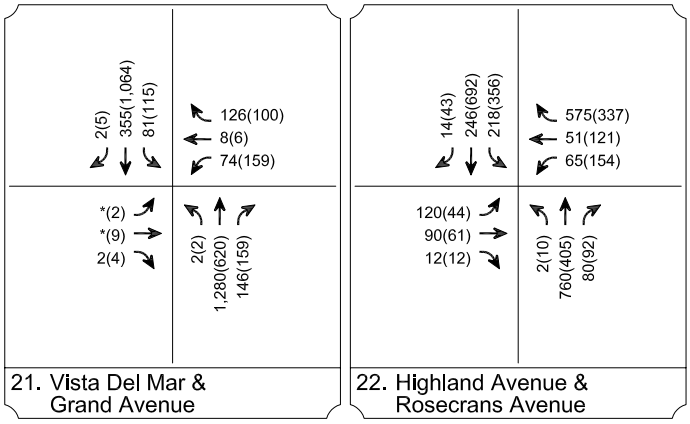
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 8 B

LEGEND

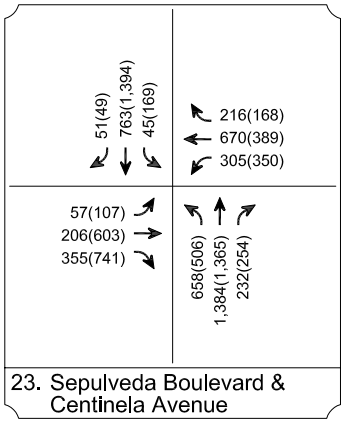
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

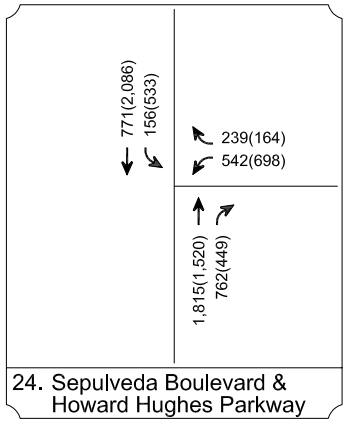


21. Vista Del Mar & Grand Avenue

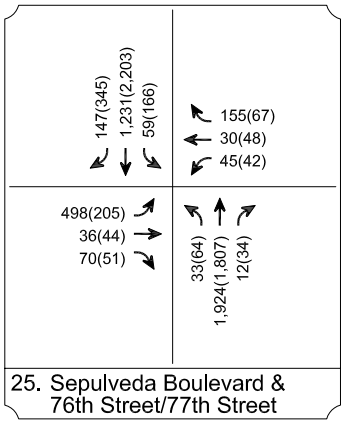
22. Highland Avenue & Rosecrans Avenue



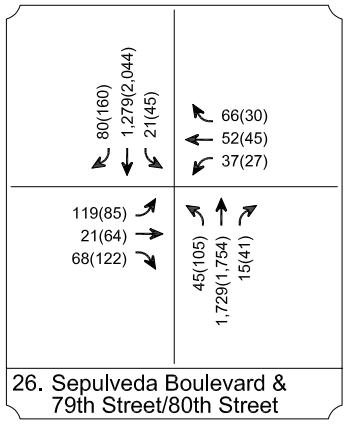
23. Sepulveda Boulevard & Centinela Avenue



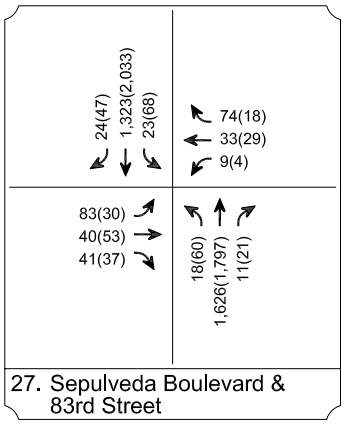
24. Sepulveda Boulevard & Howard Hughes Parkway



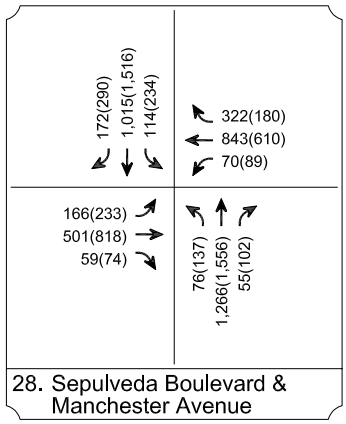
25. Sepulveda Boulevard & 76th Street/77th Street



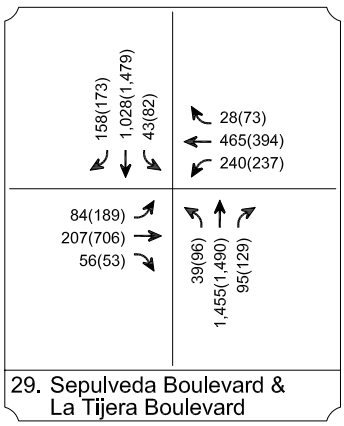
26. Sepulveda Boulevard & 79th Street/80th Street



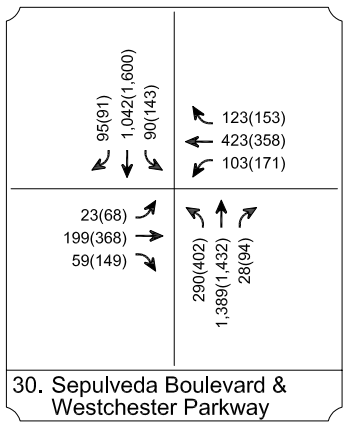
27. Sepulveda Boulevard & 83rd Street



28. Sepulveda Boulevard & Manchester Avenue



29. Sepulveda Boulevard & La Tijera Boulevard



30. Sepulveda Boulevard & Westchester Parkway

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 8 C

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

31. Sepulveda Boulevard & Lincoln Boulevard

14(27) ↙ 1,340(2,040) ↓		10(27) ↖
1,459(1,813) →	1,781(1,840) ↑ 1,621(1,897) ↑	155(267) ↗

32. Sepulveda Boulevard & Century Boulevard

155(173) ↙ 1,977(2,935) ↓		308(270) ↖ 43(18) ← 329(603) ↙
	3,481(3,256) ↑	30(10) ↗

33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy

1,423(2,218) ↙ 1,774(2,371) ↓		2,300(1,953) ↖
751(694) →	2,169(2,501) ↑	

34. Sepulveda Boulevard & Imperial Highway

16(28) ↙ 2,289(2,495) ↓ 361(440) ↘		433(515) ↖ 236(307) ← 232(203) ↙
255(219) ↗ 270(398) → 182(172) ↘	117(174) ↑ 1,588(1,951) ↑	590(1,002) ↗

35. Sepulveda Boulevard & Mariposa Avenue

67(119) ↙ 1,838(2,417) ↓ 355(194) ↘		76(254) ↖ 68(194) ← 62(150) ↙
108(119) ↗ 127(130) → 43(48) ↘	72(130) ↑ 2,339(2,358) ↑	128(147) ↗

36. Sepulveda Boulevard & Grand Avenue

213(124) ↙ 1,256(2,398) ↓ 351(115) ↘		65(300) ↖ 33(235) ← 43(430) ↙
147(217) ↗ 140(80) → 71(150) ↘	92(162) ↑ 2,273(2,040) ↑	393(102) ↗

37. Sepulveda Boulevard & El Segundo Boulevard

132(89) ↙ 959(2,579) ↓ 230(230) ↘		194(321) ↖ 286(344) ← 132(485) ↙
134(142) ↗ 249(402) → 220(393) ↘	217(271) ↑ 2,513(1,601) ↑	201(177) ↗

38. Sepulveda Boulevard & Rosecrans Avenue

100(457) ↙ 967(2,451) ↓ 267(481) ↘		523(752) ↖ 274(582) ← 239(410) ↙
240(380) ↗ 753(641) → 96(275) ↘	215(446) ↑ 2,710(1,270) ↑	321(431) ↗

39. La Tijera Boulevard & Manchester Avenue

244(203) ↙ 565(473) ↓ 23(27) ↘		13(17) ↖ 861(692) ← 273(183) ↙
130(312) ↗ 490(918) → 24(32) ↘	39(30) ↑ 260(613) ↑	100(383) ↗

40. La Tijera Boulevard & Airport Boulevard

42(17) ↙ 44(61) ↓ 63(43) ↘		8(18) ↖ 853(706) ← 589(477) ↙
11(37) ↗ 474(938) → 9(11) ↘	36(20) ↑ 89(43) ↑	366(538) ↗

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 D

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

41. I-405 Southbound Ramps & La Tijera Boulevard

416(442) 104(237) ← 1,165(1,127) 217(204)
1,053(1,620) → 214(171) ↘

42. I-405 Northbound Ramps & La Tijera Boulevard

↖ 292(112) ← 1,291(1,167)
368(336) ↗ 754(1,604) →
111(186) 198(313) ↑ ↗

43. La Tijera Boulevard & Centinela Avenue

145(106) 965(887) 31(123) ↘ ↓ ↘
↖ 9(7) ← 984(839) ↙ 169(164)
127(199) ↗ 346(752) → 58(50) ↘
154(196) 828(1,332) 104(284) ↖ ↑ ↗

44. La Cienega Boulevard & La Tijera Boulevard

1,053(1,040) 2,193(2,244) ↓ ↘
827(1,198) ↗ 121(278) → 9(42) ↘
2,430(1,803) 92(207) ↑ ↗

45. La Cienega Boulevard & Centinela Avenue

14(17) 2,043(1,979) 105(271) ↘ ↓ ↘
↖ 194(117) ← 1,123(814) ↙ 235(149)
321(931) ↗ 140(190) →
8(96) 2,280(1,992) 36(130) ↖ ↑ ↗

46. Airport Boulevard & Manchester Avenue

36(39) 597(409) 50(87) ↘ ↓ ↘
↖ 112(53) ← 1,095(838) ↙ 139(128)
14(40) ↗ 574(1,328) → 68(62) ↘
82(80) 352(621) 111(213) ↖ ↑ ↗

47. Aviation Blvd/Florence Ave & Manchester Avenue

291(226) 322(429) ↓ ↘
↖ 6(10) ← 859(666) ↙ 37(75)
165(373) ↗ 532(1,055) → 99(230) ↘
243(215) 191(320) 75(134) ↖ ↑ ↗

48. La Cienega Boulevard & Florence Avenue

177(179) 562(947) 307(574) ↓ ↘
↖ 37(64) ← 717(396) ↙ 196(255)
87(187) ↗ 268(586) → 18(16) ↘
21(19) 336(483) 74(109) ↖ ↑ ↗

49. La Cienega Boulevard & Manchester Avenue

87(47) 511(648) 196(559) ↓ ↘
↖ 106(97) ← 789(562) ↙ 467(290)
67(99) ↗ 377(984) → 48(73) ↘
55(43) 252(396) 205(105) ↖ ↑ ↗

50. Ash Ave/I-405 NB Ramps & Manchester Avenue

139(78) 9(20) ↓ ↘
↖ 10(9) ← 1,401(982)
5(16) ↗ 514(1,313) → 242(271) ↘
502(415) 195(205) 208(425) ↖ ↑ ↗

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 E

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

106(84) 78(174) 12(28)	11(18) 1,118(810) 17(52)
44(65) 515(1,251) 44(115)	42(53) 84(102) 78(40)

52. La Brea Avenue & Florence Avenue

84(96) 504(944) 72(186)	102(187) 715(439) 113(98)
62(136) 328(884) 46(59)	33(13) 742(857) 58(110)

53. La Brea Avenue & Manchester Avenue

86(71) 410(820) 89(212)	186(137) 813(594) 26(54)
148(140) 352(924) 56(94)	133(106) 612(538) 19(37)

54. Sepulveda Eastway & Westchester Parkway

52(107) 11(20) 22(145)	60(78) 566(576) 9(14)
52(53) 304(561) 12(8)	23(19) 113(186) 53(117)

55. Jenny Avenue & Westchester Parkway

2(3) 19(19) 11(20)	7(40) 578(597) 47(58)
2(3) 317(653) 54(49)	26(34) 23(22) 32(102)

56. Airport Blvd & Arbor Vitae St/Westchester Pkwy

77(83) 645(524) 58(117)	77(98) 433(459) 147(119)
40(88) 179(536) 102(158)	103(146) 459(845) 97(142)

57. Aviation Boulevard & Arbor Vitae Street

72(92) 349(424) 34(66)	47(35) 479(380) 89(123)
40(96) 199(568) 90(199)	269(226) 433(513) 73(99)

58. La Cienega Boulevard & Arbor Vitae Street

33(47) 330(627) 64(149)	154(76) 431(268) 97(58)
54(44) 149(515) 114(231)	190(109) 536(367) 50(230)

59. Inglewood Avenue & Arbor Vitae Street

39(40) 77(233) 19(58)	39(28) 489(296) 47(91)
23(38) 191(595) 38(127)	173(102) 117(176) 55(107)

60. La Brea Avenue & Arbor Vitae Street

60(67) 381(1,016) 54(118)	67(81) 242(263) 46(66)
63(116) 141(356) 95(219)	135(189) 687(633) 18(69)

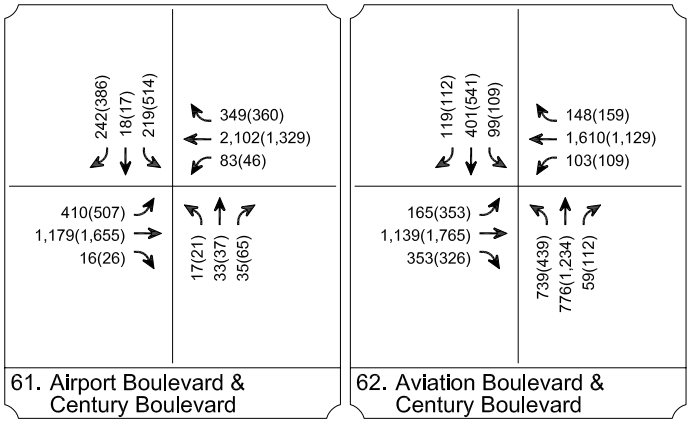
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 8 F

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 G

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

71. Inglewood Avenue & El Segundo Boulevard

85(81)	280(731)	34(85)
59(203)	312(1,840)	79(285)
200(115)	376(597)	72(130)
78(159)	988(576)	108(178)

72. Hawthorne Boulevard & El Segundo Boulevard

52(107)	676(1,816)	182(338)
75(154)	393(2,132)	104(420)
252(202)	656(951)	106(203)
184(163)	949(624)	136(147)

73. Centinela Avenue & Culver Boulevard

76(158)	726(1,296)	108(168)
295(128)	846(549)	14(17)
8(28)	1,086(1,107)	156(118)
140(178)	264(590)	127(132)

74. Centinela Ave & Sanford St/ SR-90 WB Ramps

6(18)	963(1,437)	
12(15)	32(26)	
10(18)	606(750)	46(89)
618(544)	7(14)	349(248)

75. Centinela Avenue & SR-90 Eastbound Ramps

966(1,036)	358(708)	
13(27)	1(1)	69(74)
671(837)	303(185)	

76. Centinela Avenue & Jefferson Boulevard

498(476)	120(59)	339(773)
452(341)	851(1,044)	9(8)
12(15)	14(16)	7(19)
352(335)	964(1,060)	17(5)

77. Sepulveda Boulevard & Washington Place

67(125)	380(833)	20(47)
185(129)	614(584)	77(114)
82(115)	964(967)	87(88)
46(79)	448(565)	75(111)

78. Sepulveda Boulevard & Washington Boulevard

65(88)	417(899)	10(20)
246(171)	509(555)	36(70)
36(61)	1,056(1,036)	23(40)
62(56)	404(518)	22(30)

79. Sawtelle Boulevard & Culver Boulevard

79(223)	290(771)	184(106)
113(85)	1,009(823)	62(78)
44(73)	267(319)	158(70)
140(187)	593(902)	186(314)

80. Sepulveda Boulevard & Culver Boulevard

76(202)	401(798)	34(73)
269(303)	1,086(584)	64(116)
118(130)	793(788)	146(139)
56(44)	710(1,060)	81(140)

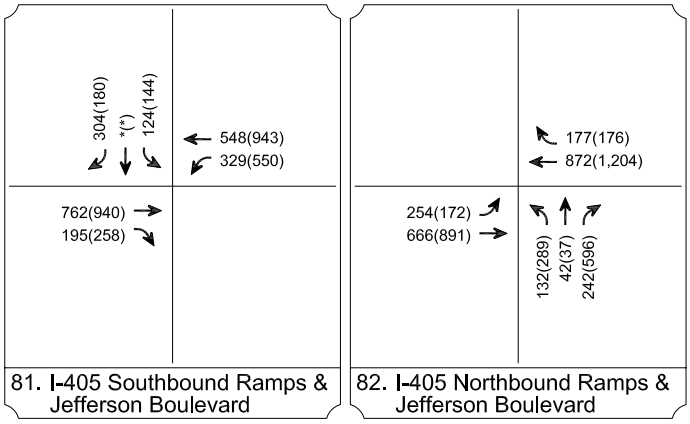
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 H

LEGEND

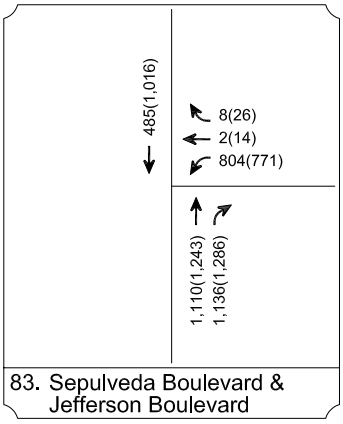
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

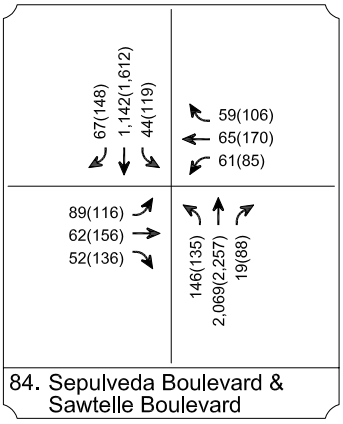


81. I-405 Southbound Ramps & Jefferson Boulevard

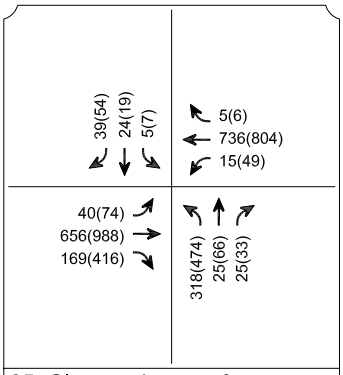
82. I-405 Northbound Ramps & Jefferson Boulevard



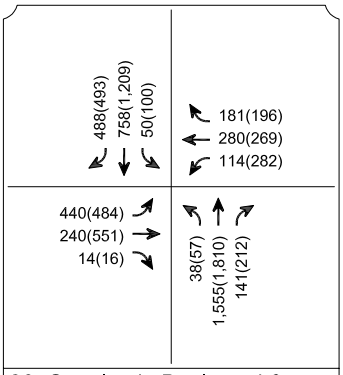
83. Sepulveda Boulevard & Jefferson Boulevard



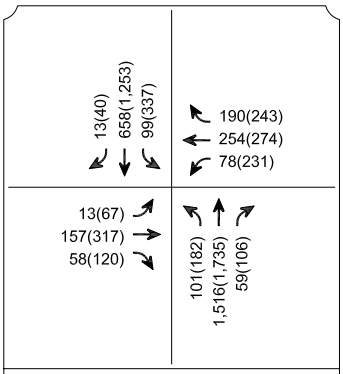
84. Sepulveda Boulevard & Sawtelle Boulevard



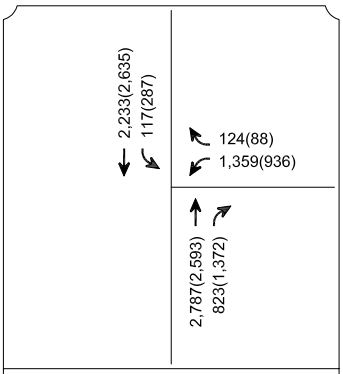
85. Slauson Avenue & Jefferson Boulevard



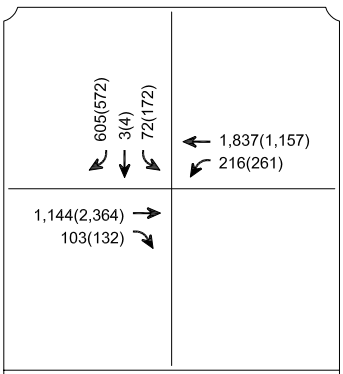
86. Sepulveda Boulevard & Jefferson Blvd/Playa Street



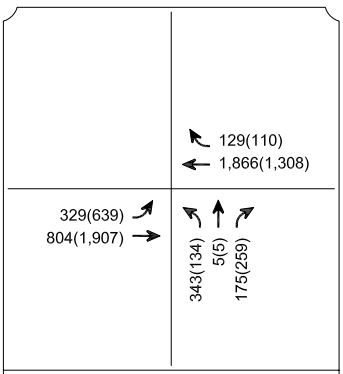
87. Sepulveda Boulevard & Slauson Avenue



88. La Cienega Boulevard & Stocker Street



89. La Cienega Boulevard SB Ramps & Slauson Avenue



90. La Cienega Boulevard NB Ramps & Slauson Avenue

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

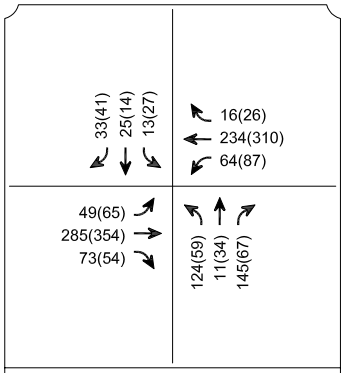
FIGURE
8 I

LEGEND

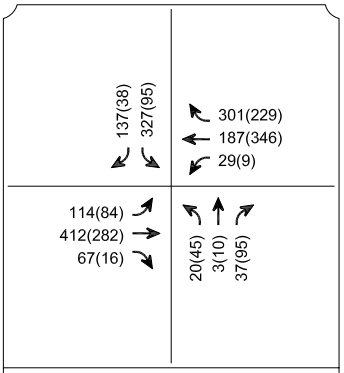
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

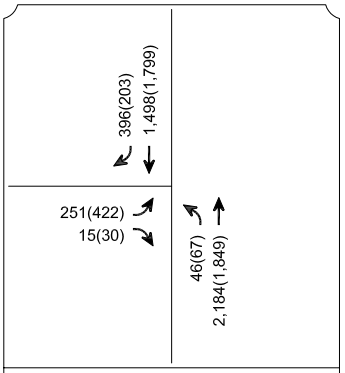
91. Falmouth Avenue & Manchester Avenue



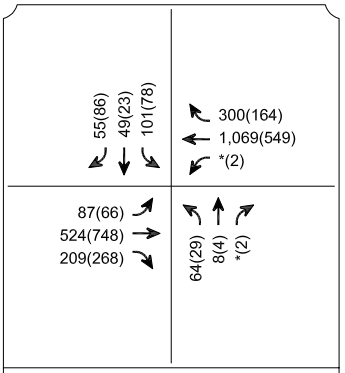
92. Falmouth Ave/Private Dwy & Westchester Parkway



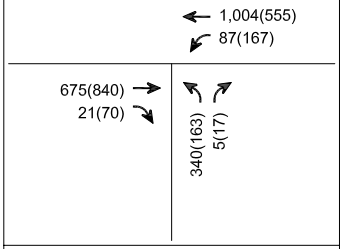
93. Lincoln Boulevard & Loyola Boulevard



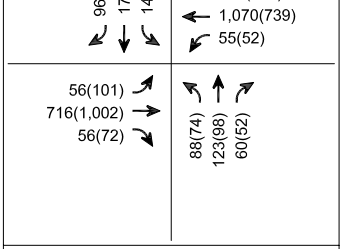
94. Loyola Boulevard & Westchester Parkway



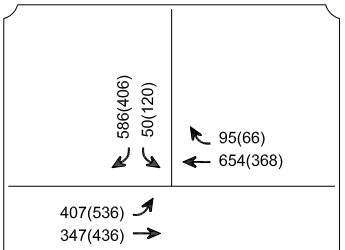
95. McConnell Avenue & Westchester Parkway



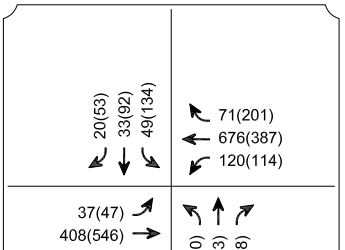
96. Emerson Avenue & Manchester Avenue



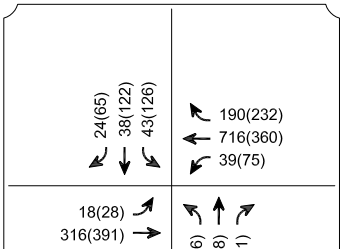
97. La Tijera Boulevard & Westchester Parkway



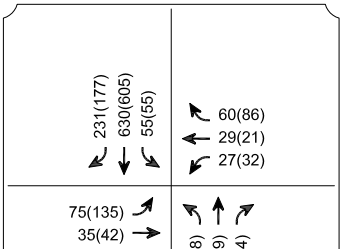
98. Sepulveda Westway & La Tijera Boulevard



99. Sepulveda Westway & Westchester Parkway



100. Airport Boulevard & 96th Street



EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 J

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

101. Aviation Boulevard & Imperial Highway

175(145) 328(566) 227(226)	679(397) 861(386) 214(254)
129(228) 253(1,141) 94(273)	256(179) 558(411) 115(224)

102. Aviation Boulevard & El Segundo Boulevard

208(67) 734(254) 63(63)	52(78) 1,737(640) 306(212)
78(224) 343(1,825) 66(506)	338(203) 800(589) 128(314)

103. Lincoln Boulevard & Rose Avenue

76(103) 1,433(1,715) 87(84)	152(74) 382(200) 48(54)
187(169) 230(361) 117(134)	107(101) 1,621(1,233) 42(44)

104. Culver Boulevard & SR-90 WB Ramps

365(269) 261(857)	73(34) 285(183) 133(336)
*(141) 160(480)	431(208) 1,215(593)

105. Culver Boulevard & SR-90 EB Ramps

469(1,413) 115(252)	
86(94) 1(3) 26(76)	1,585(716) 895(283)

106. I-405 SB Ramps & Howard Hughes Parkway

855(581) 24(13)	19(127) 211(190)
268(528) 722(594)	

107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps

24(191) 22(142)	172(59) 187(150)
47(18) 754(591)	

108. La Cienega Boulevard & Imperial Highway

294(354) 238(507) 52(385)	506(241) 703(302) 83(28)
349(213) 218(1,186) 184(217)	89(67) 210(121) 123(532)

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
8 K

TABLE 12
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.827 0.912	D E
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.760 0.951	C E
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.565 0.616	A B
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.704 0.827	C D
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.440 0.721	A C
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.646 0.802	B D
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.553 0.775	A C
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.667 0.705	B C
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.419 0.388	A A
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.451 0.568	A A
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.624 0.664	B B
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.652 0.761	B C
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.360 0.425	A A
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.707 0.671	C B
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.578 0.756	A C
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.405	A A
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.246 0.245	A A
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.409 0.386	A A
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.565 0.390	A A
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.714 0.555	C A

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 12 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.519 0.346	A A
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.797 0.708	C C
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.759 0.781	C C
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.412 0.559	A A
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.675 0.654	B B
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.459 0.531	A A
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.406 0.485	A A
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.780 0.828	C D
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.534 0.757	A C
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.579 0.893	A D
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.170 0.240	A A
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.604 0.650	B B
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.919 0.912	E E
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.701 1.050	C F
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.749 0.782	C C
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.784 0.879	C D
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.787 0.991	C E
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.807 1.115	D F
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.520 0.596	A A
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.406 0.423	A A

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 12 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.457 0.596	A A
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.575 0.580	A A
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.564 0.731	A C
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.653 0.678	B B
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.947 0.992	E E
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.640 0.865	B D
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.661 0.726	B C
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.697 0.988	B E
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.601 0.847	B D
50.	IW	Ash Avenue & Manchester Avenue	A.M. P.M.	0.648 0.735	B C
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.498 0.622	A B
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.665 0.862	B D
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.698 0.751	B C
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.284 0.465	A A
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.119 0.219	A A
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.346 0.574	A A
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.469 0.621	A B
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.428 0.586	A A
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.404 0.707	A C
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.346 0.691	A B

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 12 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.553 0.555	A A
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.781 0.924	C E
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.543 0.691	A B
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.617 0.590	B A
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.515 0.775	A C
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.572 0.780	A C
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.436 0.725	A C
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.409 0.737	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.642 1.179	B F
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.579 0.870	A D
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.598 0.980	A E
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.622 1.181	B F
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.705 0.723	C C
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.393 0.478	A A
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.299 0.421	A A
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.501 0.616	A B
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.627 0.647	B B
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.673 0.665	B B
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.617 0.780	B C
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.690 0.678	B B

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 12 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.402 0.692	A B
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.474 0.503	A A
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.479 0.640	A B
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.348 0.464	A A
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.699 0.826	B D
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.504 0.735	A C
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.285 1.185	F F
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.696 0.809	B D
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.725 0.716	C C
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.137 0.125	A A
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.284 0.213	A A
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.472 0.578	A A
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.390 0.205	A A
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.266 0.240	A A
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.493 0.416	A A
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.249 0.207	A A
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.245 0.483	A A
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.169 0.257	A A
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.176 0.362	A A

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 12 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.648 0.621	B B
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	0.962 0.884	E D
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.878 0.816	D D
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.739 0.795	C C
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.412 0.462	A A
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.380 0.209	A A
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.173 0.235	A A
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.396 0.555	A A

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 12 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Number of Intersections	
	Morning Peak Hour	Afternoon Peak Hour
A	62	42
B	24	17
C	15	23
D	3	13
E	3	8
F	1	5
Total	**108**	**108**

Chapter 6
Future with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the addition of the Project traffic to the future environment. The analysis year of 2022 corresponds to the projected full buildout year of the Project. The future background traffic growth and transportation system improvements described in Chapter 3 are assumed in this analysis.

As discussed in Chapter 3, in accordance with CEQA requirements, this study considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area and expected to be implemented prior to the buildout date of the Project (that is, the Related Projects), as well as the effects of any funded transportation system improvements expected to be implemented prior to the buildout date of the Project (excluding the local intersection improvements listed in Table 8). The results of this analysis form the basis of the intersection impact analysis presented in Chapter 7.

FUTURE WITH PROJECT INTERSECTION OPERATIONS

The Future with Project conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2022 following full development of the Project. The Project-only traffic volumes described in Chapter 4 and shown in Figure 7 were added to the Future without Project traffic volumes shown in Figure 5 for year 2022 to obtain the Future with Project peak hour traffic volumes, shown in Figure 9 for year 2022.

The study intersections were analyzed using the methodologies described in Chapter 1. The Future with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 13 for year 2022. Intersection lane configurations and detailed LOS worksheets are provided in Appendices I and J, respectively.

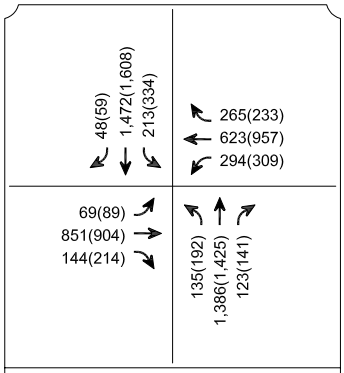
As shown in Table 13, under the Future with Project conditions (year 2022), 84 of the 108 analyzed intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours. The remaining 24 intersections would operate at LOS E or F during at least one of the analyzed peak hours.

LEGEND

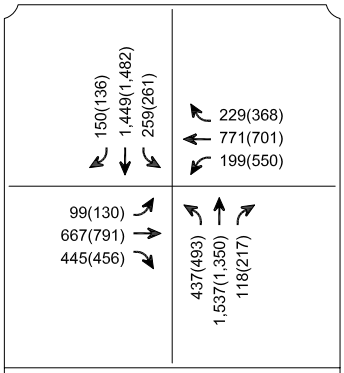
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

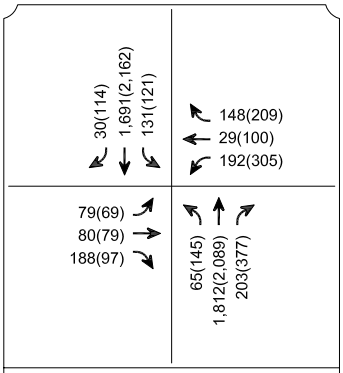
1. Lincoln Boulevard & Venice Boulevard



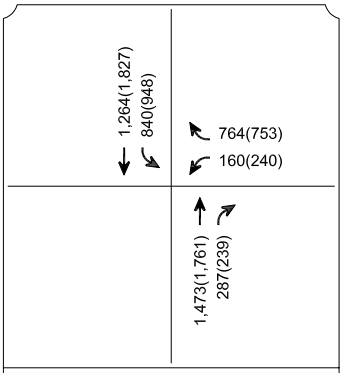
2. Lincoln Boulevard & Washington Boulevard



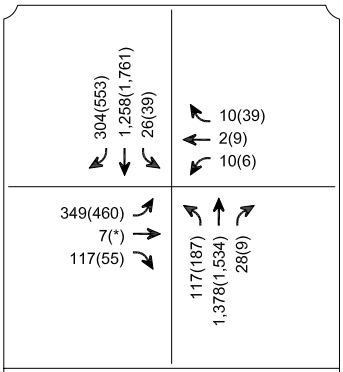
3. Lincoln Boulevard & Maxella Avenue



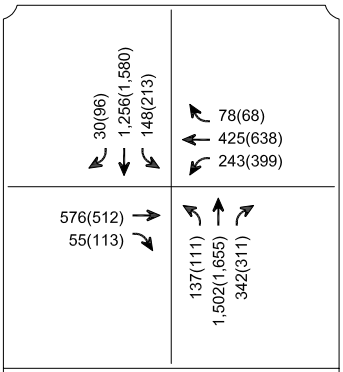
4. Lincoln Boulevard & SR-90 Ramps



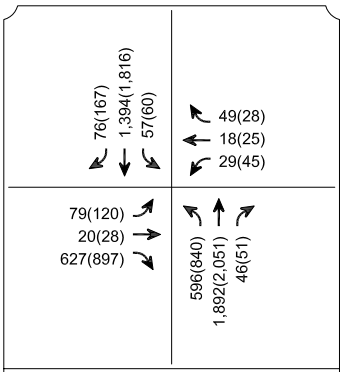
5. Lincoln Boulevard & Bali Way/Private Driveway



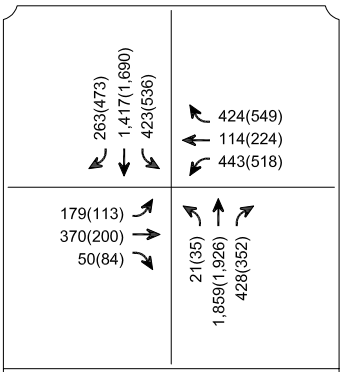
6. Lincoln Boulevard & Mindanao Way



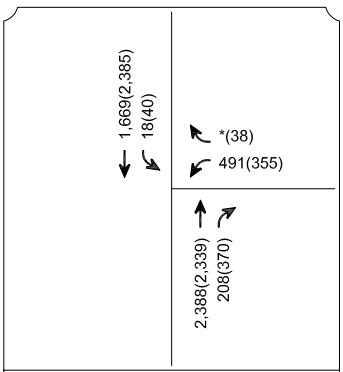
7. Lincoln Boulevard & Fiji Way



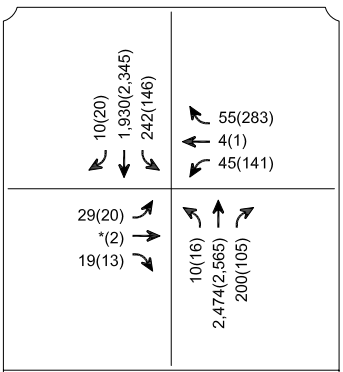
8. Lincoln Boulevard & Jefferson Boulevard



9. Lincoln Boulevard & Bluff Creek Drive



10. Lincoln Boulevard & LMU Drive



FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 A

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

11. Lincoln Boulevard & 83rd Street

82(214)	1,690(2,062)	97(290)
307(157)	39(78)	46(33)
12(44)	1,953(2,131)	18(40)
246(176)	43(55)	48(51)

12. Lincoln Boulevard & Manchester Avenue

46(150)	1,498(1,547)	161(271)
245(176)	411(406)	152(97)
108(150)	1,529(1,847)	134(264)
248(275)	385(441)	305(217)

13. Lincoln Boulevard & La Tijera Blvd/Private Dwy

58(84)	1,460(1,657)	26(47)
67(95)	8(8)	49(65)
31(15)	1,751(1,815)	16(17)
4(9)	5(4)	10(10)

14. Jefferson Boulevard & Culver Boulevard

2,037(879)	559(317)
408(845)	3(8)
422(1,248)	23(61)

15. Nicholsan Street/Private Driveway & Culver Blvd

*(7)	*(*)	*(*)
8(5)	1,271(647)	7(30)
22(42)	*(*)	1,154(519)
*(4)	405(1,079)	365(882)

16. Pershing Drive & Manchester Avenue

10(28)	285(62)	122(41)
38(265)	20(630)	27(15)
28(37)	795(425)	135(152)
344(202)	46(53)	155(134)

17. Pershing Drive & Westchester Parkway

475(477)	93(95)
576(565)	317(252)
49(150)	230(271)

18. Vista del Mar & Imperial Highway

9(8)	353(828)	78(149)
8(8)	10(39)	2(7)
6(7)	1,026(466)	571(284)
89(159)	17(39)	201(436)

19. Pershing Drive & Imperial Highway

89(230)	5(4)	712(763)
213(166)	427(385)	7(8)
7(5)	7(3)	4(9)
817(690)	232(403)	7(*)

20. Main St/Private Driveway & Imperial Highway

*(8)	*(*)	*(3)
935(841)	157(350)	
302(431)	*(*)	599(339)
3(*)	839(649)	344(571)

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 B

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

21. Vista Del Mar & Grand Avenue

5(8)	399(1,120)	106(115)
*(4)	*(10)	7(7)
4(4)	1,332(710)	149(160)
128(103)	10(9)	74(167)

22. Highland Avenue & Rosecrans Avenue

17(43)	278(722)	257(410)
126(44)	90(64)	12(13)
2(10)	779(431)	83(107)
632(404)	53(121)	69(159)

23. Sepulveda Boulevard & Centinela Avenue

65(65)	939(1,492)	49(177)
73(136)	264(691)	411(796)
658(509)	1,384(1,413)	232(254)
232(185)	720(457)	317(350)

24. Sepulveda Boulevard & Howard Hughes Parkway

900(2,086)	167(599)
1,815(1,620)	862(548)
240(177)	608(754)

25. Sepulveda Boulevard & 76th Street/77th Street

200(364)	1,410(2,203)	66(169)
515(224)	45(58)	77(59)
39(72)	1,924(1,938)	15(35)
159(69)	40(62)	50(42)

26. Sepulveda Boulevard & 79th Street/80th Street

88(163)	1,442(2,044)	30(49)
126(101)	28(80)	73(130)
50(111)	1,729(1,891)	19(44)
69(30)	79(49)	49(36)

27. Sepulveda Boulevard & 83rd Street

28(49)	1,420(2,060)	28(70)
88(30)	57(76)	43(41)
20(64)	1,655(1,915)	11(24)
79(20)	61(69)	12(7)

28. Sepulveda Boulevard & Manchester Avenue

173(294)	1,131(1,569)	114(239)
170(233)	533(822)	73(74)
82(147)	1,284(1,709)	55(113)
322(188)	876(675)	77(99)

29. Sepulveda Boulevard & La Tijera Boulevard

234(175)	1,096(1,594)	43(84)
88(196)	207(706)	58(54)
47(96)	1,527(1,653)	95(129)
28(82)	543(394)	240(250)

30. Sepulveda Boulevard & Westchester Parkway

97(91)	1,102(1,804)	90(150)
26(68)	207(368)	72(166)
324(404)	1,405(1,434)	28(99)
142(160)	528(373)	117(293)

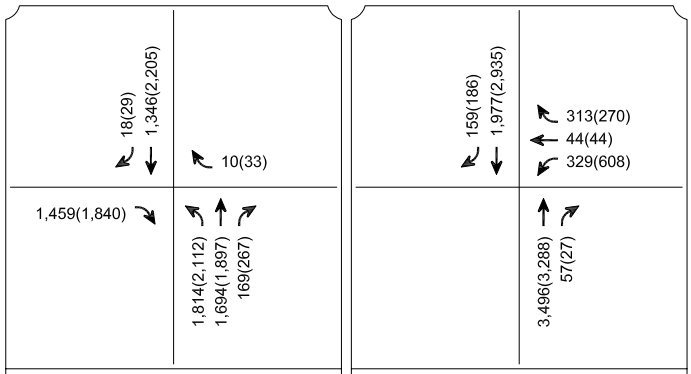
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 C

LEGEND

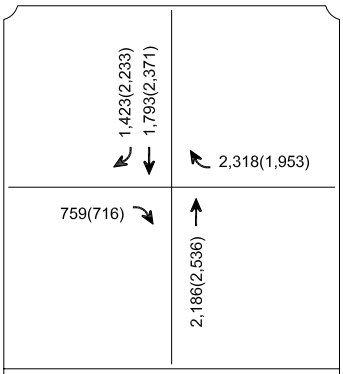
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

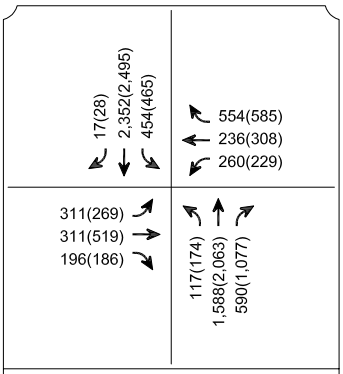


31. Sepulveda Boulevard & Lincoln Boulevard

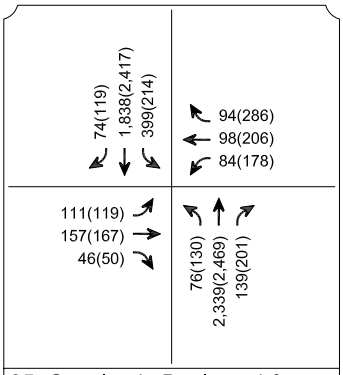
32. Sepulveda Boulevard & Century Boulevard



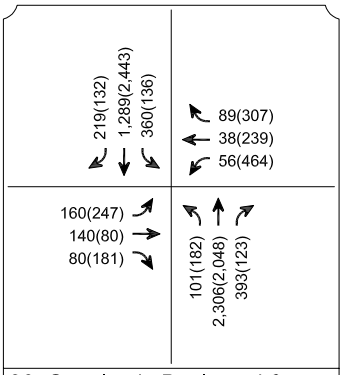
33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy



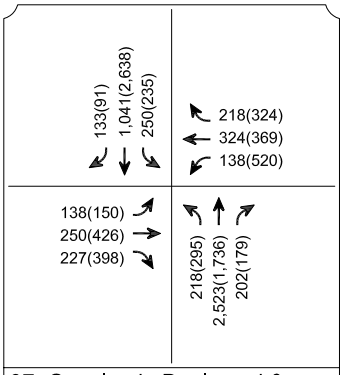
34. Sepulveda Boulevard & Imperial Highway



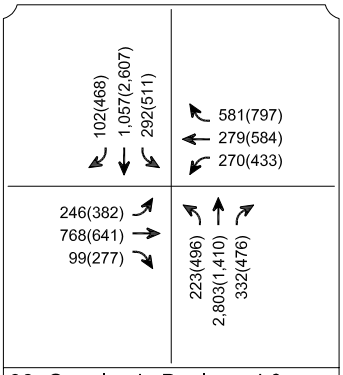
35. Sepulveda Boulevard & Mariposa Avenue



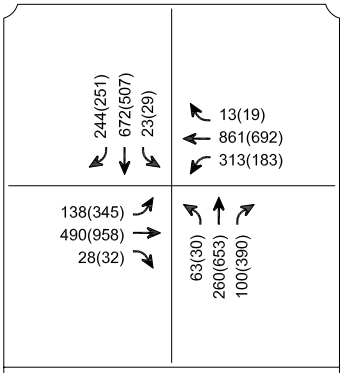
36. Sepulveda Boulevard & Grand Avenue



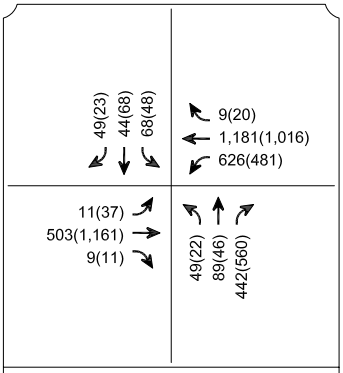
37. Sepulveda Boulevard & El Segundo Boulevard



38. Sepulveda Boulevard & Rosecrans Avenue



39. La Tijera Boulevard & Manchester Avenue



40. La Tijera Boulevard & Airport Boulevard

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 D

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

41. I-405 Southbound Ramps & La Tijera Boulevard

464(442) 107(239) ← 1,350(1,353) ↙ 219(209)
1,144(1,855) → 232(171) ↘

42. I-405 Northbound Ramps & La Tijera Boulevard

↖ 298(126) ← 1,414(1,311)
438(365) ↗ 796(1,737) → ↑ 142(202) 200(318)

43. La Tijera Boulevard & Centinela Avenue

176(124) ↙ 1,147(1,024) ↓ 38(128) ↘
129(215) → 431(841) → 60(50) ↘
↖ 9(9) ← 1,065(938) ↙ 177(173)
↖ 157(196) ↑ 828(1,408) ↗ 113(284)

44. La Cienega Boulevard & La Tijera Boulevard

1,053(1,040) ↓ 2,337(2,269)
827(1,203) → 216(466) → 10(45) ↘
↑ 2,430(2,065) ↗ 159(296)

45. La Cienega Boulevard & Centinela Avenue

14(18) ↙ 2,089(2,064) ↓ 108(283) ↘
374(1,046) → 171(213) ↘
↖ 207(128) ← 1,194(892) ↙ 239(157)
↖ 9(104) ↑ 2,395(2,114) ↗ 39(138)

46. Airport Boulevard & Manchester Avenue

56(46) ↙ 675(496) ↓ 50(89) ↘
14(42) → 624(1,475) → 111(70) ↘
↖ 112(58) ← 1,189(911) ↙ 139(141)
↖ 90(93) ↑ 468(721) ↗ 111(233)

47. Aviation Blvd/Florence Ave & Manchester Avenue

322(300) ↙ 381(542) ↓ ↘
236(473) → 538(1,068) → 100(246) ↘
↖ 8(10) ← 892(700) ↙ 39(75)
↖ 263(249) ↑ 265(421) ↗ 75(138)

48. La Cienega Boulevard & Florence Avenue

202(219) ↙ 747(1,074) ↓ 307(579) ↘
161(231) → 341(672) → 20(19) ↘
↖ 39(69) ← 854(565) ↙ 273(304)
↖ 23(20) ↑ 384(593) ↗ 74(128)

49. La Cienega Boulevard & Manchester Avenue

124(58) ↙ 622(650) ↓ 278(705) ↘
75(113) → 387(1,051) → 48(73) ↘
↖ 128(123) ← 865(652) ↙ 485(304)
↖ 59(46) ↑ 258(459) ↗ 225(115)

50. Ash Ave/I-405 NB Ramps & Manchester Avenue

140(79) ↓ 9(20) ↘
6(19) → 599(1,483) → 244(271) ↘
↖ 10(10) ← 1,599(1,135)
↖ 522(435) ↑ 199(209) ↗ 217(429)

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 E

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

109(91)	92(185)	13(30)
49(69)	610(1,433)	52(129)
13(20)	1,289(961)	24(62)
47(62)	99(121)	94(40)

52. La Brea Avenue & Florence Avenue

92(102)	674(1,167)	78(189)
62(136)	362(1,003)	59(67)
108(189)	835(578)	171(151)
41(18)	831(1,012)	86(181)

53. La Brea Avenue & Manchester Avenue

91(72)	545(993)	90(218)
150(143)	450(1,103)	61(94)
197(147)	1,007(771)	29(59)
133(106)	696(668)	20(39)

54. Sepulveda Eastway & Westchester Parkway

73(107)	45(34)	22(149)
52(53)	304(638)	113(31)
60(78)	647(615)	40(65)
77(20)	118(211)	63(227)

55. Jenny Avenue & Westchester Parkway

2(3)	20(20)	11(20)
2(3)	317(758)	75(58)
7(40)	692(636)	138(221)
48(34)	28(22)	113(191)

56. Airport Blvd & Arbor Vitae St/Westchester Pkwy

167(110)	695(618)	60(119)
90(100)	235(654)	106(159)
79(100)	590(570)	147(139)
105(160)	491(866)	97(148)

57. Aviation Boulevard & Arbor Vitae Street

80(127)	388(429)	38(69)
40(118)	318(746)	92(203)
49(39)	742(601)	155(157)
269(232)	433(606)	109(133)

58. La Cienega Boulevard & Arbor Vitae Street

38(49)	330(629)	64(149)
59(49)	208(701)	171(382)
154(79)	559(352)	99(60)
283(153)	539(401)	50(230)

59. Inglewood Avenue & Arbor Vitae Street

45(49)	94(246)	20(67)
31(44)	263(703)	50(128)
40(30)	565(383)	49(98)
175(114)	122(202)	58(109)

60. La Brea Avenue & Arbor Vitae Street

64(67)	442(1,042)	59(118)
64(117)	160(387)	103(256)
69(84)	297(304)	49(69)
155(224)	687(657)	20(70)

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

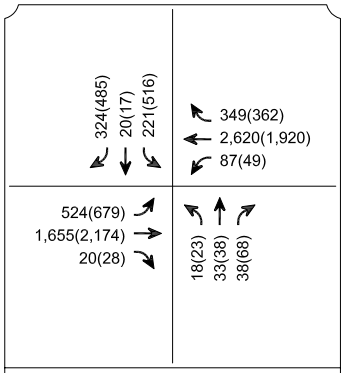
FIGURE 9 F

LEGEND

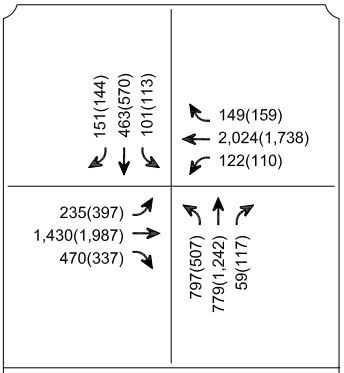
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

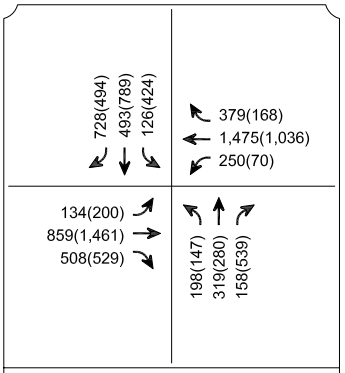
61. Airport Boulevard & Century Boulevard



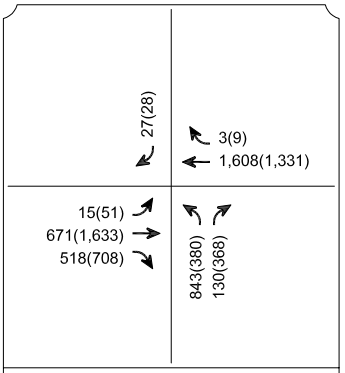
62. Aviation Boulevard & Century Boulevard



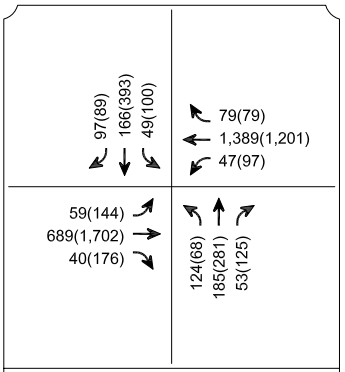
63. La Cienega Boulevard & Century Boulevard



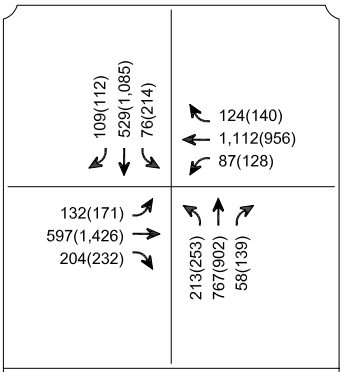
64. I-405 NB Ramps/ Private Driveway & Century Blvd



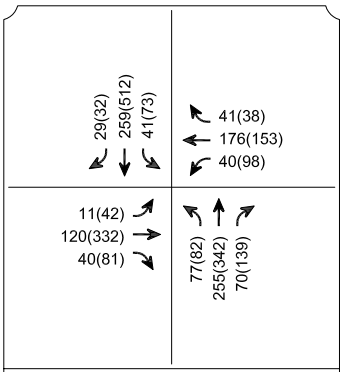
65. Inglewood Avenue & Century Boulevard



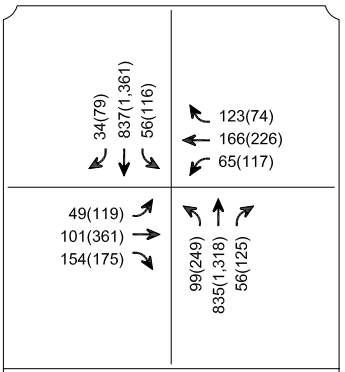
66. La Brea Avenue /Hawthorne Blvd & Century Boulevard



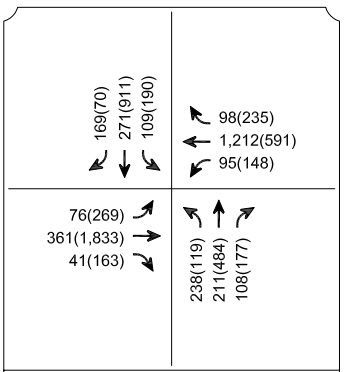
67. Inglewood Avenue & Lennox Boulevard



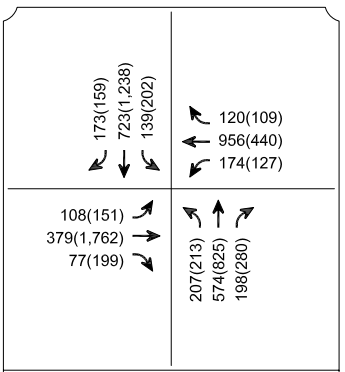
68. Hawthorne Boulevard & Lennox Boulevard



69. Inglewood Avenue & Imperial Highway



70. Hawthorne Boulevard & Imperial Highway



FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 G

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

71. Inglewood Avenue & El Segundo Boulevard

96(87)	352(785)	38(89)
67(208)		87(160)
374(1,999)		1,150(672)
87(289)		110(202)
	200(119)	
	397(668)	
	76(130)	

72. Hawthorne Boulevard & El Segundo Boulevard

58(109)	764(1,864)	212(354)
79(159)		214(168)
464(2,296)		1,063(720)
124(453)		159(149)
	270(216)	
	704(1,109)	
	109(216)	

73. Centinela Avenue & Culver Boulevard

92(166)	866(1,366)	130(170)
295(128)		148(180)
846(601)		309(612)
14(17)		142(137)
	9(30)	
	1,135(1,304)	
	166(173)	

74. Centinela Ave & Sanford St/ SR-90 WB Ramps

8(18)	1,198(1,480)	
12(*)		619(594)
38(29)		8(15)
		375(252)
	10(20)	
	662(1,025)	
	49(97)	

75. Centinela Avenue & SR-90 Eastbound Ramps

	1,147(1,117)	382(710)
18(29)		
1(1)		
126(82)		
	745(1,103)	
	308(227)	

76. Centinela Avenue & Jefferson Boulevard

668(502)	122(59)	403(773)
		371(413)
		1,035(1,131)
		17(6)
513(518)		
853(1,104)		
10(10)		
	17(17)	
	18(19)	
	9(20)	

77. Sepulveda Boulevard & Washington Place

69(125)	472(878)	20(47)
		50(80)
		448(575)
		75(111)
208(150)		
614(584)		
77(114)		
	82(115)	
	1,093(1,131)	
	87(88)	

78. Sepulveda Boulevard & Washington Boulevard

72(95)	489(899)	11(22)
		62(58)
		463(551)
		30(35)
246(137)		
593(630)		
49(80)		
	48(78)	
	1,056(1,097)	
	31(51)	

79. Sawtelle Boulevard & Culver Boulevard

96(236)	353(787)	189(112)
		148(189)
		635(926)
		200(327)
119(94)		
1,059(905)		
65(80)		
	49(78)	
	285(380)	
	176(84)	

80. Sepulveda Boulevard & Culver Boulevard

87(221)	487(863)	38(78)
		59(46)
		764(1,106)
		87(142)
278(316)		
1,120(624)		
67(121)		
	120(133)	
	843(889)	
	155(152)	

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 H

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

81. I-405 Southbound Ramps & Jefferson Boulevard

337(218) *(*) 124(149) → 751(1,101) ← 330(588)
922(1,174) →
219(312) ↘

82. I-405 Northbound Ramps & Jefferson Boulevard

← 179(187)
← 1,082(1,388)
264(203) ↗
787(1,063) →
149(294) 42(37) 268(598) ↑

83. Sepulveda Boulevard & Jefferson Boulevard

729(1,183) ↓
← 10(29)
← 4(14)
← 950(872) ↖
1,199(1,396) 1,282(1,527) ↑

84. Sepulveda Boulevard & Sawtelle Boulevard

69(150) 1,376(1,762) 65(131) ↓
← 60(107)
← 68(170)
← 64(86) ↖
90(119) ↗
95(165) →
65(144) ↘
165(174) 2,284(2,674) 21(94) ↑

85. Slauson Avenue & Jefferson Boulevard

47(62) 53(21) 8(9) ↓
← 7(9)
← 877(909)
← 19(50) ↖
48(86) ↗
769(1,139) →
221(445) ↘
332(524) 27(107) 26(38) ↑

86. Sepulveda Boulevard & Jefferson Blvd/Playa Street

587(564) 875(1,261) 53(100) ↓
← 210(237)
← 340(323)
← 131(287) ↖
518(577) ↗
253(581) →
17(18) ↘
40(59) 1,678(2,091) 141(218) ↑

87. Sepulveda Boulevard & Slauson Avenue

15(40) 742(1,307) 128(353) ↓
← 224(309)
← 289(348)
← 80(261) ↖
18(69) ↗
231(346) →
81(120) ↘
101(195) 1,516(1,852) 66(114) ↑

88. La Cienega Boulevard & Stocker Street

2,341(2,635) 119(289) ↓
← 129(101)
← 1,464(1,051) ↖
2,787(2,666) 842(1,412) ↑

89. La Cienega Boulevard SB Ramps & Slauson Avenue

677(578) 3(4) 79(172) ↓
← 2,100(1,307)
← 227(272) ↖
1,203(2,555) →
114(151) ↘

90. La Cienega Boulevard NB Ramps & Slauson Avenue

← 130(110)
← 2,016(1,440) ↖
332(678) ↗
915(2,028) →
371(161) 5(5) 218(341) ↑

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

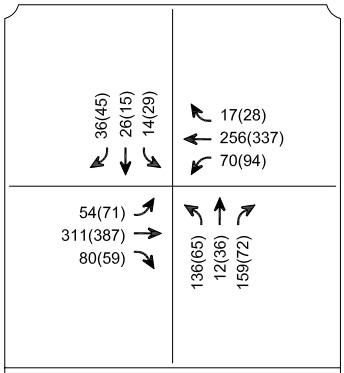
FIGURE
9 I

LEGEND

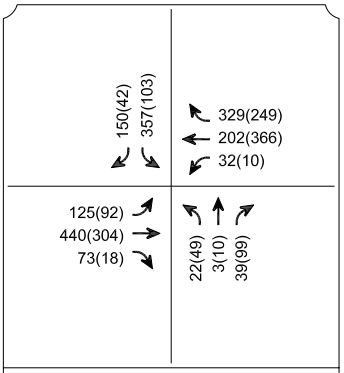
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

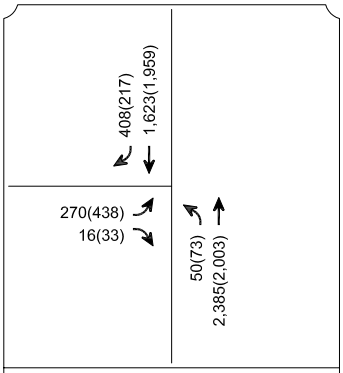
91. Falmouth Avenue & Manchester Avenue



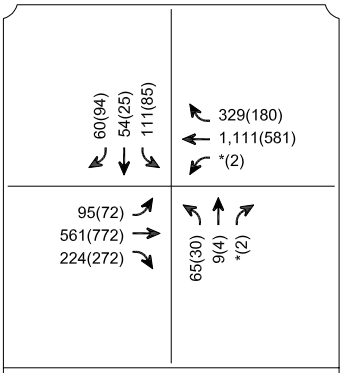
92. Falmouth Ave/Private Dwy & Westchester Parkway



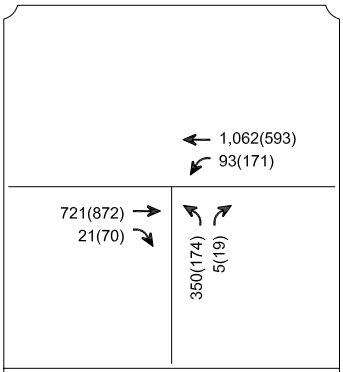
93. Lincoln Boulevard & Loyola Boulevard



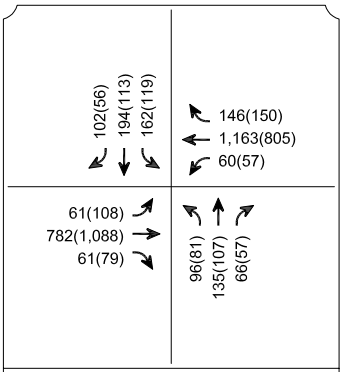
94. Loyola Boulevard & Westchester Parkway



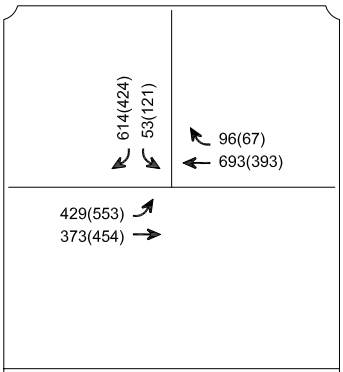
95. McConnell Avenue & Westchester Parkway



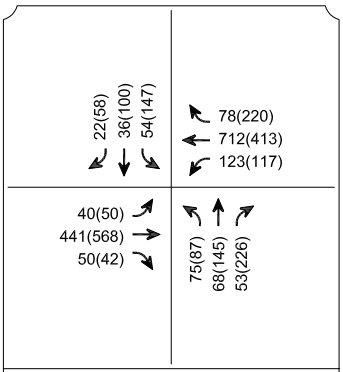
96. Emerson Avenue & Manchester Avenue



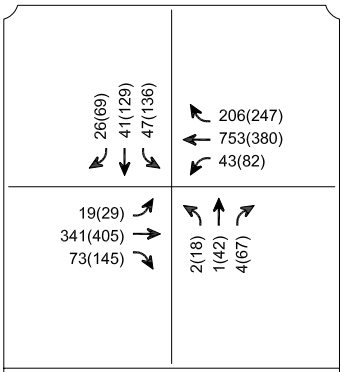
97. La Tijera Boulevard & Westchester Parkway



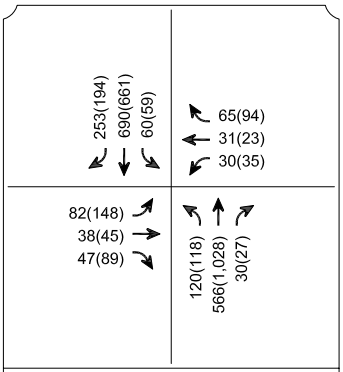
98. Sepulveda Westway & La Tijera Boulevard



99. Sepulveda Westway & Westchester Parkway



100. Airport Boulevard & 96th Street



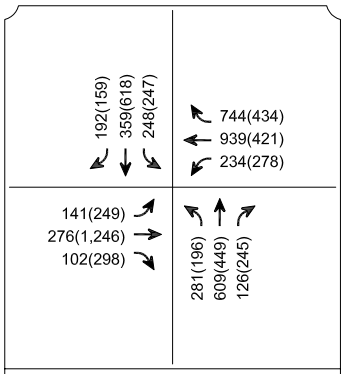
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
9 J

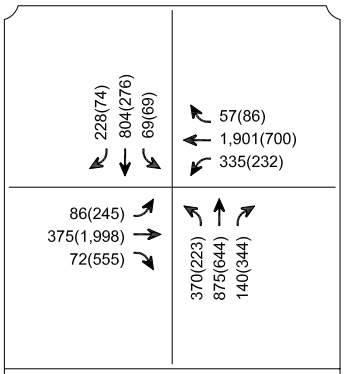
LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

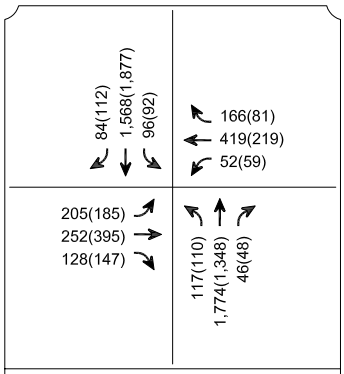
N
Not to Scale



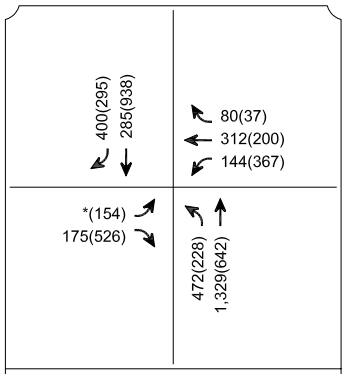
101. Aviation Boulevard & Imperial Highway



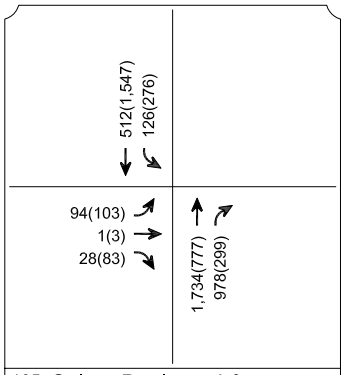
102. Aviation Boulevard & El Segundo Boulevard



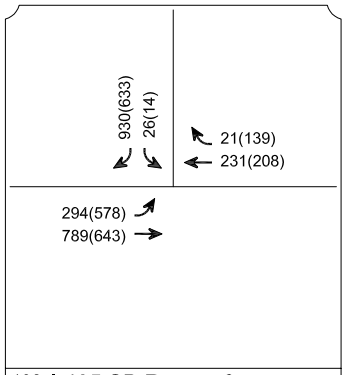
103. Lincoln Boulevard & Rose Avenue



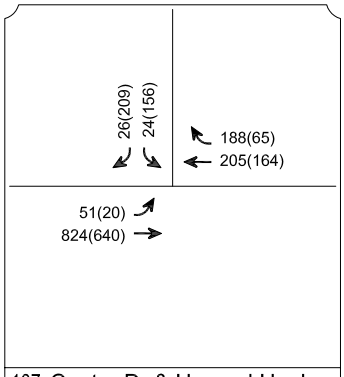
104. Culver Boulevard & SR-90 WB Ramps



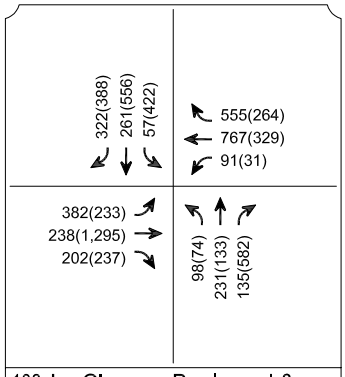
105. Culver Boulevard & SR-90 EB Ramps



106. I-405 SB Ramps & Howard Hughes Parkway



107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps



108. La Cienega Boulevard & Imperial Highway

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 9 K

TABLE 13
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.859 0.987	D E
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.784 0.997	C E
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.583 0.660	A B
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.731 0.870	C D
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.509 0.803	A D
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.699 0.843	B D
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.576 0.809	A D
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.687 0.741	B C
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.515 0.463	A A
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.493 0.598	A A
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.656 0.680	B B
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.725 0.812	C D
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.389 0.437	A A
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.744 0.707	C C
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.620 0.791	B C
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.467 0.437	A A
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.256 0.270	A A
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.416 0.411	A A
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.592 0.480	A A
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.745 0.600	C A

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 13 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.552 0.375	A A
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.843 0.732	D C
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.827 0.826	D D
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.433 0.600	A A
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.687 0.681	B B
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.491 0.548	A A
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.441 0.514	A A
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.798 0.896	C D
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.573 0.800	A C
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.665 1.038	B F
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.183 0.267	A A
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.607 0.665	B B
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.927 0.919	E E
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.812 1.171	D F
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.801 0.824	D D
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.806 0.925	D E
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.811 1.021	D F
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.835 1.169	D F
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.579 0.635	A B
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.509 0.493	A A

Notes:

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IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 13 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.496 0.642	A B
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.648 0.631	B B
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.637 0.789	B C
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.668 0.765	B C
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.003 1.072	F F
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.715 0.976	C E
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.736 0.877	C D
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.839 1.136	D F
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.702 0.932	C E
50.	IW	Ash Avenue & Manchester Avenue	A.M. P.M.	0.701 0.799	C C
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.573 0.704	A C
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.748 1.004	C F
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.801 0.883	D D
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.357 0.571	A A
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.171 0.367	A A
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.454 0.640	A B
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.583 0.731	A C
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.537 0.729	A C
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.458 0.786	A C
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.375 0.747	A C

Notes:
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TABLE 13 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.730 0.770	C C
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.953 1.073	E F
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.672 0.778	B C
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.691 0.635	B B
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.623 0.849	B D
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.679 0.943	B E
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.472 0.810	A D
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.797	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.739 1.252	C F
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.660 0.962	B E
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.665 1.050	B F
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.679 1.238	B F
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.747 0.797	C C
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.459 0.499	A A
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.391 0.490	A A
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.643 0.704	B C
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.682 0.714	B C
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.695 0.679	B B
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.651 0.808	B D
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.722 0.720	C C

Notes:

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IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 13 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.308 0.431	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.473 0.749	A C
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.531 0.562	A A
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.530 0.706	A C
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.407 0.516	A A
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.775 0.947	C E
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.536 0.788	A C
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.327 1.247	F F
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.976 0.779	E C
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.753 0.813	C D
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.159 0.145	A A
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.318 0.237	A A
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.515 0.629	A B
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.413 0.217	A A
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.284 0.254	A A
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.545 0.462	A A
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.269 0.221	A A
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.269 0.517	A A
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.186 0.279	A A
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.202 0.405	A A

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TABLE 13 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.720 0.689	C B
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	1.044 0.959	F E
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.971 0.902	E E
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.819 0.879	D D
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.460 0.515	A A
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.423 0.237	A A
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.198 0.264	A A
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.444 0.616	A B

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IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 13 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Number of Intersections	
	Morning Peak Hour	Afternoon Peak Hour
A	51	33
B	21	13
C	18	24
D	11	15
E	4	11
F	3	12
Total	**108**	**108**

Chapter 7
Intersection Impact Analysis

This chapter describes the results of the intersection impact analysis for the proposed Project, before any mitigation, under both Existing (year 2012) and Future (year 2022) conditions. Both analyses measured significant intersection impacts according to the impact criteria specified by the city in which each intersection resides.

For the Existing Conditions impact analysis, the intersection impacts were assessed by comparing the Existing with Project Conditions to the Existing Conditions. For the Future Conditions impact analysis, the intersection impacts were assessed by comparing the Future with Project Conditions to the Future without Project Conditions.

SIGNIFICANT IMPACT CRITERIA FOR INTERSECTIONS

As set forth in Chapter 1, each jurisdiction in the Study Area has established threshold criteria for determining significant traffic impacts of a proposed project at study intersections. In each jurisdiction, a sliding scale has been developed in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the LOS worsens. Table 14 summarizes the scale for each city represented by the study intersections. The LOS for each intersection is defined by the V/C ratio shown in Table 4.

EXISTING WITH PROJECT CONDITIONS AS MEASURED AGAINST EXISTING CONDITIONS (YEAR 2012)

The Existing with Project (year 2012) conditions from Table 12 in Chapter 5 were compared to the Existing (year 2012) conditions from Table 5 in Chapter 2. This analysis assesses the impacts of the Project as compared to the Existing (year 2012) environment without development of the Project. The significant impacts, prior to mitigation, as determined by the criteria in Table 14, are shown in Table 15 for the 108 study intersections.

As Table 15 shows, the Project is projected to significantly impact one study intersection during the morning peak hour and 11 study intersections during the afternoon peak hour when compared to the Existing (year 2012) environment. During the morning peak hour, the impact would occur at an intersection operating at LOS E. During the afternoon peak hour, four impacts would occur at intersections operating at LOS C, four impacts would occur at intersections operating at LOS D, two impacts would occur at intersections operating at LOS E, and one impact would occur at intersections operating at LOS F. In total, 11 study intersections would be impacted under either the morning or afternoon peak hour. The remaining 97 study intersections would not be significantly impacted during either peak hour. The impacted intersections are:

6. Lincoln Boulevard & Mindanao Way
8. Lincoln Boulevard & Jefferson Boulevard
12. Lincoln Boulevard & Manchester Avenue
28. Sepulveda Boulevard & Manchester Avenue
29. Sepulveda Boulevard & La Tijera Boulevard
30. Sepulveda Boulevard & Westchester Parkway
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway
34. Sepulveda Boulevard & Imperial Highway
46. Airport Boulevard & Manchester Avenue
47. Aviation Boulevard/Florence Avenue & Manchester Avenue
48. La Cienega Boulevard & Florence Avenue

Figure 10 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 10, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

FUTURE WITH PROJECT CONDITIONS AS MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)

The Future with Project (year 2022) conditions from Table 13 in Chapter 6 were compared to the Future without Project (year 2022) conditions from Table 10 in Chapter 3. This analysis assesses the impacts of the Project as compared to the Future (year 2022) environment without development of the Project. The significant impacts, prior to mitigation, as determined by the criteria in Table 14, are shown in Table 16 for the 108 study intersections.

As Table 16 shows, the Project is projected to significantly impact seven study intersections during the morning peak hour and 16 study intersections during the afternoon peak hour when compared to the Future (year 2022) environment. During the morning peak hour, three impacts would occur at intersections operating at LOS C, one impact would occur at an intersection operating at LOS D, and three impacts would occur at intersections operating at LOS E. During the afternoon peak hour, five impacts would occur at intersections operating at LOS C, four impacts would occur at intersections operating at LOS D, four impacts would occur at intersections operating at LOS E, and three impacts would occur at intersections operating at LOS F. In total, 18 study intersections would be impacted under either the morning or afternoon peak hour. The remaining 90 study intersections would not be significantly impacted during either peak hour. The impacted intersections are:

1. Lincoln Boulevard & Venice Boulevard
6. Lincoln Boulevard & Mindanao Way
7. Lincoln Boulevard & Fiji Way
8. Lincoln Boulevard & Jefferson Boulevard
12. Lincoln Boulevard & Manchester Avenue
28. Sepulveda Boulevard & Manchester Avenue
29. Sepulveda Boulevard & La Tijera Boulevard
30. Sepulveda Boulevard & Westchester Parkway
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway
34. Sepulveda Boulevard & Imperial Highway
46. Airport Boulevard & Manchester Avenue
47. Aviation Boulevard/Florence Avenue & Manchester Avenue
48. La Cienega Boulevard & Florence Avenue
49. La Cienega Boulevard & Manchester Avenue

57. Aviation Boulevard & Arbor Vitae Street
58. La Cienega Boulevard & Arbor Vitae Street
62. Aviation Boulevard & Century Boulevard
89. La Cienega Boulevard Southbound Ramp & Slauson Avenue

Figure 11 graphically illustrates the locations of the significantly impacted intersections under this scenario. As shown in Figure 11, the Study Area encompasses at least one study intersection beyond all significantly impacted intersections to ensure that all significantly impacted intersections, prior to any mitigation, were analyzed.

LEGEND

Project Site

Non-Impacted Intersection

Impacted Intersection - AM Peak Hour

Impacted Intersection - PM Peak Hour

Impacted Intersection - Both Peak Hours

N
Not to Scale

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
MEASURED AGAINST EXISTING CONDITIONS (YEAR 2012)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE 10

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
LOCATIONS OF SIGNIFICANT INTERSECTION IMPACTS

FIGURE 11

TABLE 14
SUMMARY OF SIGNIFICANT IMPACT CRITERIA BY JURISDICTION

Final Intersection Level of Service	Project-Related Increase in V/C Ratio for Identification of Significant Impact						
	City of Los Angeles	Culver City	City of Inglewood	City of El Segundo [a]	City of Hawthorne	City of Manhattan Beach	Los Angeles County
A or B	--	--	--	--	--	--	--
C	≥ 0.040	≥ 0.05	≥ 0.040	--	≥ 0.040	--	≥ 0.040
D	≥ 0.020	≥ 0.040	≥ 0.020	--	≥ 0.020	≥ 0.020	≥ 0.020
E or F	≥ 0.010	≥ 0.020	≥ 0.010	≥ 0.020	≥ 0.010	≥ 0.010	≥ 0.010

Notes:

[a] The City of El Segundo also identifies a significant impact if the addition of project-related trips results in a change in peak hour operating conditions from LOS D or better to LOS E or F.

TABLE 15
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.827 0.912	D E	0.007 0.006	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.944	C E	0.760 0.951	C E	0.010 0.007	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.556 0.600	A A	0.565 0.616	A B	0.009 0.016	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.704 0.827	C D	0.004 0.017	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.424 0.707	A C	0.440 0.721	A C	0.016 0.014	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.778	B C	0.646 0.802	B D	0.011 0.024	NO **YES**
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.524 0.751	A C	0.553 0.775	A C	0.029 0.024	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.613 0.630	B B	0.667 0.705	B C	0.054 0.075	NO **YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.362 0.342	A A	0.419 0.388	A A	0.057 0.046	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.435 0.530	A A	0.451 0.568	A A	0.016 0.038	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.544 0.586	A A	0.624 0.664	B B	0.080 0.078	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.652 0.761	B C	0.052 0.116	NO **YES**
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.343 0.368	A A	0.360 0.425	A A	0.017 0.057	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.694 0.659	B B	0.707 0.671	C B	0.013 0.012	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.548 0.743	A C	0.578 0.756	A C	0.030 0.013	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.455 0.381	A A	0.461 0.405	A A	0.006 0.024	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.213 0.191	A A	0.246 0.245	A A	0.033 0.054	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.405 0.368	A A	0.409 0.386	A A	0.004 0.018	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.519 0.369	A A	0.565 0.390	A A	0.046 0.021	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.689 0.527	B A	0.714 0.555	C A	0.025 0.028	NO NO

Notes:
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TABLE 15 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.500 0.331	A A	0.519 0.346	A A	0.019 0.015	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.780 0.689	C B	0.797 0.708	C C	0.017 0.019	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.743 0.771	C C	0.759 0.781	C C	0.016 0.010	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.391 0.543	A A	0.412 0.559	A A	0.021 0.016	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.666 0.634	B B	0.675 0.654	B B	0.009 0.020	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.450 0.511	A A	0.459 0.531	A A	0.009 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.396 0.461	A A	0.406 0.485	A A	0.010 0.024	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.780 0.828	C D	0.030 0.061	NO **YES**
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.504 0.635	A B	0.534 0.757	A C	0.030 0.122	NO **YES**
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.455 0.706	A C	0.579 0.893	A D	0.124 0.187	NO **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.170 0.240	A A	0.025 0.035	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.547 0.623	A B	0.604 0.650	B B	0.057 0.027	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.840 0.874	D D	0.919 0.912	E E	0.079 0.038	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.668 1.035	B F	0.701 1.050	C F	0.033 0.015	NO **YES**
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.733 0.763	C C	0.749 0.782	C C	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.769 0.862	C D	0.784 0.879	C D	0.015 0.017	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.787 0.991	C E	0.018 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.807 1.115	D F	0.015 0.016	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.455 0.515	A A	0.520 0.596	A A	0.065 0.081	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.384 0.374	A A	0.406 0.423	A A	0.022 0.049	NO NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 15 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.439 0.560	A A	0.457 0.596	A A	0.018 0.036	NO NO
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.547 0.546	A A	0.575 0.580	A A	0.028 0.034	NO NO
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.539 0.701	A C	0.564 0.731	A C	0.025 0.030	NO NO
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.647 0.651	B B	0.653 0.678	B B	0.006 0.027	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E	0.947 0.992	E E	0.004 0.003	NO NO
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.578 0.806	A D	0.640 0.865	B D	0.062 0.059	NO **YES**
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.601 0.685	B B	0.661 0.726	B C	0.060 0.041	NO **YES**
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.688 0.977	B E	0.697 0.988	B E	0.009 0.011	NO **YES**
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.596 0.828	A D	0.601 0.847	B D	0.005 0.019	NO NO
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M. P.M.	0.624 0.711	B C	0.648 0.735	B C	0.024 0.024	NO NO
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.471 0.597	A A	0.498 0.622	A B	0.027 0.025	NO NO
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.659 0.855	B D	0.665 0.862	B D	0.006 0.007	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C	0.698 0.751	B C	0.009 0.012	NO NO
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.231 0.439	A A	0.284 0.465	A A	0.053 0.026	NO NO
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.084 0.163	A A	0.119 0.219	A A	0.035 0.056	NO NO
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.283 0.538	A A	0.346 0.574	A A	0.063 0.036	NO NO
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.414 0.560	A A	0.469 0.621	A B	0.055 0.061	NO NO
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.396 0.545	A A	0.428 0.586	A A	0.032 0.041	NO NO
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.372 0.676	A B	0.404 0.707	A C	0.032 0.031	NO NO
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.343 0.671	A B	0.346 0.691	A B	0.003 0.020	NO NO

Notes:

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TABLE 15 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.547 0.552	A A	0.553 0.555	A A	0.006 0.003	NO NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.767 0.917	C E	0.781 0.924	C E	0.014 0.007	NO NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.535 0.685	A B	0.543 0.691	A B	0.008 0.006	NO NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.603 0.586	B A	0.617 0.590	B A	0.014 0.004	NO NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.508 0.761	A C	0.515 0.775	A C	0.007 0.014	NO NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.562 0.772	A C	0.572 0.780	A C	0.010 0.008	NO NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.429 0.719	A C	0.436 0.725	A C	0.007 0.006	NO NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.408 0.735	A C	0.409 0.737	A C	0.001 0.002	NO NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.632 1.166	B F	0.642 1.179	B F	0.010 0.013	NO NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.573 0.863	A D	0.579 0.870	A D	0.006 0.007	NO NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.595 0.973	A E	0.598 0.980	A E	0.003 0.007	NO NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.619 1.176	B F	0.622 1.181	B F	0.003 0.005	NO NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.677 0.712	B C	0.705 0.723	C C	0.028 0.011	NO NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.370 0.471	A A	0.393 0.478	A A	0.023 0.007	NO NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.299 0.421	A A	0.299 0.421	A A	0.000 0.000	NO NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.453 0.608	A B	0.501 0.616	A B	0.048 0.008	NO NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.624 0.639	B B	0.627 0.647	B B	0.003 0.008	NO NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.670 0.659	B B	0.673 0.665	B B	0.003 0.006	NO NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.614 0.772	B C	0.617 0.780	B C	0.003 0.008	NO NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.682 0.668	B B	0.690 0.678	B B	0.008 0.010	NO NO

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TABLE 15 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A	0.271 0.369	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B	0.402 0.692	A B	0.007 0.003	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.474 0.503	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.479 0.640	A B	0.002 0.007	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.348 0.464	A A	0.005 0.007	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.699 0.826	B D	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.504 0.735	A C	0.004 0.017	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.285 1.185	F F	0.007 0.007	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C	0.696 0.809	B D	0.009 0.015	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B	0.725 0.716	C C	0.015 0.027	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A	0.137 0.125	A A	0.012 0.018	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A	0.284 0.213	A A	0.007 0.052	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A	0.472 0.578	A A	0.124 0.138	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A	0.390 0.205	A A	0.195 0.097	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A	0.266 0.240	A A	0.174 0.169	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A	0.493 0.416	A A	0.046 0.036	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A	0.249 0.207	A A	0.134 0.137	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A	0.245 0.483	A A	0.100 0.147	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A	0.169 0.257	A A	0.080 0.101	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A	0.176 0.362	A A	0.007 0.011	NO NO

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TABLE 15 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.643 0.605	B B	0.648 0.621	B B	0.005 0.016	NO NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	0.959 0.880	E D	0.962 0.884	E D	0.003 0.004	NO NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.875 0.812	D D	0.878 0.816	D D	0.003 0.004	NO NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.739 0.793	C C	0.739 0.795	C C	0.000 0.002	NO NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.407 0.459	A A	0.412 0.462	A A	0.005 0.003	NO NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.347 0.198	A A	0.380 0.209	A A	0.033 0.011	NO NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.167 0.207	A A	0.173 0.235	A A	0.006 0.028	NO NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.396 0.546	A A	0.396 0.555	A A	0.000 0.009	NO NO

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TABLE 15 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts (Before Mitigation)
Morning Peak Hour	1
Afternoon Peak Hour	11
Total Intersections Impacted	11

TABLE 16
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.859 0.987	D E	0.007 0.012	NO **YES**
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.774 0.990	C E	0.784 0.997	C E	0.010 0.007	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.573 0.644	A B	0.583 0.660	A B	0.010 0.016	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.731 0.870	C D	0.005 0.017	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.492 0.789	A C	0.509 0.803	A D	0.017 0.014	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.688 0.820	B D	0.699 0.843	B D	0.011 0.023	NO **YES**
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.552 0.786	A C	0.576 0.809	A D	0.024 0.023	NO **YES**
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.634 0.667	B B	0.687 0.741	B C	0.053 0.074	NO **YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.459 0.417	A A	0.515 0.463	A A	0.056 0.046	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.475 0.561	A A	0.493 0.598	A A	0.018 0.037	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.564 0.601	A B	0.656 0.680	B B	0.092 0.079	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.692	B B	0.725 0.812	C D	0.110 0.120	**YES** **YES**
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A	0.389 0.437	A A	0.017 0.058	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.731 0.695	C B	0.744 0.707	C C	0.013 0.012	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.591 0.777	A C	0.620 0.791	B C	0.029 0.014	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.411	A A	0.467 0.437	A A	0.006 0.026	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A	0.256 0.270	A A	0.033 0.054	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.412 0.392	A A	0.416 0.411	A A	0.004 0.019	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.547 0.459	A A	0.592 0.480	A A	0.045 0.021	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.720 0.571	C A	0.745 0.600	C A	0.025 0.029	NO NO

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TABLE 16 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.533 0.361	A A	0.552 0.375	A A	0.019 0.014	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.713	D C	0.843 0.732	D C	0.017 0.019	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.811 0.815	D D	0.827 0.826	D D	0.016 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.412 0.576	A A	0.433 0.600	A A	0.021 0.024	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.661	B B	0.687 0.681	B B	0.009 0.020	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.481 0.528	A A	0.491 0.548	A A	0.010 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.431 0.491	A A	0.441 0.514	A A	0.010 0.023	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.798 0.896	C D	0.030 0.062	NO **YES**
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.522 0.673	A B	0.573 0.800	A C	0.051 0.127	NO **YES**
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.506 0.851	A D	0.665 1.038	B F	0.159 0.187	NO **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.183 0.267	A A	0.026 0.034	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.550 0.638	A B	0.607 0.665	B B	0.057 0.027	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.849 0.881	D D	0.927 0.919	E E	0.078 0.038	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.773 1.156	C F	0.812 1.171	D F	0.039 0.015	**YES** **YES**
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.785 0.805	C D	0.801 0.824	D D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.790 0.908	C E	0.806 0.925	D E	0.016 0.017	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.811 1.021	D F	0.019 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.835 1.169	D F	0.016 0.015	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.515 0.553	A A	0.579 0.635	A B	0.064 0.082	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.436 0.444	A A	0.509 0.493	A A	0.073 0.049	NO NO

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TABLE 16 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.478 0.605	A B	0.496 0.642	A B	0.018 0.037	NO NO
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.620 0.598	B A	0.648 0.631	B B	0.028 0.033	NO NO
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.613 0.760	B C	0.637 0.789	B C	0.024 0.029	NO NO
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.662 0.765	B C	0.668 0.765	B C	0.006 0.000	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F	1.003 1.072	F F	0.003 0.004	NO NO
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.653 0.917	B E	0.715 0.976	C E	0.062 0.059	**YES** **YES**
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.684 0.836	B D	0.736 0.877	C D	0.052 0.041	**YES** **YES**
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.828 1.125	D F	0.839 1.136	D F	0.011 0.011	NO **YES**
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.697 0.911	B E	0.702 0.932	C E	0.005 0.021	NO **YES**
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M. P.M.	0.677 0.775	B C	0.701 0.799	C C	0.024 0.024	NO NO
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.546 0.679	A B	0.573 0.704	A C	0.027 0.025	NO NO
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.741 0.998	C E	0.748 1.004	C F	0.007 0.006	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D	0.801 0.883	D D	0.008 0.013	NO NO
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.305 0.546	A A	0.357 0.571	A A	0.052 0.025	NO NO
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.121 0.311	A A	0.171 0.367	A A	0.050 0.056	NO NO
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.391 0.597	A A	0.454 0.640	A B	0.063 0.043	NO NO
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.527 0.669	A B	0.583 0.731	A C	0.056 0.062	NO **YES**
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.505 0.687	A B	0.537 0.729	A C	0.032 0.042	NO **YES**
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.426 0.754	A C	0.458 0.786	A C	0.032 0.032	NO NO
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.364 0.727	A C	0.375 0.747	A C	0.011 0.020	NO NO

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TABLE 16 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.723 0.767	C C	0.730 0.770	C C	0.007 0.003	NO NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.939 1.065	E F	0.953 1.073	E F	0.014 0.008	**YES** NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.664 0.772	B C	0.672 0.778	B C	0.008 0.006	NO NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.677 0.631	B B	0.691 0.635	B B	0.014 0.004	NO NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.617 0.834	B D	0.623 0.849	B D	0.006 0.015	NO NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.670 0.934	B E	0.679 0.943	B E	0.009 0.009	NO NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.467 0.804	A D	0.472 0.810	A D	0.005 0.006	NO NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.794	A C	0.480 0.797	A C	0.000 0.003	NO NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.729 1.240	C F	0.739 1.252	C F	0.010 0.012	NO NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.653 0.954	B E	0.660 0.962	B E	0.007 0.008	NO NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.662 1.043	B F	0.665 1.050	B F	0.003 0.007	NO NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.677 1.233	B F	0.679 1.238	B F	0.002 0.005	NO NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.719 0.787	C C	0.747 0.797	C C	0.028 0.010	NO NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.431 0.494	A A	0.459 0.499	A A	0.028 0.005	NO NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.352 0.490	A A	0.391 0.490	A A	0.039 0.000	NO NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.596 0.697	A B	0.643 0.704	B C	0.047 0.007	NO NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.678 0.707	B C	0.682 0.714	B C	0.004 0.007	NO NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.692 0.669	B B	0.695 0.679	B B	0.003 0.010	NO NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.648 0.798	B C	0.651 0.808	B D	0.003 0.010	NO NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.714 0.707	C C	0.722 0.720	C C	0.008 0.013	NO NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 16 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A	0.308 0.431	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C	0.473 0.749	A C	0.007 0.003	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A	0.531 0.562	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B	0.530 0.706	A C	0.005 0.009	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A	0.407 0.516	A A	0.005 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E	0.775 0.947	C E	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C	0.536 0.788	A C	0.004 0.017	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.327 1.247	F F	0.007 0.008	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C	0.976 0.779	E C	0.010 0.009	**YES** NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C	0.753 0.813	C D	0.014 0.015	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.159 0.145	A A	0.013 0.017	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.318 0.237	A A	0.006 0.050	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.515 0.629	A B	0.124 0.138	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.413 0.217	A A	0.190 0.090	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.284 0.254	A A	0.182 0.176	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.545 0.462	A A	0.046 0.037	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.269 0.221	A A	0.135 0.145	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.269 0.517	A A	0.100 0.140	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.186 0.279	A A	0.089 0.098	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.202 0.405	A A	0.007 0.011	NO NO

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LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 16 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.713 0.672	C B	0.720 0.689	C B	0.007 0.017	NO NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	1.041 0.954	F E	1.044 0.959	F E	0.003 0.005	NO NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.969 0.898	E D	0.971 0.902	E E	0.002 0.004	NO NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.819 0.878	D D	0.819 0.879	D D	0.000 0.001	NO NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.456 0.512	A A	0.460 0.515	A A	0.004 0.003	NO NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.388 0.226	A A	0.423 0.237	A A	0.035 0.011	NO NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.192 0.237	A A	0.198 0.264	A A	0.006 0.027	NO NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.444 0.606	A B	0.444 0.616	A B	0.000 0.010	NO NO

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LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 16 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts (Before Mitigation)
Morning Peak Hour	7
Afternoon Peak Hour	16
Total Intersections Impacted	**18**

Chapter 8

Transportation Mitigation Program

This chapter presents the mitigation program designed to alleviate the transportation impacts at study intersections associated with construction of the Project and to improve traffic operations in the Project vicinity. The various guidelines, methods, and assumptions mandated by the relevant local jurisdiction, wherever applicable, have been used in the preparation of this analysis.

The various mitigation measures described in this Chapter were tested against the significant traffic impacts found in both the Existing with Project (year 2012) and the Future with Project (year 2022) analyses presented in Chapter 7. As described in that Chapter, the Existing with Project conditions, before mitigation, are expected to generate significant traffic impacts at 12 intersections during either the morning or afternoon peak hours. The Future with Project conditions, before mitigation, are expected to generate significant traffic impacts at 19 intersections during either the morning or afternoon peak hours.

The mitigation program for the Project includes the following major components:

1. Implementation of a transportation demand management (TDM) program for the Project Site to promote peak period trip reduction;

2. Transportation Systems Management (TSM) improvements consisting primarily of right-turn detector systems at key intersections within the Study Area. TSM improvements may also include installation of detection loops, signal controller upgrades, and closed circuit television (CCTV) cameras ;

3. Transit system improvements, including the provision of new buses to increase public transit service along a key corridor within the Study Area and the dedication of space for a potential future transit station on the Project Site; and,

4. Specific intersection improvements.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The TDM program outlined below is a set of strategies proposed for the Project designed to reduce peak hour vehicular traffic to and from the Project Site. It is a comprehensive program of design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic from employees and visitors to the Project Site. The TDM program would include the following types of strategies, which are explained in more detail below:

- Education and awareness
- Project design features to promote bicycling and walking
- Ridesharing services and transportation assurance programs
- Incentives for using alternative travel modes

In addition to implementation of some of these strategies and features, the Project is designed to integrate with the existing bus and rail transit facilities in the vicinity of the Project Site. The Project provides a substantial concentration of employment within a short distance of the proposed Metro Crenshaw Line LRT station at Aviation Boulevard and Century Boulevard.

Education and Awareness

A key component of the TDM program is to make employers and employees at the Project Site aware of the various programs offered. To this end, a Transportation Management Coordination Program (TMCP) would reach out both to employers and employees directly to promote the benefits of TDM. The TMCP would also be responsible for maintaining a website which would offer ridematching services, transit information, and serve as a passive source of information for those interested in TDM.

Further, a Transportation Information Center (TIC) would be maintained on the Project Site. A TIC is a centrally-located commuter information center where the Project employers and employees can obtain information regarding commuter programs and real-time information for planning travel without using an automobile.

In addition to the various TDM programs described below, the TMCP would reach out to employers to promote flexible or alternative work schedules and telecommuting options with statistics and examples of businesses that have successfully implemented such programs. These programs have the ability to reduce peak hour trip generation by allowing employees to arrive for and leave from work outside of the typical morning and afternoon peak commuting hours.

Project Design Features to Promote Bicycling and Walking

A significant and growing number of people in Los Angeles prefer to ride bicycles or walk to their employment given sufficient facilities to make the commute feel safe and convenient. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, secured bicycle parking facilities or a bicycle valet system, a bicycle sharing or rental program, or showers. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians.

It should be noted that the *2010 Bicycle Plan* (Los Angeles Department of City Planning, March 2011) identifies numerous streets within the study area as sites for future bicycle lanes and bicycle routes. Pershing Drive and Westchester Parkway are already striped with dedicated bicycle lanes adjacent to the Project Site.

Ridesharing Services and Transportation Assurance Programs

The TMCP would provide services to match employees together to establish carpools and vanpools, and encourage their use by providing a Guaranteed Ride Home (GRH) program.

Online Ridematching and Carpool/Vanpool Program. The TMCP website would include an online daily commute ridematching service to match interested patrons with carpools and vanpools. The ridematching services could be extended to other employers in close proximity to the Project Site, and members could choose to match themselves with the Project commuters or broaden their search by choosing “All Regional Commuters.” Carpools/vanpools provide the

potential for employees to come to work relaxed and/or work during the commute and reduce the number of vehicle trips to and from the Project Site.

Guaranteed Ride Home. GRH is a program which assures transportation service to an individual who commutes without their personal automobile. This program overcomes one of the primary objections of those who could choose alternative modes of transportation, which is how to get home or to a child's school in the case of an emergency. The GRH program would cover all employees participating in the carpool/vanpool program or using transit to and from the Project Site in the event of personal or family emergencies. The individual would be reimbursed for a taxi ride or short-term car rental. A support service such as GRH is an important part of TDM implementation that assures an individual he or she will not be "stuck" depending on a ridesharing or transit schedule in the event of an emergency.

Short-Term Car Rentals. The Project could partner with short-term car rental services such as Zip-Car or Car-to-Go, which provide vehicles on the Project Site that are available to users for hourly rentals. Similar to the GRH program, this service offers assurance to users of alternative modes of transit that they have options should the need arise to leave at an unscheduled time. Short-term car rentals can be used to travel to business meetings, lunch, or in emergencies, and can provide the source of emergency transportation for those using the GRH program.

Incentives for Using Alternative Travel Modes

The TDM program could incorporate various incentives for use of its programs. For example, eligible employees at the Project Site could be provided with discounted monthly transit passes for Metro rail and bus service. Carpool and vanpool users could be offered preferential load/unload areas or convenient designated parking spaces. Those who choose not to drive their own car and park it at the Project Site could receive a "parking cash-out" subsidy, returning a fee that would otherwise cover the cost of parking.

Project Trip Reduction from TDM Program

The cumulative effect of the various measures implemented as part of the TDM program will be a reduction in peak hour trip generation. As an achievable but conservative estimate, an overall TDM trip reduction credit of 5% was assumed on office and research and development land uses included in the Project. Table 17 summarizes the estimated trip reduction during the peak hours. As it shows, the TDM program is expected to result in a reduction of 509 daily trips, including 74 during the morning peak hour and 67 during the afternoon peak hour. The Project, when fully built and occupied and with implementation of the TDM program, would generate a total of 23,126 daily trips, including 1,935 during the morning peak hour (1,521 inbound, 415 outbound) and 2,476 during the afternoon peak hour (747 inbound, 1,729 outbound). This trip reduction was applied to the Study Area using the same distribution pattern as the Project Areas from which those trips are reduced.

Compared with total Project trip generation before the implementation of the TDM program, the TDM program represents a reduction of 2.2% of daily trips, 3.8% of morning peak hour trips, and 2.7% of afternoon peak hour trips. These represent reasonable and conservative estimates of potential peak hour trip generation reduction. TDM programs in office buildings have been shown to be highly effective in Century City, where peak hour and daily automobile trip generation rates are far lower than those reported in *Trip Generation, 8th Edition*. In Warner Center and the Cities of Santa Monica and Pasadena, transportation management organizations (TMOs) created as public-private partnerships have also resulted in significant reductions in peak hour trips.

TRANSPORTATION SYSTEMS MANAGEMENT IMPROVEMENTS

As part of the mitigation program, the Project would implement TSM improvements recommended by LADOT and the City of Inglewood within the Study Area. TSM improvements include measures such as installation of vehicle detection systems, signal controller upgrades, traffic monitoring cameras, and signal timing coordination systems. They improve traffic operations and increase intersection capacity on corridors in which they're implemented. LADOT and the City of Inglewood have each determined that the TSM improvements described below would result in a 1% increase in capacity along the affected corridors.

City of Los Angeles TSM Improvements

At LADOT's recommendation, the Applicant would pay for right-turn detection systems at a number of key intersections within the Study Area. These systems, working in conjunction with existing loop detection systems in through lanes and left-turn pockets, will allow LADOT to collect real-time traffic volume data for all intersection turning movements. These improvements would be installed, as feasible, at the following intersections:

1. Lincoln Boulevard & Venice Boulevard
2. Lincoln Boulevard & Washington Boulevard
6. Lincoln Boulevard & Mindanao Way
7. Lincoln Boulevard & Fiji Way
8. Lincoln Boulevard & Jefferson Boulevard
12. Lincoln Boulevard & Manchester Avenue
28. Sepulveda Boulevard & Manchester Avenue
29. Sepulveda Boulevard & La Tijera Boulevard
30. Sepulveda Boulevard & Westchester Parkway
46. Airport Boulevard & Manchester Avenue
57. Aviation Boulevard & Arbor Vitae Street
62. Aviation Boulevard & Century Boulevard
101. Aviation Boulevard & Imperial Highway

In addition or as an alternative to the right-turn detection systems at the above-identified locations, LADOT may choose to use the funds to upgrade signal controllers or install CCTV cameras or advance vehicle detection loops for signal control purposes along the identified corridors.

The Applicant or its successor shall install or pay LADOT a fixed fee based on cost estimates provided by LADOT to provide for design and installation of these TSM improvements. They would be implemented by the City of Los Angeles' Bureau of Engineering. A 1% increase in intersection capacity (reflected as a 0.01 improvement in intersection V/C ratio) was allowed to reduce Project impacts along the improved corridors. This credit was allowed at 15 study intersections on Lincoln Boulevard between Rose Avenue and La Tijera Boulevard, at three study intersections on Sepulveda Boulevard between Manchester Avenue and Westchester Parkway, at the intersection of Airport Boulevard & Manchester Avenue, and at three study

intersections on Aviation Boulevard between Arbor Vitae Street and Imperial Highway. It is worth noting that only 12 of the 22 improved intersections are expected to be impacted by Project traffic, and some of those intersections would be mitigated below the level of significance by other measures regardless of the implementation of TSM improvements. The improved locations are illustrated in Figure 12.

City of Inglewood TSM Improvements

The City of Inglewood is currently working to implement Phase IV of its TSM program. The program has some money funded through Metro's Call for Projects. The TSM program will connect traffic signals along major corridors throughout Inglewood to a central traffic management center, which will allow for real time updating of signal timings to address traffic congestion in real-time. The program will also install new signal controllers, loops, and CCTV cameras to improve monitoring and operation of the signals.

The Project would contribute a fixed amount toward the implementation of Inglewood's TSM program along Manchester Boulevard and Florence Avenue based on discussions with City of Inglewood staff. As with the City of Los Angeles TSM improvements, a 1% increase in intersection capacity (reflected as a 0.01 improvement in V/C ratio) was accounted for at seven study intersections within the City of Inglewood along these two corridors. It is worth noting that only three of the seven study intersections in Inglewood are expected to be impacted by Project traffic. The improved locations are illustrated in Figure 12.

TRANSIT SYSTEM IMPROVEMENTS

An extensive analysis was conducted to identify potential transit improvements to the existing transportation system serving the Project Site. A number of transit lines currently serve the Study Area, as discussed in Chapter 2. As shown in Table 7, all of the existing routes operated by Metro are currently operating below their maximum capacity during the weekday peak hours. However, the peak run during the peak hour is over capacity on some runs and by the year 2022, when the Project is expected to be complete, it is anticipated that transit ridership could increase due to two factors:

- Ambient traffic growth and traffic growth due to new developments in the area, including the Project, may cause traffic conditions to deteriorate and make public transit a more attractive option.

- Additional transit options, such as the Metro Crenshaw and Expo Lines, will increase the connectivity and efficacy of transit within and around the Study Area, also making public transit a more attractive option.

The Project would help to improve the transit system in the Study Area and beyond by providing additional buses along a key existing bus route and by dedicating space on the Project Site for a potential future transit station.

Provision of Additional Buses

In order to bolster transit capacity and LOS in the Study Area, the Project proposes to mitigate impacts along Manchester Boulevard by providing two additional transit buses for Metro Route 115. Each bus provides a seated capacity of 40 people and a standing capacity of 50 people and will supplement the existing bus service along Manchester Boulevard during peak hours.

Using the seated capacity of 40 people and assuming average vehicle occupancy of 1.2 people per vehicle, each 40-foot bus has the capacity to remove 33 vehicles from the road during the peak hour. To account for additional transit capacity along the affected route, a credit of up to 33 trips has been applied to the intersections along the route the buses would travel. One bus would be added in each direction during the peak periods. As a result, a total credit of up to 66 trips (33 in each direction) was applied to the intersections traversed by Metro Route 115. (For conservative purposes, and in order to account for decreased ridership at the terminus of a transit line, a reduced credit of 10 trips in each direction was applied to the westernmost intersections along Metro Route 115, beginning at the intersection of Lincoln Boulevard & Manchester Avenue.)

It is important to note that the provision of the new buses not only adds capacity to intersections significantly impacted by Project traffic, but to all intersections along the bus route, both within and beyond the Study Area. Figure 13 shows the Metro Route 115 and the intersections that are improved as a result of the increased bus service.

Dedicated Space for Future Transit Station

The Applicant would work with Metro and LADOT during Project design to identify a suitable location on the Project Site which will be dedicated for potential future development of a transit station. This transit station would be included as a feature of the proposed Project rather than a mitigation measure and, as such, no additional transit credit, trip reduction, or capacity increase was assumed in this analysis.

SPECIFIC INTERSECTION IMPROVEMENTS

Intersection improvements designed to alleviate the significant impacts of the Project consist of physical improvements and associated signal phasing enhancements. Widening and/or other improvements to the intersections would be designed to meet the requirements of the jurisdiction or jurisdictions responsible for the intersection.

Following is a description of the specific mitigation measures developed for the significantly impacted intersections. Conceptual drawings showing details of the considered physical improvements are provided in Appendix L.

- Intersection #12 – Lincoln Boulevard & Manchester Avenue. Add a second left-turn lane for the eastbound and westbound approaches. This could be accomplished by restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, two through lanes, and one right-turn lane. This improvement could be completed within the existing right-of-way. This improvement was originally proposed in the LAX Specific Plan Amendment Study (SPAS), and credit for its implementation would be shared with the Project.

- Intersection #28 – Sepulveda Boulevard & Manchester Avenue. Add a westbound right-turn lane and a westbound left-turn lane. The right-turn lane could be implemented by removing parking on the north side of Manchester Avenue to accommodate the lane in the existing right-of-way. The left-turn lane could be striped in alongside the existing left-turn lane without affecting any other lanes. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and one right-turn lane.

- Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard. Add a second westbound left-turn lane. This could be accomplished by removing parking on the north side of La Tijera Boulevard between Sepulveda Boulevard and Sepulveda Eastway. The existing through lane and shared through/right-turn lane could then be shifted to the north to accommodate the second westbound left-turn lane. After the mitigation, the

westbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This mitigation could be completed within the existing right-of-way. This improvement was originally proposed for the Tom Bradley International Terminal (TBIT) project, and credit for its implementation would be shared with the Project.

- Intersection #34 – Sepulveda Boulevard & Imperial Highway. Add a second westbound right-turn lane. This would involve restriping the westbound approach to convert an existing through lane to a right-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and two right-turn lanes. This improvement could be completed in the existing right-of-way.

- Intersection #46 – Airport Boulevard & Manchester Avenue. Add a second eastbound and westbound left-turn lane, and a southbound right-turn lane. Adding the eastbound and westbound left-turn lanes would involve restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. In order to maintain at least 26 feet of receiving width for the new double left-turn lanes, the northbound and southbound lanes would need to be shifted and reconfigured as well. Adding the southbound right-turn lane would involve widening the southbound approach and shifting the sidewalk to the west. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. The southbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. The eastbound and westbound left-turn lanes could be added within the existing right-of-way. The southbound right-turn lane would require widening the roadway by approximately eight feet to accommodate the additional lane.

- Intersection #57 – Aviation Boulevard & Arbor Vitae Street. Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane. This improvement was originally proposed for the TBIT project, and credit for its implementation would be shared with the Project.

- Intersection #58 – La Cienega Boulevard & Arbor Vitae Street. Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk or by the provision of additional right-of-way from the adjacent LAWA-owned property to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane.

The physical improvements proposed above are feasible and would serve to improve operating conditions at the seven identified intersections shown in Figure 14. Should LADOT and/or LAWA determine that some or all of the improvements described above not be implemented due to the inability to acquire right-of-way, community opposition, or any other reason, the impacts at those locations would remain significant and unavoidable.

Additionally, the intersection improvements proposed for Intersections #12, #29, and #57 were previously proposed as mitigation measures for other developments by the Applicant, as shown

in Table 8. At each location, the amount of V/C improvement provided by the proposed intersection improvements will be shared between those developments and the proposed Project. Similarly, the costs of the improvements will be shared between those developments and the proposed Project. Should those other developments and the proposed Project not be developed concurrently, the cost of the improvements will be borne by the earlier development and reimbursed at such time as the later development is constructed. Appendix M contains a detailed analysis of the V/C credit that would be shared between the Project and other developments.

Secondary Impacts of Specific Intersection Improvements

Implementation of the physical improvements at various impacted study intersections as described above would result in secondary impacts as follows:

- The improvement to Intersection #28, Sepulveda Boulevard & Manchester Avenue, would result in the loss of three short-term parking spaces and one regular parking space on the north side of Manchester Avenue east of Sepulveda Boulevard.

- The improvement to Intersection #29, Sepulveda Boulevard & La Tijera Boulevard, would result in the loss of three parking spaces on the north side of La Tijera Boulevard east of Sepulveda Boulevard. Also, the proposed westbound shared through/right-turn lane would align with the curb lane on the west side of the intersection, potentially affecting operation of the existing bus stop on the north side of La Tijera Boulevard west of Sepulveda Boulevard.

- The improvement to Intersection #34, Sepulveda Boulevard & Imperial Highway, currently has a bicycle lane striped between the existing westbound through lanes and right-turn lane. This bicycle lane would need to be shifted to the south to accommodate the additional westbound right-turn lane.

- The improvement to Intersection #46, Airport Boulevard & Manchester Avenue, would require the acquisition of right-of-way and widening of the west side of Airport Boulevard north of Manchester Avenue. This would increase the pedestrian crossing distance across the north leg of the intersection by eight feet. Additionally, the northbound and southbound lanes would need to be restriped to allow for adequate double left-turn receiving width, which would subsequently result in lane offsets of between two and three feet for northbound traffic across the intersection. This shift could also result in the loss of approximately 150 feet of curb parking (approximately six spaces) on the east side of Airport Boulevard north of Manchester Avenue.

- The improvement to Intersection #57, Aviation Boulevard & Arbor Vitae Street, would require the widening of the south side of Arbor Vitae Street. This would increase the pedestrian crossing distance across the west leg of the intersection by eight feet.

- The improvement to Intersection #58, La Cienega Boulevard & Arbor Vitae Street, would require the provision of right-of-way by LAWA from the adjacent property and widening of the south side of Arbor Vitae Street. This would increase the pedestrian crossing distance across the west leg of the intersection by eight feet.

MITIGATION PHASING

The Project is anticipated to be developed in phases over a period of several years. As various components of the Project will be developed at different times, the trips that they generate and the resultant traffic impacts would not all occur immediately. Therefore, a mitigation phasing program was developed to link the various features of the mitigation program to specific development milestones, based on the number of afternoon peak hour vehicle trips anticipated to be generated by the Project at various levels of development. The following three mitigation phases were identified:

Phase 1 – 25% of development, or 636 afternoon peak hour trips

Upon completion of 25% of Project development, the TDM program would be implemented and the physical improvements proposed at Intersections #12, #28, #29, and #46 would be implemented.

Phase 2 – 55% of development, or 1,400 afternoon peak hour trips

Upon completion of 55% of Project development, the TSM programs for the Cities of Los Angeles and Inglewood would be funded and the physical improvements proposed at Intersections #34 and #57 would be implemented.

Phase 3 – 75% of development, or 1,907 afternoon peak hour trips

Upon completion of 75% of Project development, the two buses proposed on Metro Route 115 would be purchased and begin operations, and the physical improvement proposed at Intersection #58 would be implemented.

LADOT is responsible for overseeing the implementation of the Project mitigation measures by the Applicant. This mitigation phasing program is intended to guide the implementation of the mitigation program over the development period. However, LADOT has the flexibility to substitute equivalent mitigation measures in response to the needs of the transportation network in and around the Study Area.

EXISTING WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

This section details the traffic volumes, intersection operating conditions, and significant traffic impacts from the Project on the existing environment (year 2012) after implementation of the mitigation program.

Traffic Volumes

The Project trip generation estimates summarized in Table 17 and the distribution patterns described in Chapter 4 were used to assign the Project-generated traffic through the 108 analyzed intersections. Figure 15 illustrates the Project-generated peak hour traffic volumes at the analyzed intersections during typical weekday morning and afternoon peak hours at full buildout, after accounting for trip reduction from the mitigation program.

The Project-only volumes with mitigation program trip reductions shown in Figure 15 were added to the Existing traffic volumes shown in Figure 4. The resulting Existing with Project with Mitigation traffic volumes are illustrated in Figure 16. These traffic volumes are the sum of the existing traffic volumes and Project-only traffic after trip reduction from the mitigation program.

Intersection Operations

The Existing with Project with Mitigation conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist following development of the Project and the mitigation program, including the proposed TDM program, TSM improvements, transit service enhancements, and specific intersection improvements identified above.

The study intersections were analyzed using the methodologies described in Chapter 2. The Existing with Project with Mitigation intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 18. Detailed LOS worksheets are provided in Appendix J.

As shown in Table 18, under the Existing with Project with Mitigation conditions, of the 108 study intersections, 94 are projected to operate at LOS D or better during both the morning and afternoon peak hours. Four of the study intersections in the morning peak hour and 13 of the study intersection in the afternoon peak hour are projected to operate at LOS E or F.

Remaining Significantly Impacted Intersections

Table 19 shows the results of the significant impact analysis, before and after mitigation, conducted for the 108 study intersections during the morning and afternoon peak hours for the Existing with Project conditions. The analysis shows that for the Existing with Project with Mitigation conditions, the proposed mitigation program would mitigate eight of the 11 impacted intersections below the level of significance.

Residual significant impacts after the implementation of the mitigation program would remain at three study intersections, including:

29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway (morning and afternoon peak hour)

It is important to note that the physical improvement proposed at Intersection #29, Sepulveda Boulevard & La Tijera Boulevard, would be sufficient to mitigate the Project impact on its own. However, the credit available for that improvement would be shared between TBIT and the Project. However, should TBIT not reach the minimum amount of passenger ridership required to trigger a significant impact at this location (19.7 million annual passengers), the credit for the physical improvement would reduce the Project's impact at this intersection below the level of significance and only two significant impacts would remain. Appendix M provides additional detail on the sharing of available credit for physical improvements between developments.

FUTURE WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

This section details the traffic volumes, intersection operating conditions, and significant traffic impacts from the Project on the future environment (year 2022) after implementation of the mitigation program.

Traffic Volumes

The Project-only volumes with mitigation trip reductions shown in Figure 15 were added to the Future without Project traffic volumes shown in Figure 5. The resulting Future with Project with Mitigation traffic volumes are illustrated in Figure 17. These traffic volumes are the sum of the Future without Project traffic volumes and Project-only traffic after trip reduction from the mitigation program.

Intersection Operations

The Future with Project with Mitigation conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2022 following development of the Project and the mitigation program, including the proposed TDM program, TSM improvements, transit service enhancements, and specific intersection improvements identified above.

The study intersections were analyzed using the methodologies described in Chapter 2. The Future with Project with Mitigation intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 19. Detailed LOS worksheets are provided in Appendix J.

As shown in Table 19, under the Future with Project with Mitigation conditions, of the 108 study intersections, 84 are projected to operate at LOS D or better during both the morning and afternoon peak hours. Seven of the study intersections in the morning peak hour and 24 of the study intersection in the afternoon peak hour are projected to operate at LOS E or F.

Remaining Significantly Impacted Intersections

Table 21 shows the results of the significant impact analysis, before and after mitigation, conducted for the 108 study intersections during the morning and afternoon peak hours for the Future with Project conditions. The analysis summarized above shows that for the Future with Project with Mitigation conditions, the proposed mitigation program would mitigate fourteen of the 18 impacted intersections below the level of significance.

Residual significant impacts after the implementation of the mitigation program would remain at four study intersections, including:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway (morning and afternoon peak hour)

It is important to note that the physical improvement proposed at Intersection #29, Sepulveda Boulevard & La Tijera Boulevard, would be sufficient to mitigate the Project impact on its own. However, the credit available for that improvement would be shared between TBIT and the Project. However, should TBIT not reach the minimum amount of passenger ridership required to trigger a significant impact at this location (19.7 million annual passengers), the credit for the physical improvement would reduce the Project's impact at this intersection below the level of

significance and only three significant impacts would remain. Appendix M provides additional detail on the sharing of available credit for physical improvements between developments.

SUMMARY OF INTERSECTION IMPACTS AFTER MITIGATION

Tables 20 and 21 provide a summary of the significant intersection impacts and the effectiveness of the proposed mitigation program under existing and future conditions, respectively. As shown, the Project would cause between 11 and 18 significant traffic impacts before mitigation, depending on analysis year, when compared to Existing or Future without Project conditions. The proposed mitigation program would reduce all impacts below the threshold of significance with three exceptions under year 2012 conditions and four exceptions under year 2022 conditions. The impact to the intersection of Sepulveda Boulevard & La Tijera Boulevard could be mitigated under both analysis years if credit for the physical improvement proposed at that location was applied exclusively to the proposed Project rather than be shared with TBIT. No further mitigation measures were identified to reduce the impacts at those locations to less than-significant levels. Therefore, the following impacts would remain significant and unavoidable:

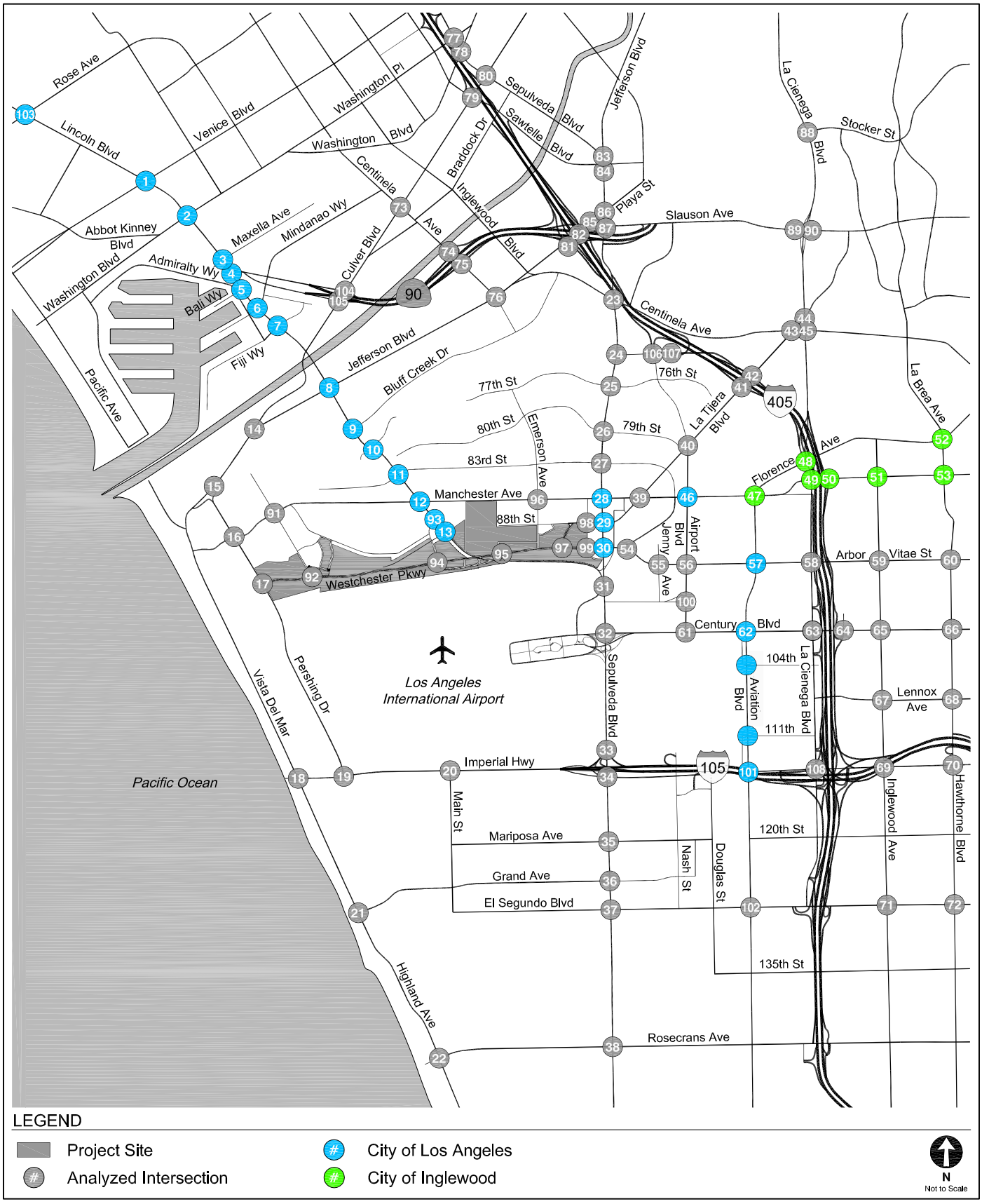
- Intersection #8 – Lincoln Boulevard & Jefferson Boulevard (Year 2022). The significant impact at this location remains during the afternoon peak hour in year 2022. This intersection is partially mitigated by the TDM program and the additional bus service on Big Blue Bus Line 3 or Rapid 3, which travels on Lincoln Boulevard. As this intersection is bordered on the west by protected wetlands, there is no further space for expansion to the roadway. It should be noted that this intersection will still operate at LOS C under Future with Project conditions, which is generally considered very good for urban areas.

- Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard (Years 2012 & 2022). The proposed physical improvement at this location is sufficient to mitigate the impact of the Project alone below the level of significance during the afternoon peak hour in years 2012 and 2022. However, should the improvement be shared between TBIT and the Project, the V/C credit it provides would not be sufficient to mitigate the impacts of both developments and thus a significant impact at this location would remain during the afternoon peak hour in year 2012. There is no further space for expansion of the roadway.

- Intersection #30 – Sepulveda Boulevard & Westchester Parkway (Years 2012 & 2022). The significant impact at this location remains during the afternoon peak hour in years 2012 and 2022. This intersection is partially mitigated by the TDM program. As there are existing structures built up to the property lines on all four corners, there is no further right of way for expansion of the roadway.

- Intersection #33 – Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway (Years 2012 & 2022). The significant impact at this location remains during the morning and afternoon peak hours in years 2012 and 2022. This intersection is partially mitigated by the TDM program. The freeway off-ramp from I-105 westbound to Sepulveda Boulevard northbound was widened from two lanes to three lanes in year 2010. There is no further space for expansion of the roadway due to the proximity to I-105, LAX, and the Sepulveda Boulevard tunnel.

If the City of Los Angeles determines that any of the traffic improvement measures proposed by the Project cannot be implemented, then one or more additional significant impact(s) could remain.



LEGEND

Project Site

Analyzed Intersection

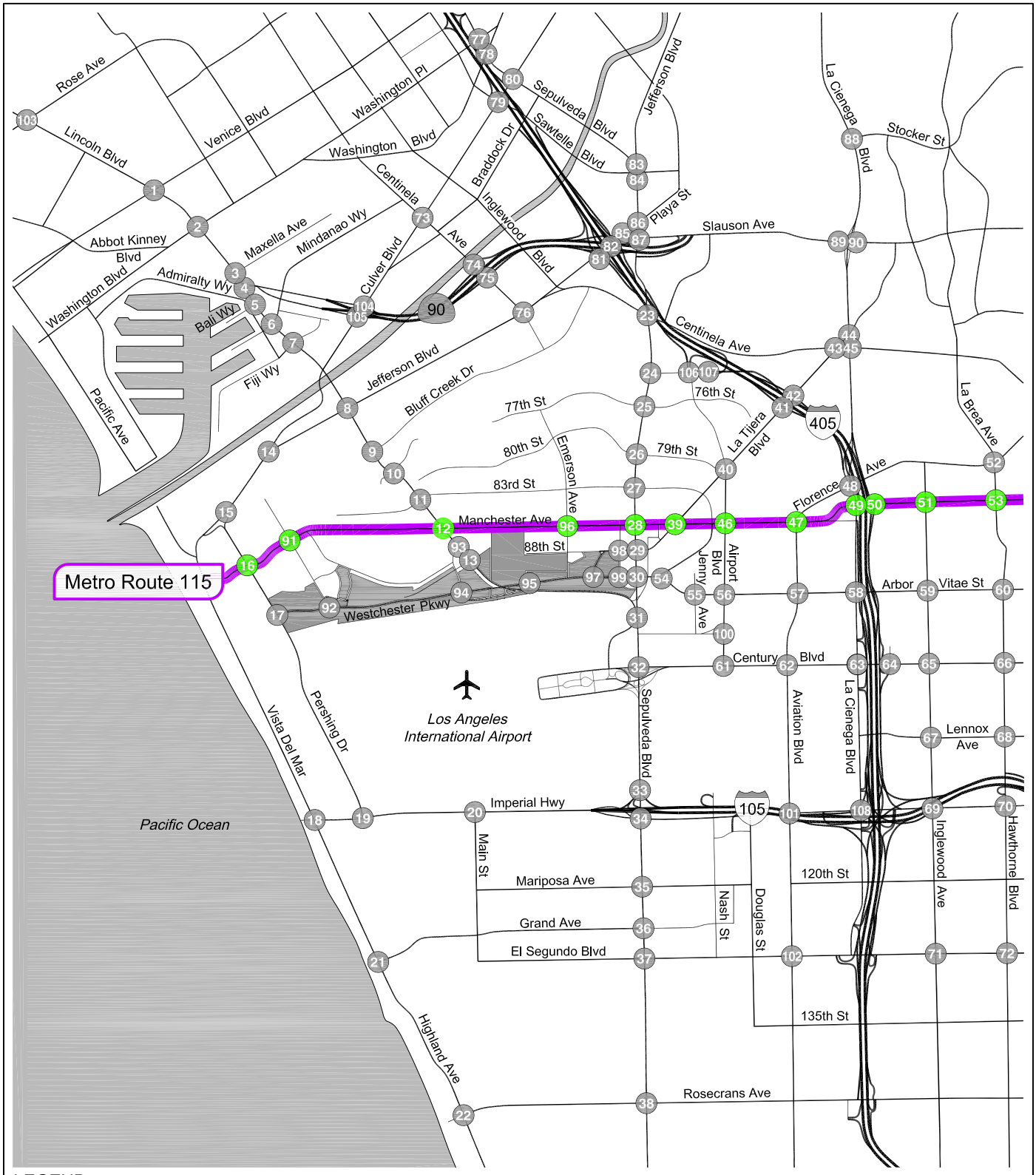
City of Los Angeles

City of Inglewood

N
Not to Scale

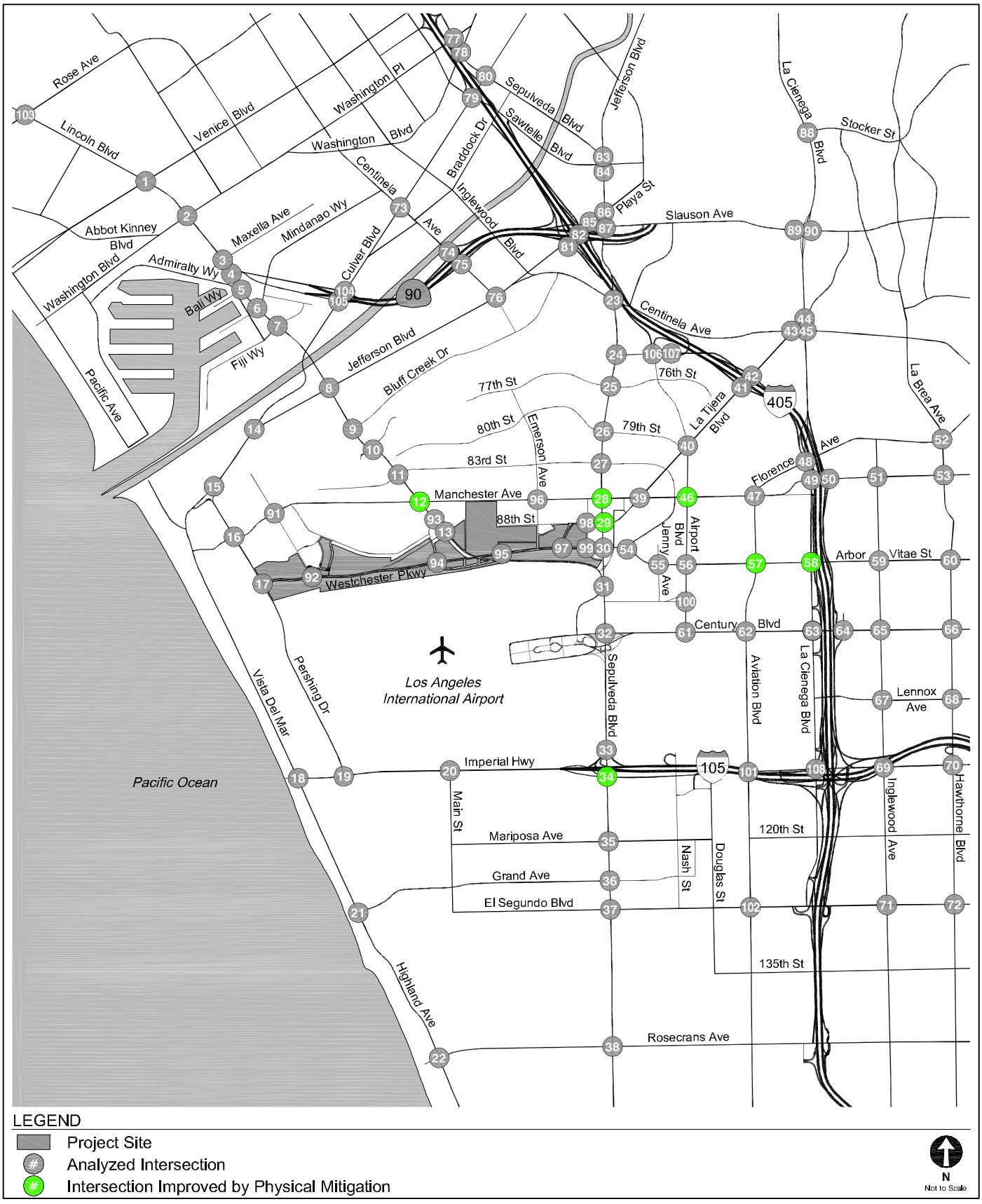
INTERSECTIONS IMPROVED BY TRANSPORTATION SYSTEMS MANAGEMENT UPGRADES

FIGURE 12



INTERSECTIONS ALONG ENHANCED BUS ROUTES

FIGURE 13



LEGEND

- Project Site
- # Analyzed Intersection
- # Intersection Improved by Physical Mitigation

N
Not to Scale

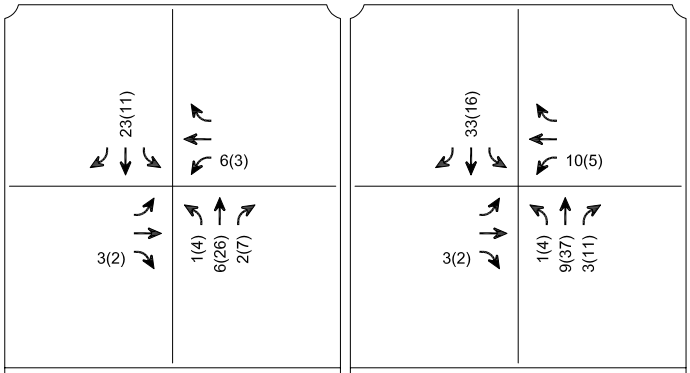
INTERSECTIONS IMPROVED BY PHYSICAL MITIGATION MEASURES

FIGURE 14

LEGEND

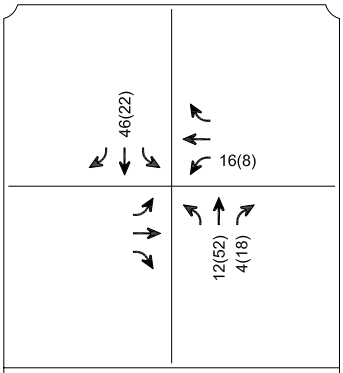
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

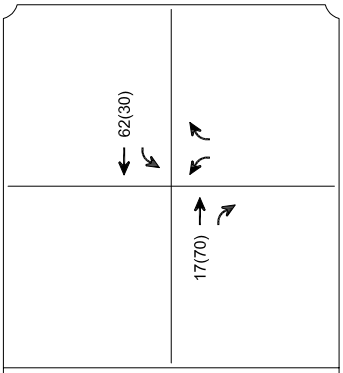


1. Lincoln Boulevard & Venice Boulevard

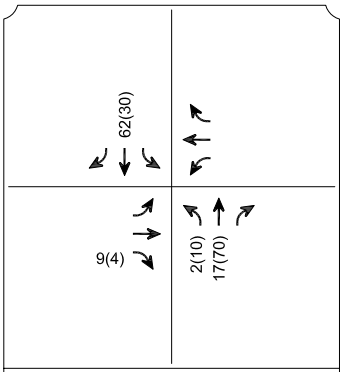
2. Lincoln Boulevard & Washington Boulevard



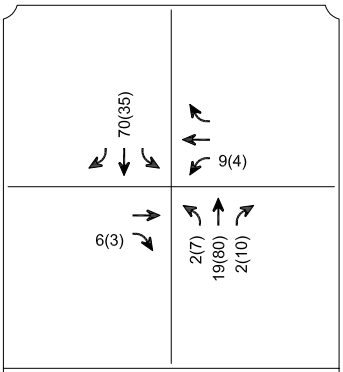
3. Lincoln Boulevard & Maxella Avenue



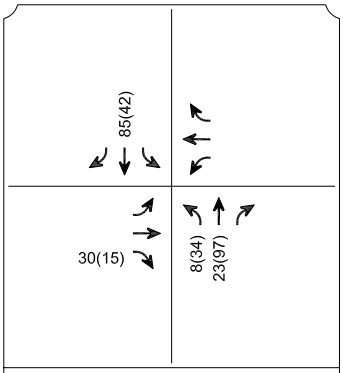
4. Lincoln Boulevard & SR-90 Ramps



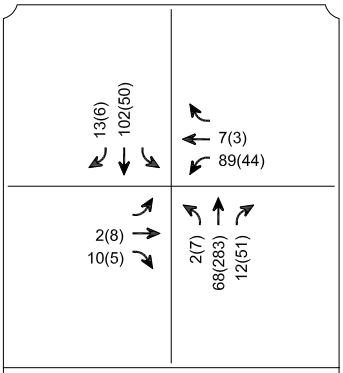
5. Lincoln Boulevard & Bali Way/Private Driveway



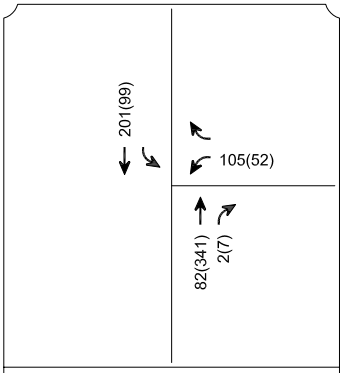
6. Lincoln Boulevard & Mindanao Way



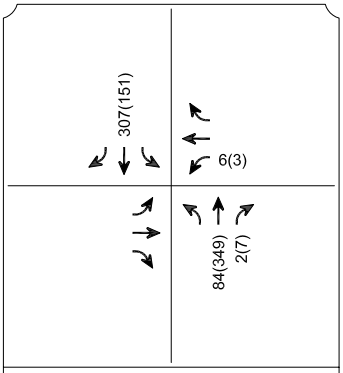
7. Lincoln Boulevard & Fiji Way



8. Lincoln Boulevard & Jefferson Boulevard



9. Lincoln Boulevard & Bluff Creek Drive



10. Lincoln Boulevard & LMU Drive

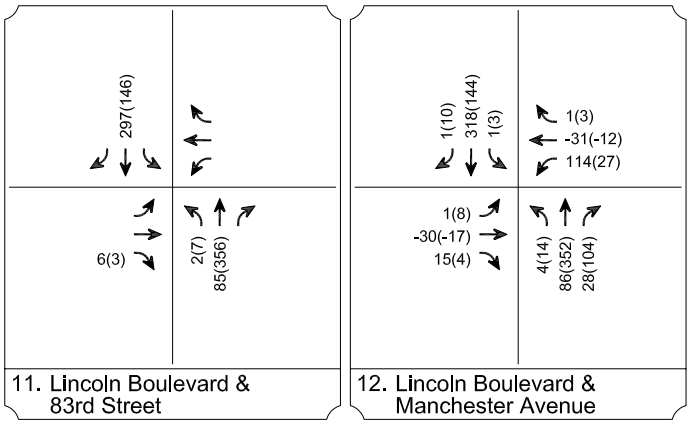
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 15 A

LEGEND

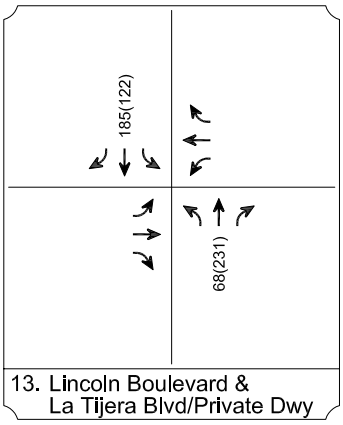
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

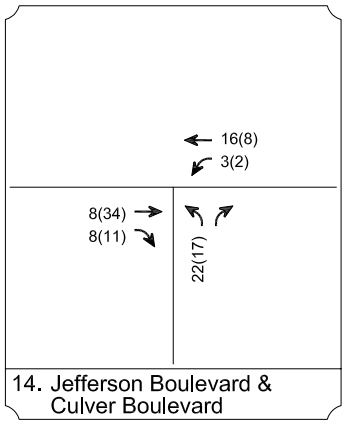


11. Lincoln Boulevard & 83rd Street

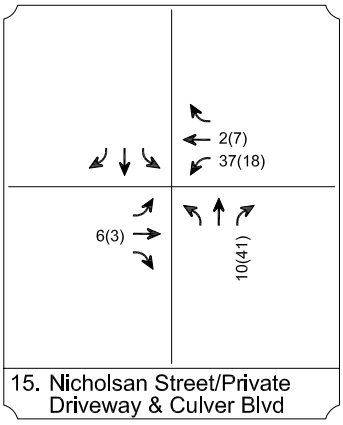
12. Lincoln Boulevard & Manchester Avenue



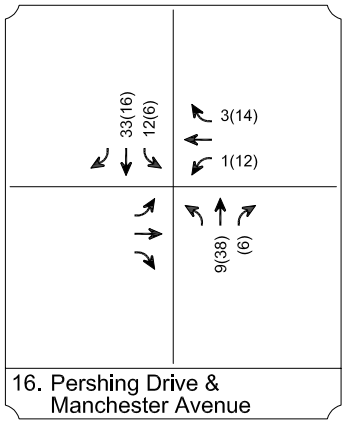
13. Lincoln Boulevard & La Tijera Blvd/Private Dwy



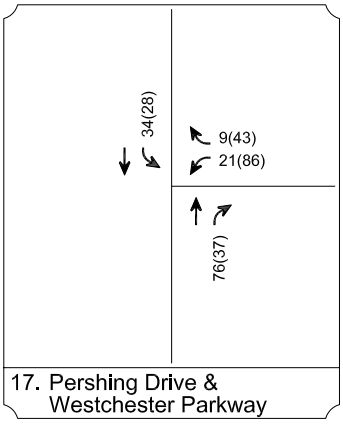
14. Jefferson Boulevard & Culver Boulevard



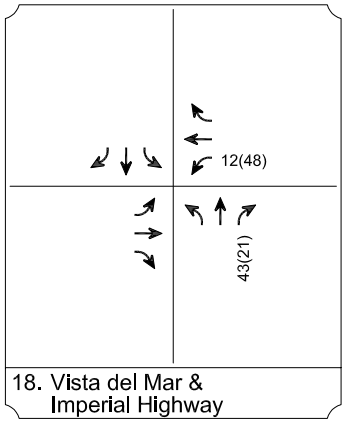
15. Nicholsan Street/Private Driveway & Culver Blvd



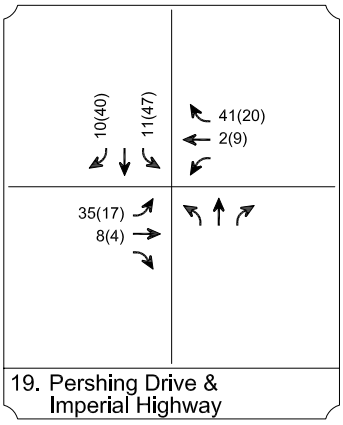
16. Pershing Drive & Manchester Avenue



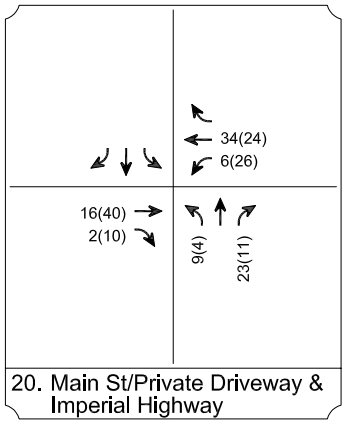
17. Pershing Drive & Westchester Parkway



18. Vista del Mar & Imperial Highway



19. Pershing Drive & Imperial Highway



20. Main St/Private Driveway & Imperial Highway

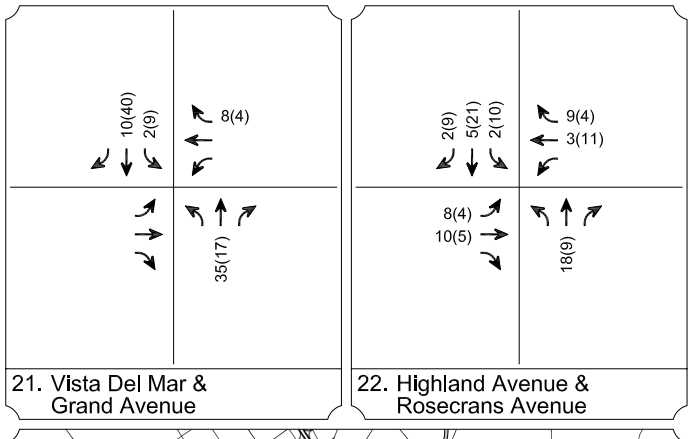
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 15 B

LEGEND

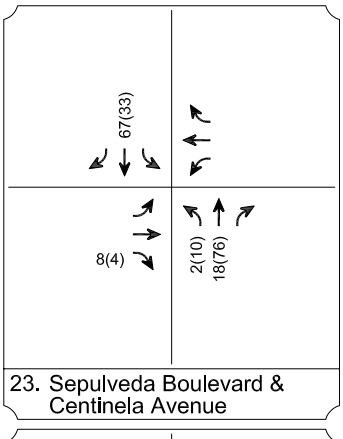
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

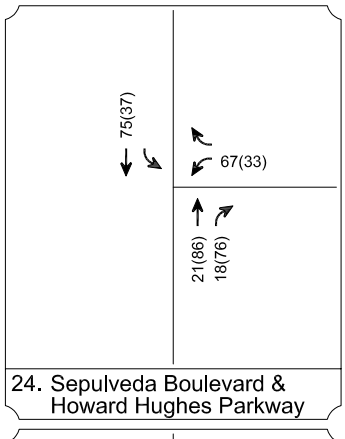


21. Vista Del Mar & Grand Avenue

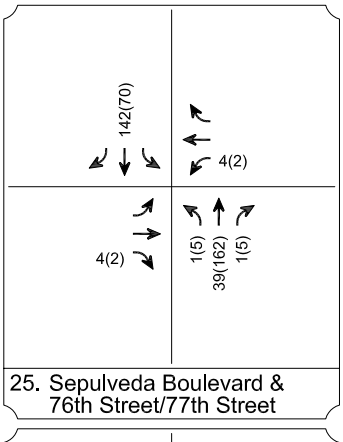
22. Highland Avenue & Rosecrans Avenue



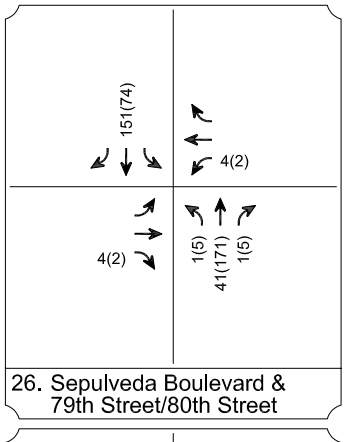
23. Sepulveda Boulevard & Centinela Avenue



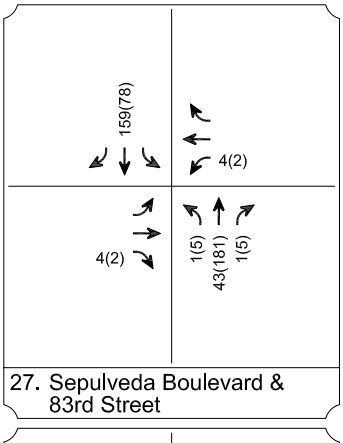
24. Sepulveda Boulevard & Howard Hughes Parkway



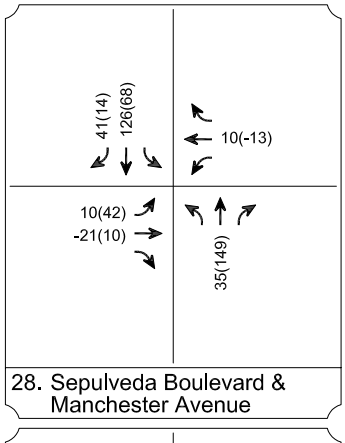
25. Sepulveda Boulevard & 76th Street/77th Street



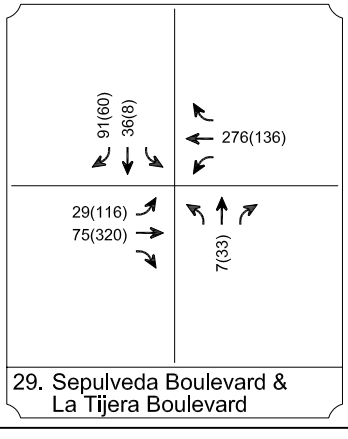
26. Sepulveda Boulevard & 79th Street/80th Street



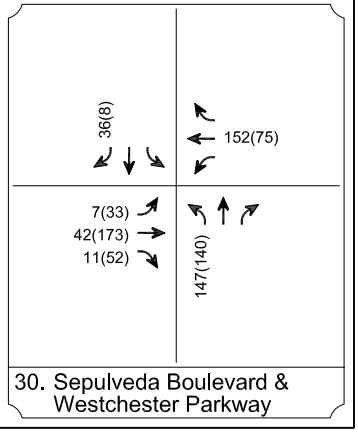
27. Sepulveda Boulevard & 83rd Street



28. Sepulveda Boulevard & Manchester Avenue



29. Sepulveda Boulevard & La Tijera Boulevard



30. Sepulveda Boulevard & Westchester Parkway

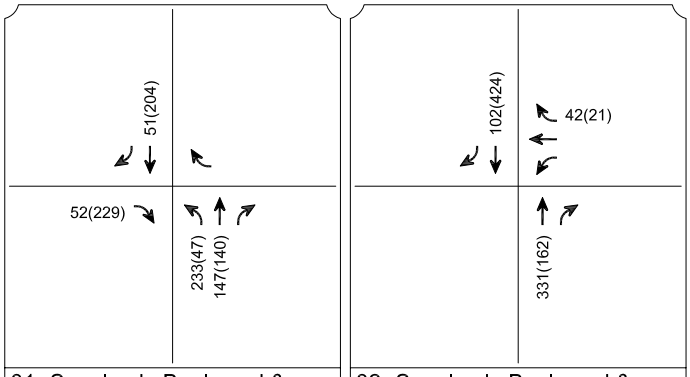
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 15 C

LEGEND

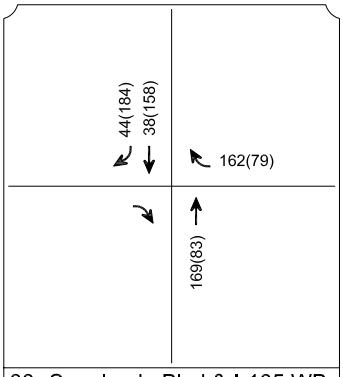
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

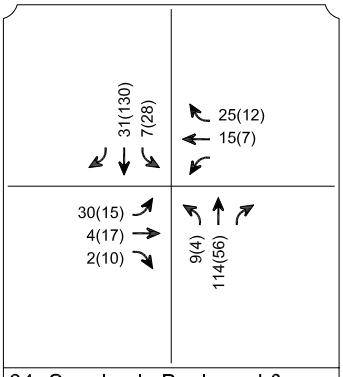


31. Sepulveda Boulevard & Lincoln Boulevard

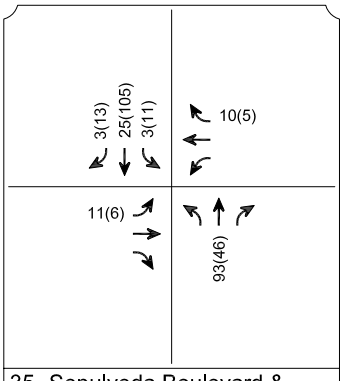
32. Sepulveda Boulevard & Century Boulevard



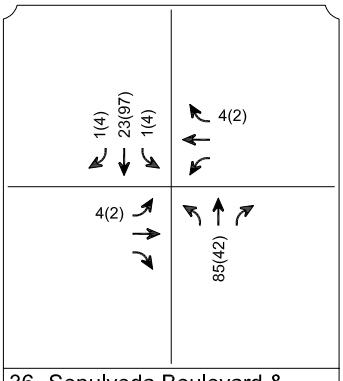
33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy



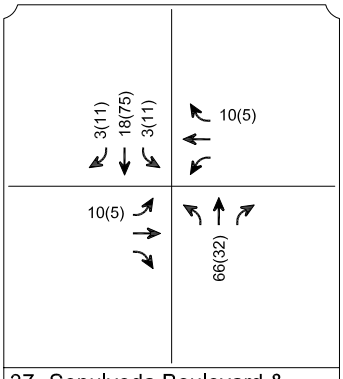
34. Sepulveda Boulevard & Imperial Highway



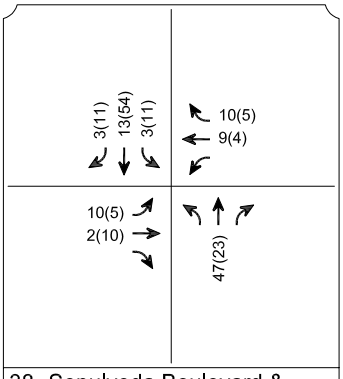
35. Sepulveda Boulevard & Mariposa Avenue



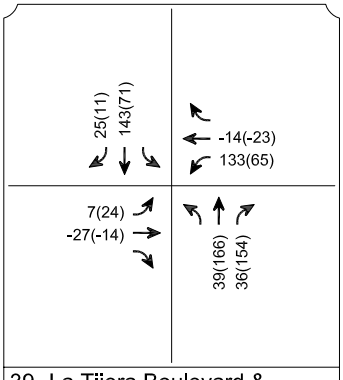
36. Sepulveda Boulevard & Grand Avenue



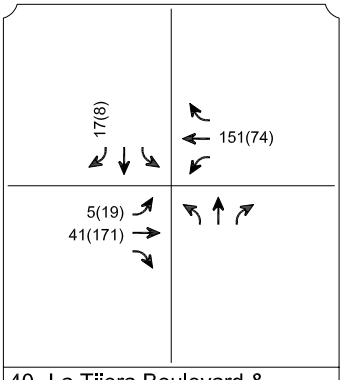
37. Sepulveda Boulevard & El Segundo Boulevard



38. Sepulveda Boulevard & Rosecrans Avenue



39. La Tijera Boulevard & Manchester Avenue



40. La Tijera Boulevard & Airport Boulevard

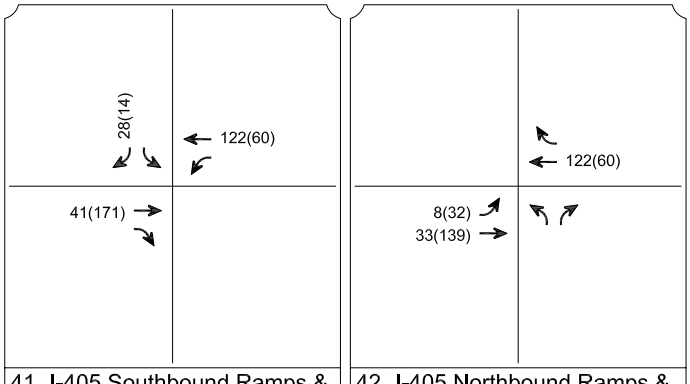
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 15 D

LEGEND

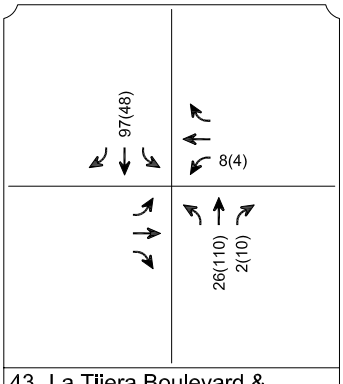
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

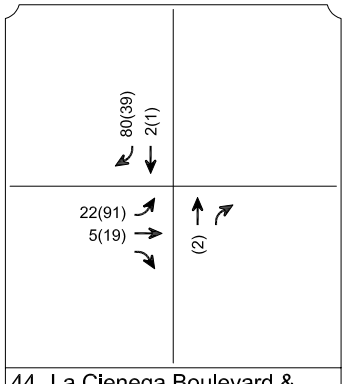


41. I-405 Southbound Ramps & La Tijera Boulevard

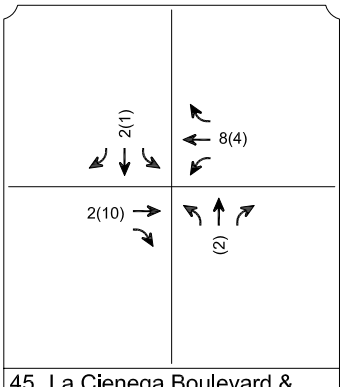
42. I-405 Northbound Ramps & La Tijera Boulevard



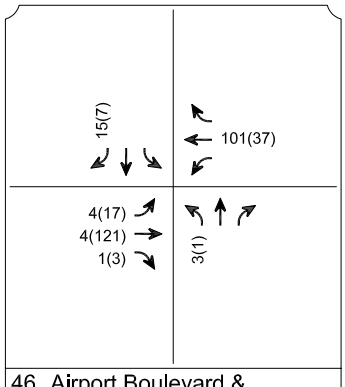
43. La Tijera Boulevard & Centinela Avenue



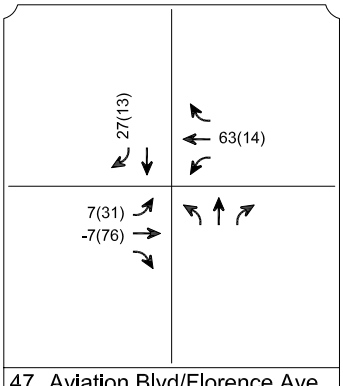
44. La Cienega Boulevard & La Tijera Boulevard



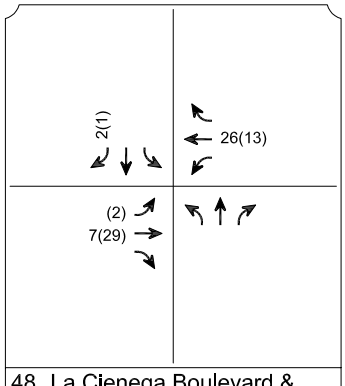
45. La Cienega Boulevard & Centinela Avenue



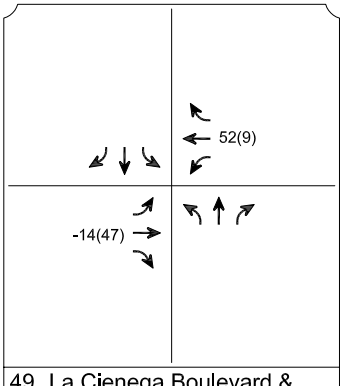
46. Airport Boulevard & Manchester Avenue



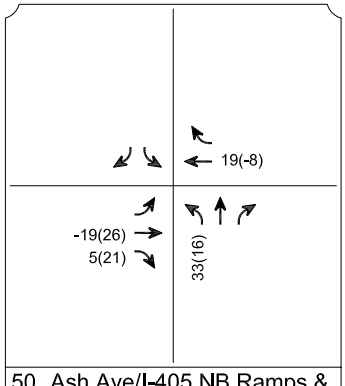
47. Aviation Blvd/Florence Ave & Manchester Avenue



48. La Cienega Boulevard & Florence Avenue



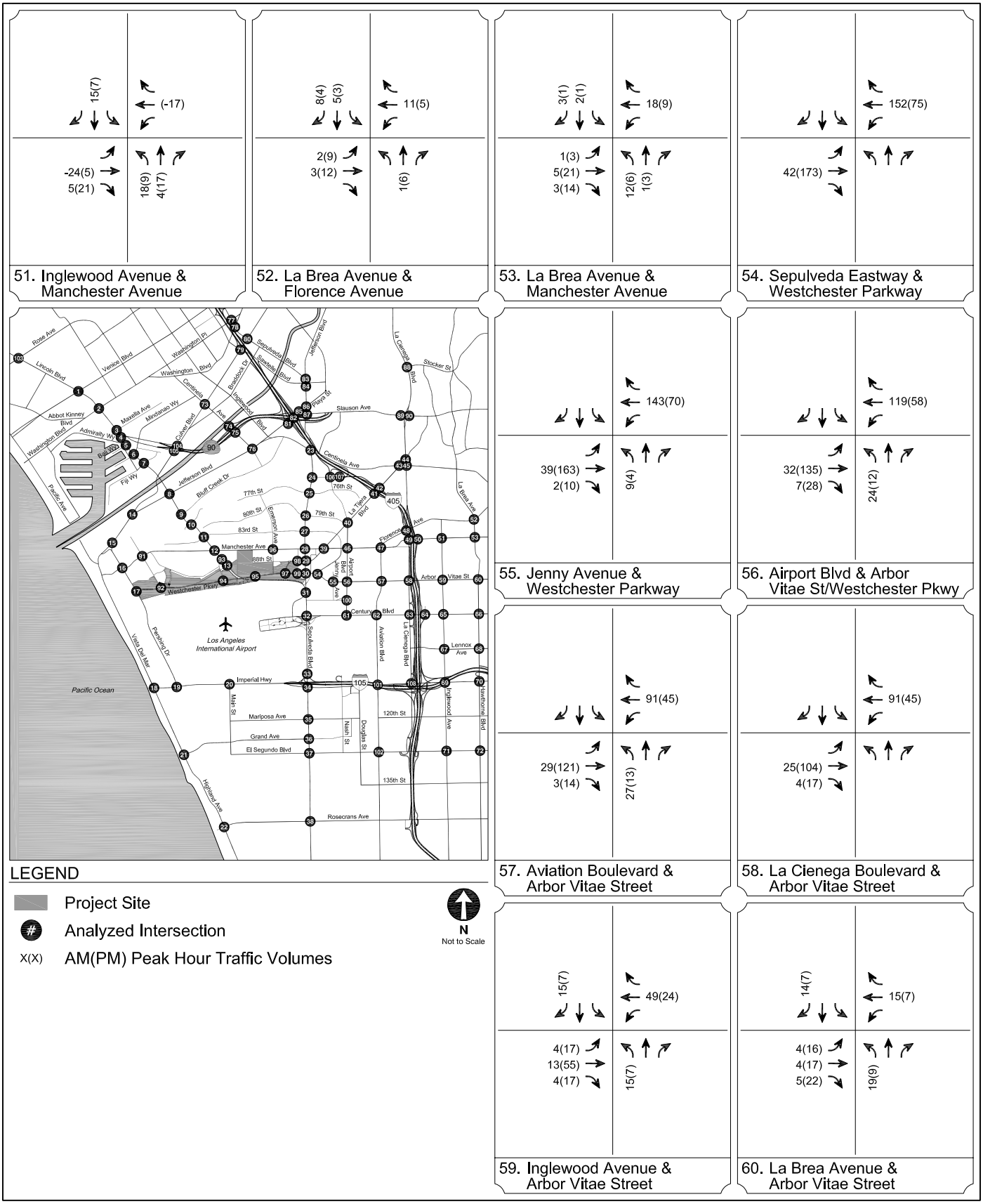
49. La Cienega Boulevard & Manchester Avenue



50. Ash Ave/I-405 NB Ramps & Manchester Avenue

PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 E



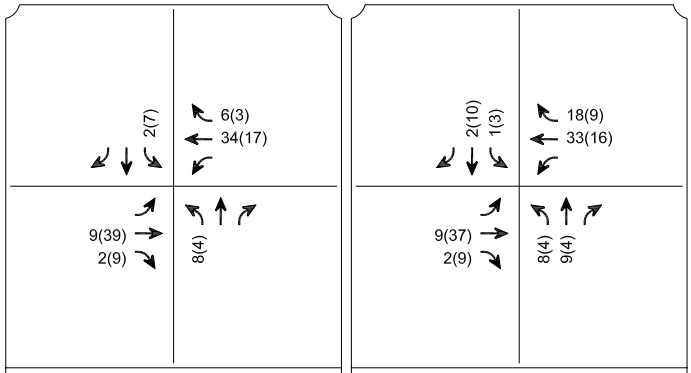
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 F

LEGEND

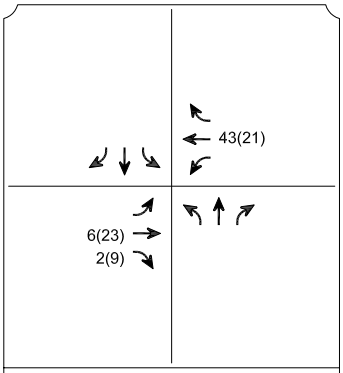
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

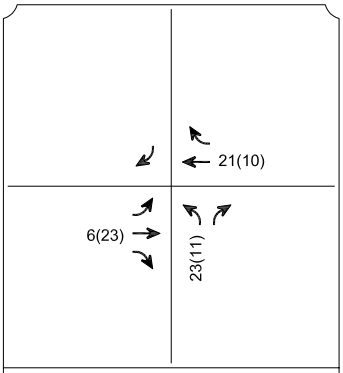


61. Airport Boulevard & Century Boulevard

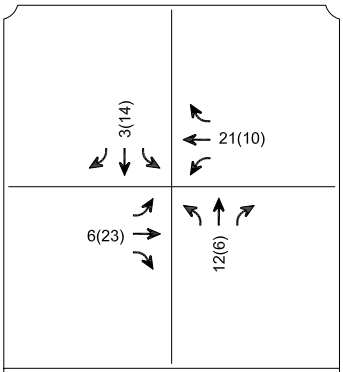
62. Aviation Boulevard & Century Boulevard



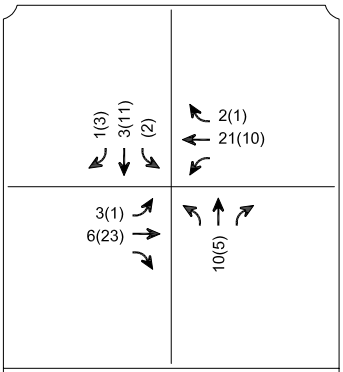
63. La Cienega Boulevard & Century Boulevard



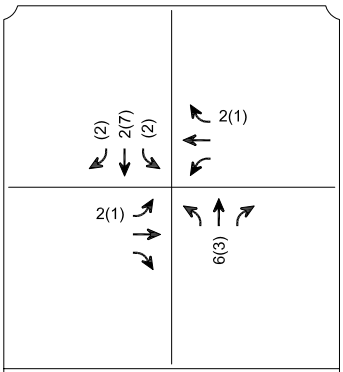
64. I-405 NB Ramps/ Private Driveway & Century Blvd



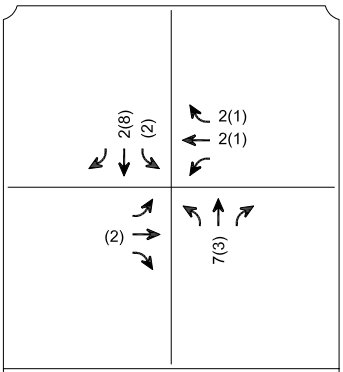
65. Inglewood Avenue & Century Boulevard



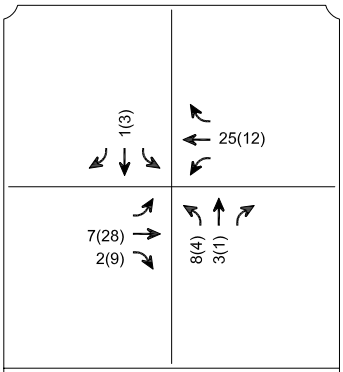
66. La Brea Avenue /Hawthorne Blvd & Century Boulevard



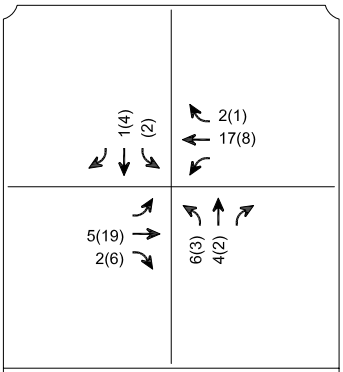
67. Inglewood Avenue & Lennox Boulevard



68. Hawthorne Boulevard & Lennox Boulevard



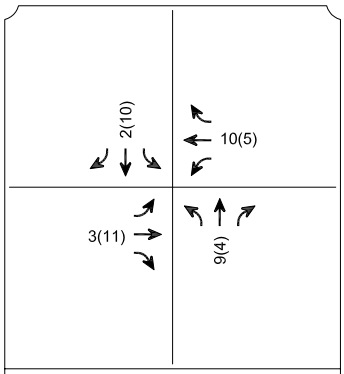
69. Inglewood Avenue & Imperial Highway



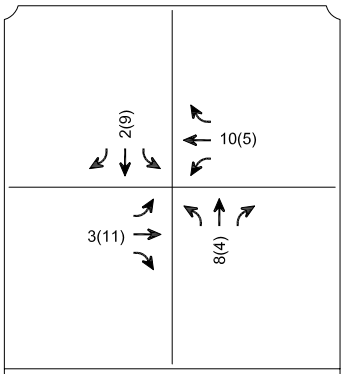
70. Hawthorne Boulevard & Imperial Highway

PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

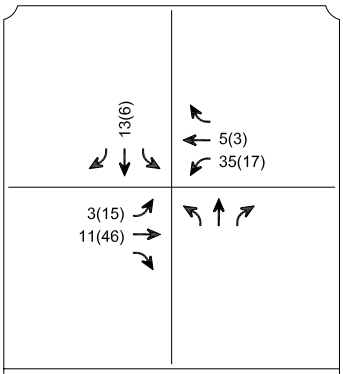
FIGURE
15 G



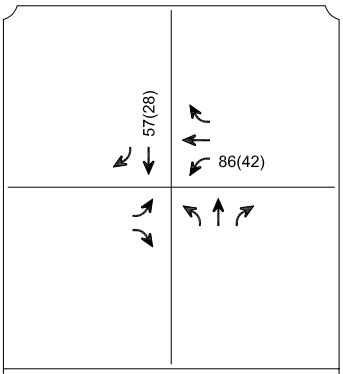
71. Inglewood Avenue & El Segundo Boulevard



72. Hawthorne Boulevard & El Segundo Boulevard



73. Centinela Avenue & Culver Boulevard

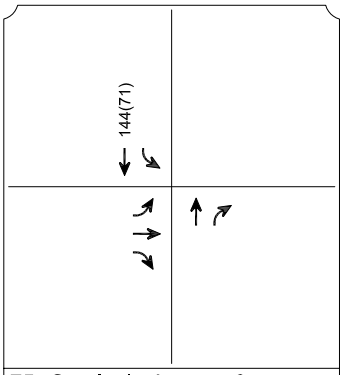


74. Centinela Ave & Sanford St/ SR-90 WB Ramps

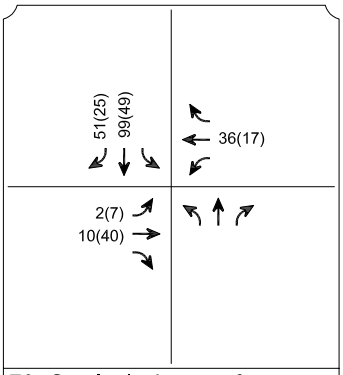
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

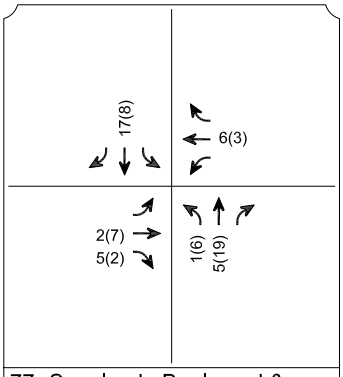
N
Not to Scale



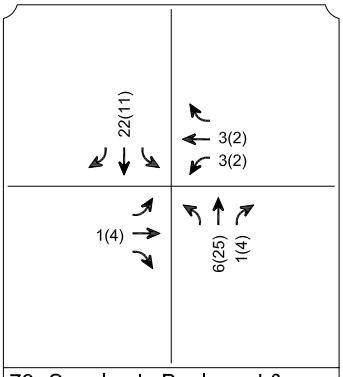
75. Centinela Avenue & SR-90 Eastbound Ramps



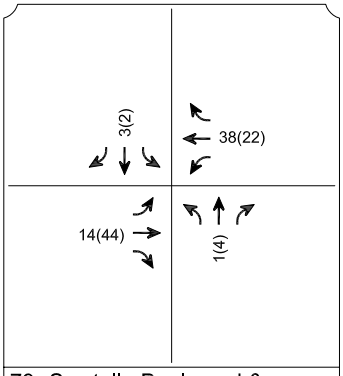
76. Centinela Avenue & Jefferson Boulevard



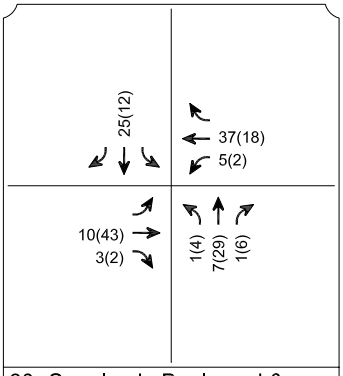
77. Sepulveda Boulevard & Washington Place



78. Sepulveda Boulevard & Washington Boulevard



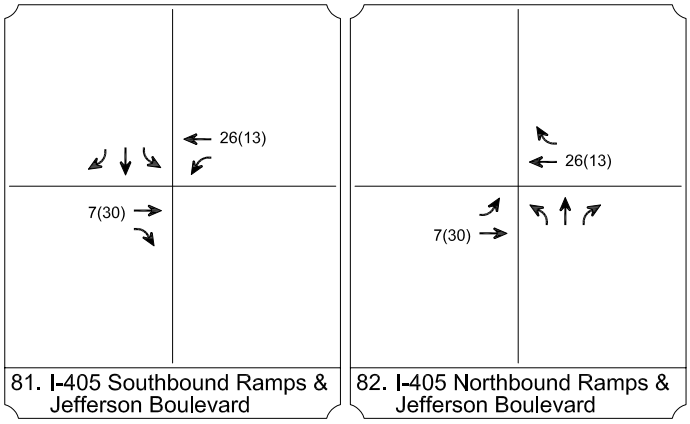
79. Sawtelle Boulevard & Culver Boulevard



80. Sepulveda Boulevard & Culver Boulevard

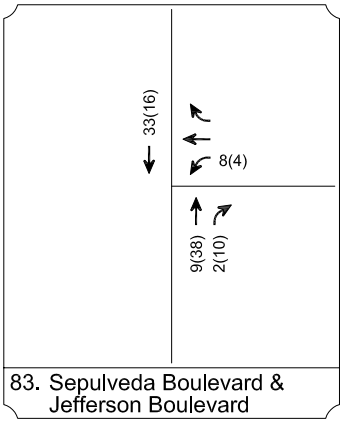
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 15 H

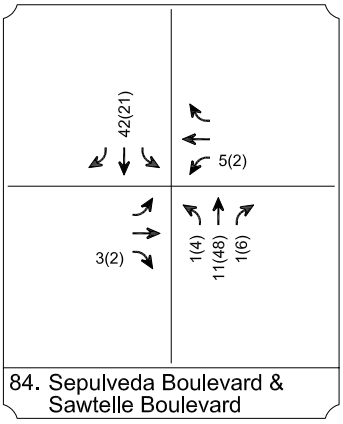


81. I-405 Southbound Ramps & Jefferson Boulevard

82. I-405 Northbound Ramps & Jefferson Boulevard



83. Sepulveda Boulevard & Jefferson Boulevard

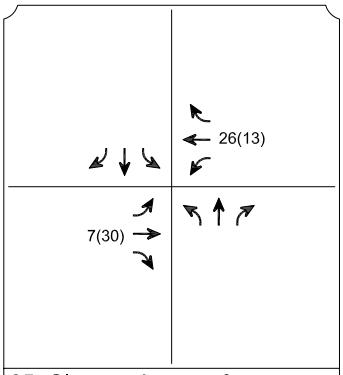


84. Sepulveda Boulevard & Sawtelle Boulevard

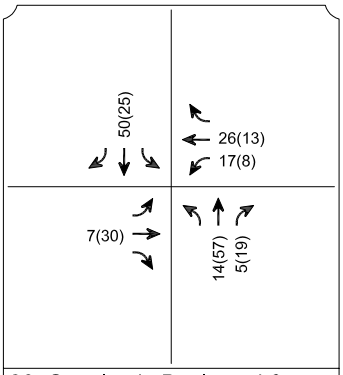
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

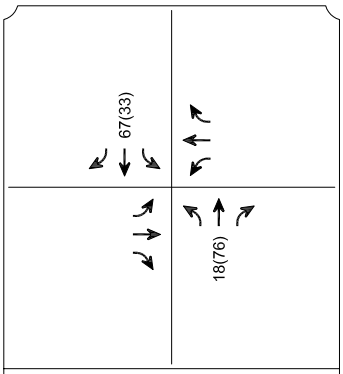
N
Not to Scale



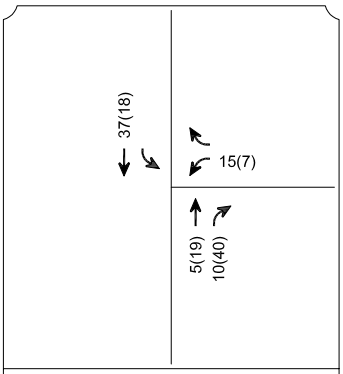
85. Slauson Avenue & Jefferson Boulevard



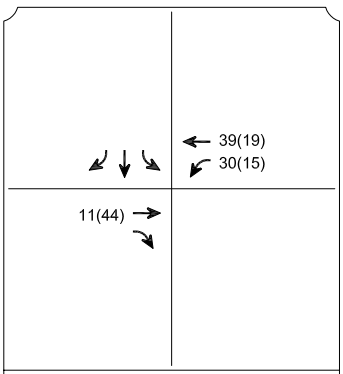
86. Sepulveda Boulevard & Jefferson Blvd/Playa Street



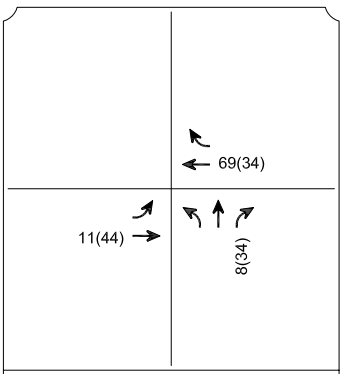
87. Sepulveda Boulevard & Slauson Avenue



88. La Cienega Boulevard & Stocker Street



89. La Cienega Boulevard SB Ramps & Slauson Avenue



90. La Cienega Boulevard NB Ramps & Slauson Avenue

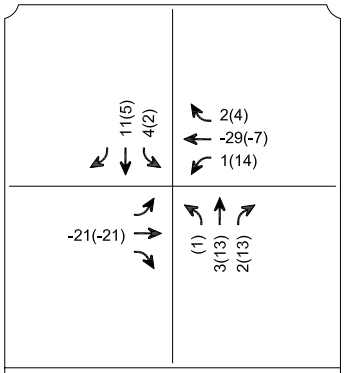
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
15 I

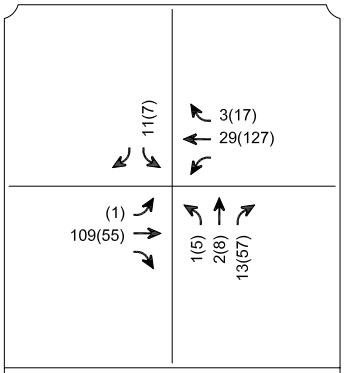
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

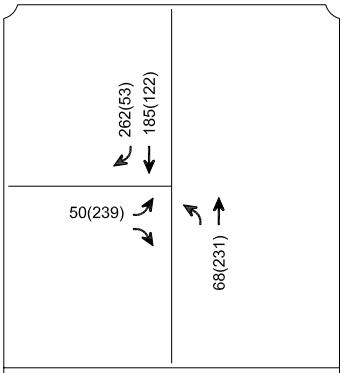
N
Not to Scale



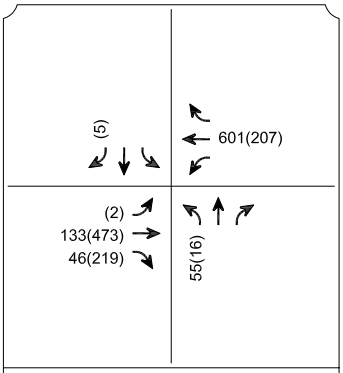
91. Falmouth Avenue & Manchester Avenue



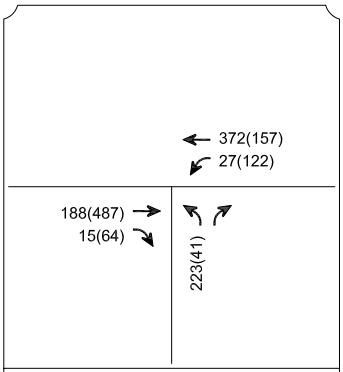
92. Falmouth Ave/Private Dwy & Westchester Parkway



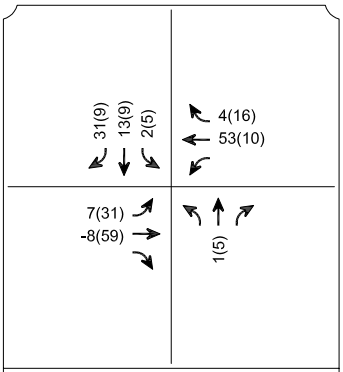
93. Lincoln Boulevard & Loyola Boulevard



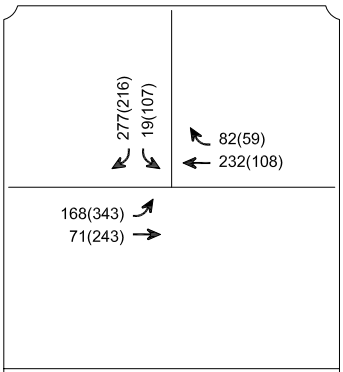
94. Loyola Boulevard & Westchester Parkway



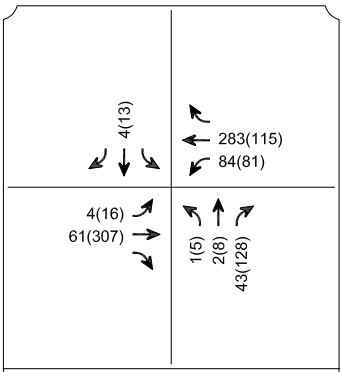
95. McConnell Avenue & Westchester Parkway



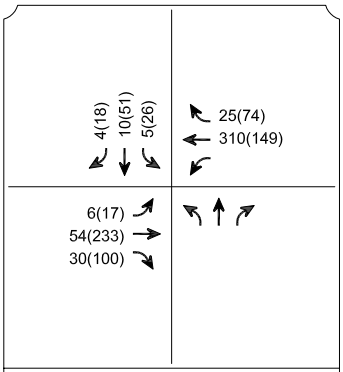
96. Emerson Avenue & Manchester Avenue



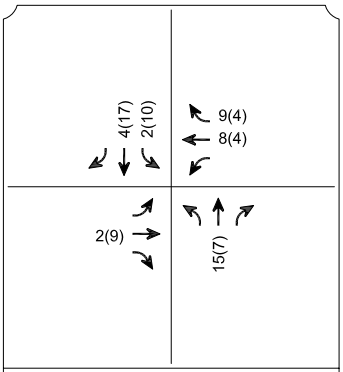
97. La Tijera Boulevard & Westchester Parkway



98. Sepulveda Westway & La Tijera Boulevard



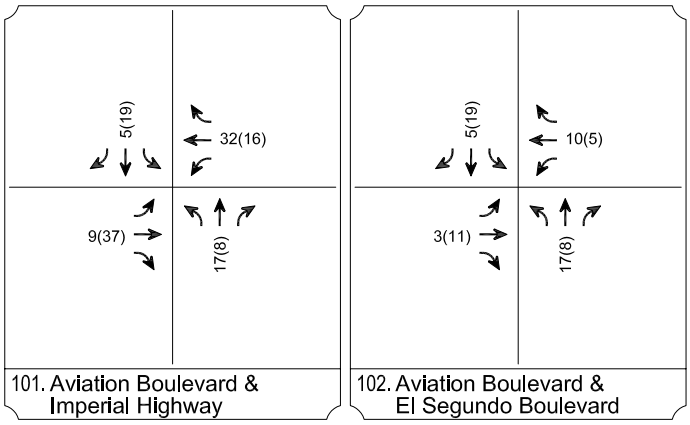
99. Sepulveda Westway & Westchester Parkway



100. Airport Boulevard & 96th Street

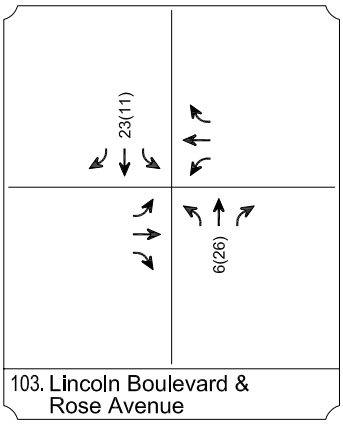
PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 15 J

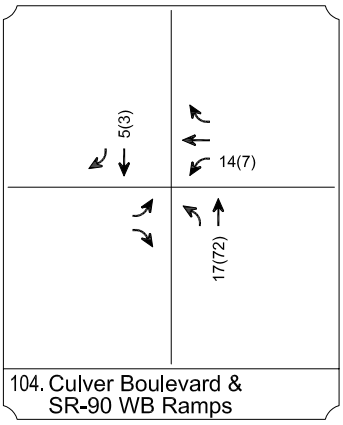


101. Aviation Boulevard & Imperial Highway

102. Aviation Boulevard & El Segundo Boulevard



103. Lincoln Boulevard & Rose Avenue

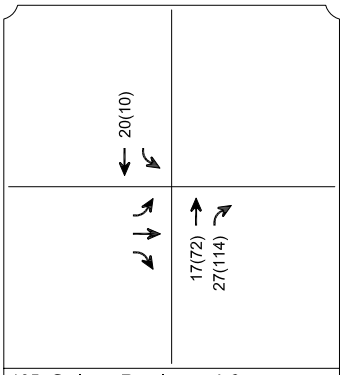


104. Culver Boulevard & SR-90 WB Ramps

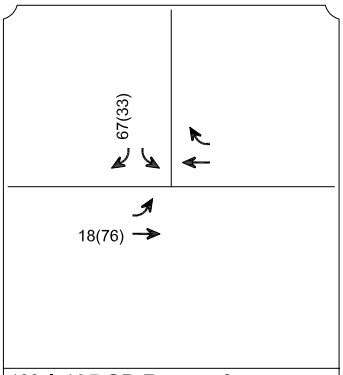
LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes

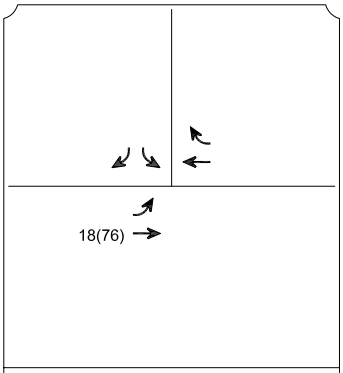
N
Not to Scale



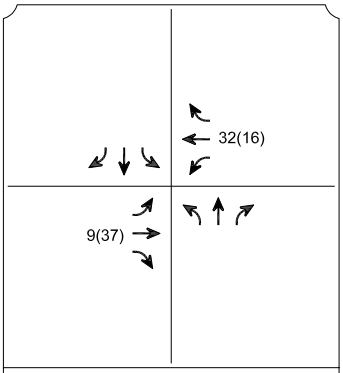
105. Culver Boulevard & SR-90 EB Ramps



106. I-405 SB Ramps & Howard Hughes Parkway



107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps



108. La Cienega Boulevard & Imperial Highway

PROJECT-ONLY WITH MITIGATION CONDITIONS
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

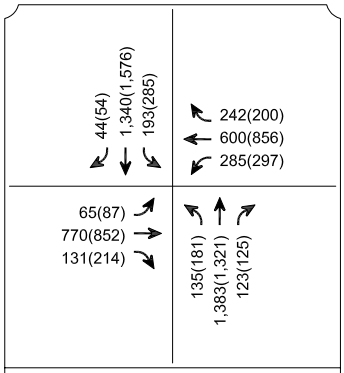
FIGURE
15 K

LEGEND

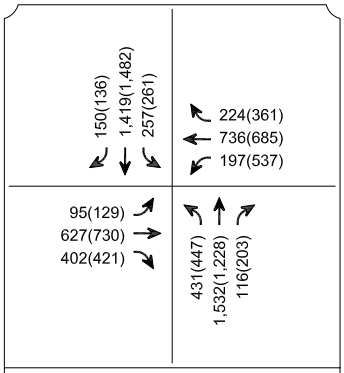
- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

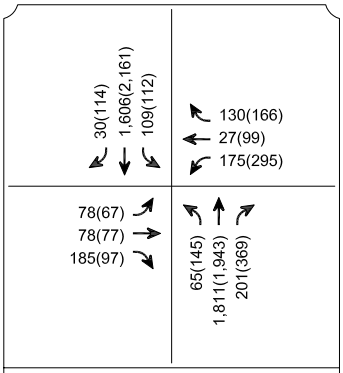
1. Lincoln Boulevard & Venice Boulevard



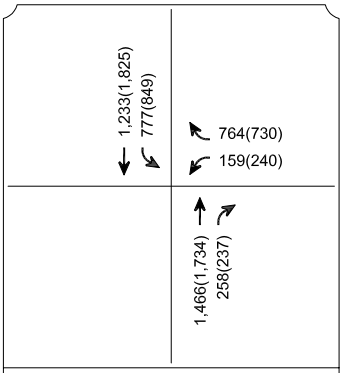
2. Lincoln Boulevard & Washington Boulevard



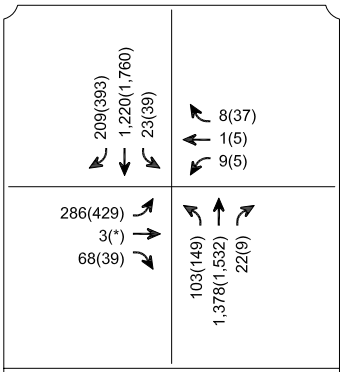
3. Lincoln Boulevard & Maxella Avenue



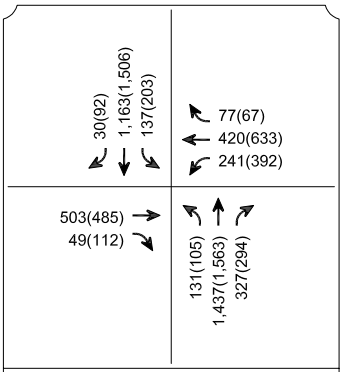
4. Lincoln Boulevard & SR-90 Ramps



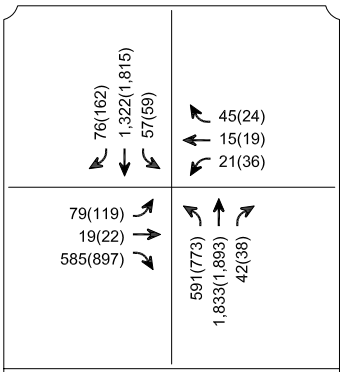
5. Lincoln Boulevard & Bali Way/Private Driveway



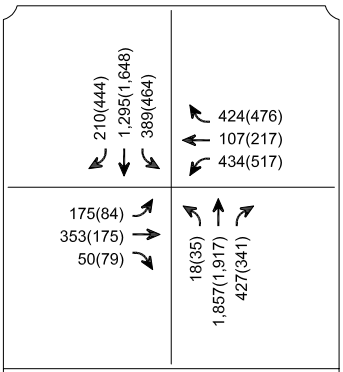
6. Lincoln Boulevard & Mindanao Way



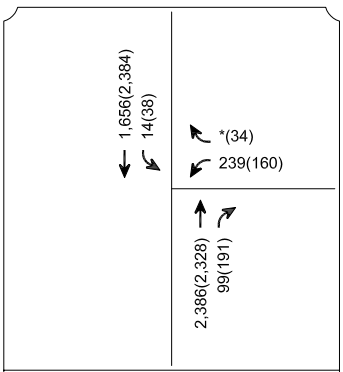
7. Lincoln Boulevard & Fiji Way



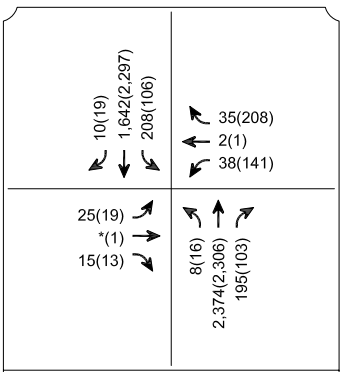
8. Lincoln Boulevard & Jefferson Boulevard



9. Lincoln Boulevard & Bluff Creek Drive



10. Lincoln Boulevard & LMU Drive



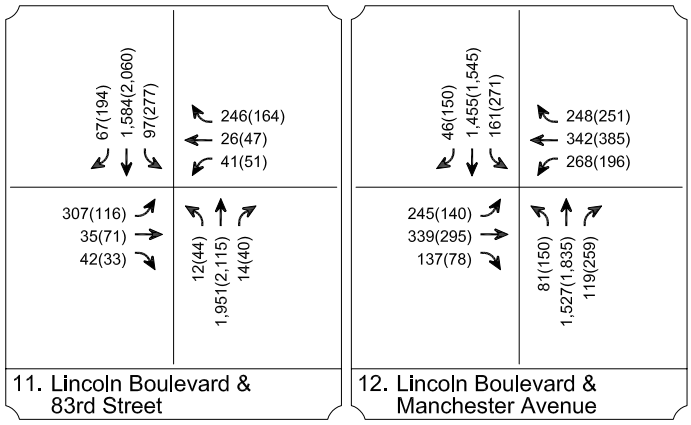
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 16 A

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 16 B

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

21. Vista Del Mar & Grand Avenue

2(5)	355(1,063)	81(115)
*(2)	*(9)	2(4)
2(2)	1,279(620)	146(159)
126(100)	8(6)	74(159)

22. Highland Avenue & Rosecrans Avenue

14(43)	246(692)	217(355)
120(44)	90(61)	12(12)
2(10)	759(405)	80(92)
574(336)	51(121)	65(154)

23. Sepulveda Boulevard & Centinela Avenue

51(49)	760(1,394)	45(169)
57(107)	206(603)	354(741)
658(506)	1,383(1,362)	232(254)
216(168)	670(389)	305(350)

24. Sepulveda Boulevard & Howard Hughes Parkway

768(2,085)	156(533)
1,815(1,518)	761(446)
239(164)	539(698)

25. Sepulveda Boulevard & 76th Street/77th Street

147(345)	1,225(2,202)	59(166)
498(205)	36(44)	70(51)
33(64)	1,923(1,802)	12(34)
155(67)	30(48)	45(42)

26. Sepulveda Boulevard & 79th Street/80th Street

80(160)	1,273(2,043)	21(45)
119(85)	21(64)	68(122)
45(105)	1,728(1,748)	15(41)
66(30)	52(45)	37(27)

27. Sepulveda Boulevard & 83rd Street

24(47)	1,316(2,032)	23(68)
83(30)	40(53)	41(37)
18(60)	1,625(1,791)	11(21)
74(18)	33(29)	9(4)

28. Sepulveda Boulevard & Manchester Avenue

170(289)	1,009(1,515)	114(234)
165(232)	468(783)	59(74)
76(137)	1,265(1,552)	55(102)
322(180)	808(576)	70(89)

29. Sepulveda Boulevard & La Tijera Boulevard

155(173)	1,026(1,479)	43(82)
84(187)	205(696)	56(53)
39(96)	1,455(1,488)	95(129)
28(73)	454(392)	240(237)

30. Sepulveda Boulevard & Westchester Parkway

93(91)	1,042(1,600)	90(143)
23(66)	198(363)	59(147)
285(401)	1,389(1,432)	28(94)
123(153)	417(357)	103(171)

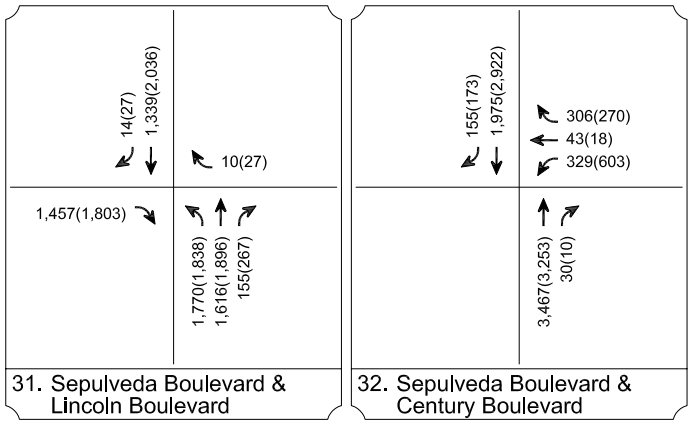
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 16 C

LEGEND

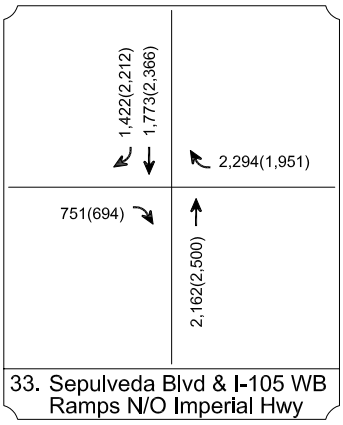
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

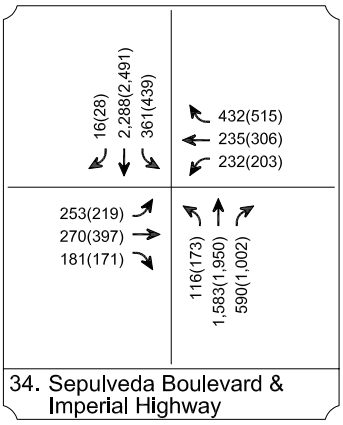


31. Sepulveda Boulevard & Lincoln Boulevard

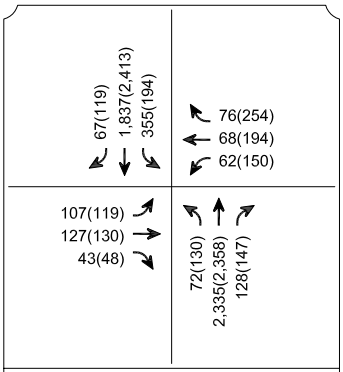
32. Sepulveda Boulevard & Century Boulevard



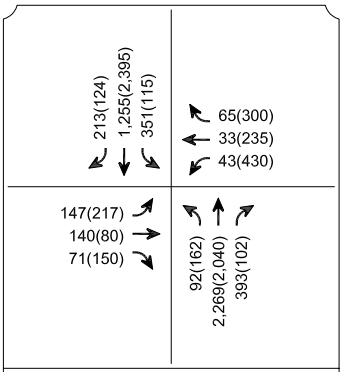
33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy



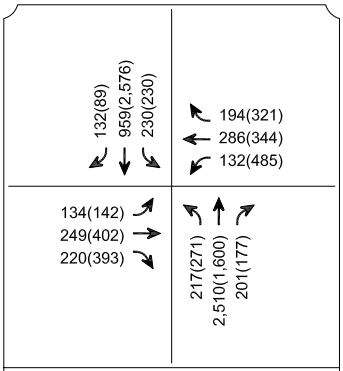
34. Sepulveda Boulevard & Imperial Highway



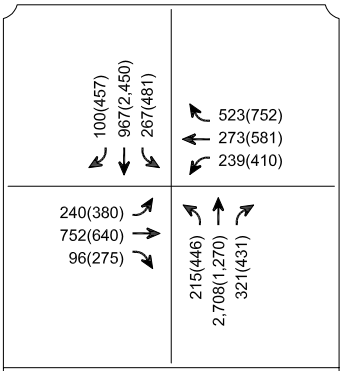
35. Sepulveda Boulevard & Mariposa Avenue



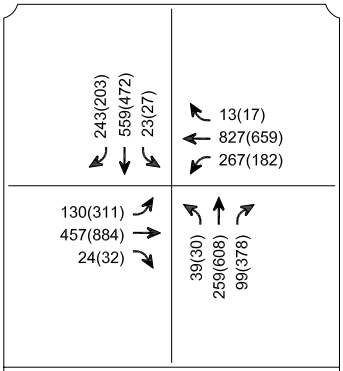
36. Sepulveda Boulevard & Grand Avenue



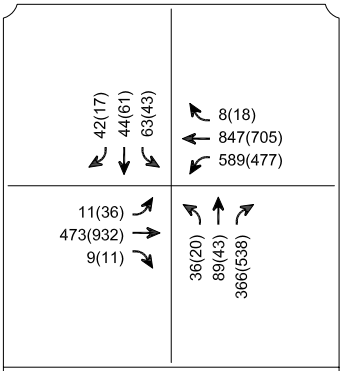
37. Sepulveda Boulevard & El Segundo Boulevard



38. Sepulveda Boulevard & Rosecrans Avenue



39. La Tijera Boulevard & Manchester Avenue



40. La Tijera Boulevard & Airport Boulevard

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 16 D

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

41. I-405 Southbound Ramps & La Tijera Boulevard

414(442) 104(237) ← 1,160(1,126) 217(204)
1,052(1,614) → 214(171) ↘

42. I-405 Northbound Ramps & La Tijera Boulevard

↖ 292(112) ← 1,286(1,166)
368(335) ↗ 753(1,600) →
111(186) 198(313) ↑ ↗

43. La Tijera Boulevard & Centinela Avenue

145(106) 961(887) 31(123) ↘ ↓ ↘
↖ 9(7) ← 984(839) ↙ 168(164)
127(199) ↗ 346(752) → 58(50) ↘
154(196) ↖ 827(1,328) ↑ 104(284) ↗

44. La Cienega Boulevard & La Tijera Boulevard

1,049(1,040) ↓ 2,193(2,244) ↘
826(1,194) ↗ 121(278) → 9(42) ↘
↑ 2,430(1,803) ↗ 92(207)

45. La Cienega Boulevard & Centinela Avenue

14(17) 2,043(1,979) 105(271) ↘ ↓ ↘
↖ 194(117) ← 1,122(814) ↙ 235(149)
321(931) → 140(190) ↘
8(96) ↖ 2,280(1,992) ↑ 36(130) ↗

46. Airport Boulevard & Manchester Avenue

35(38) 597(409) 50(87) ↘ ↓ ↘
↖ 112(53) ← 1,056(804) ↙ 139(128)
14(39) ↗ 540(1,290) → 68(61) ↘
82(79) ↖ 352(621) ↑ 111(213) ↗

47. Aviation Blvd/Florence Ave & Manchester Avenue

289(225) 322(429) ↘ ↓
↖ 6(10) ← 822(632) ↙ 37(75)
164(372) ↗ 498(1,019) → 99(230) ↘
243(215) ↖ 191(320) ↑ 75(134) ↗

48. La Cienega Boulevard & Florence Avenue

177(179) 562(947) 307(574) ↘ ↓ ↘
↖ 37(64) ← 716(396) ↙ 196(255)
87(187) ↗ 268(585) → 18(16) ↘
21(19) ↖ 336(483) ↑ 74(109) ↗

49. La Cienega Boulevard & Manchester Avenue

87(47) 511(648) 196(559) ↘ ↓ ↘
↖ 106(97) ← 752(529) ↙ 467(290)
67(99) ↗ 343(949) → 48(73) ↘
55(43) ↖ 252(396) ↑ 205(105) ↗

50. Ash Ave/I-405 NB Ramps & Manchester Avenue

139(78) 9(20) ↘ ↓
↖ 10(9) ← 1,366(948)
5(16) ↗ 481(1,278) → 242(271) ↘
500(414) ↖ 195(205) ↑ 208(425) ↗

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 E

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

106(84) 77(173) 12(28)	11(18) 1,083(776) 17(52)
44(65) 482(1,217) 44(115)	41(53) 84(101) 78(40)

52. La Brea Avenue & Florence Avenue

84(96) 503(944) 72(186)	102(187) 715(439) 113(98)
62(136) 328(884) 46(59)	33(13) 742(857) 58(110)

53. La Brea Avenue & Manchester Avenue

86(70) 410(820) 89(212)	186(137) 812(594) 26(54)
148(139) 352(924) 56(94)	132(106) 612(538) 19(37)

54. Sepulveda Eastway & Westchester Parkway

52(107) 11(20) 22(145)	60(78) 560(575) 9(14)
52(53) 303(556) 12(8)	23(19) 113(186) 53(117)

55. Jenny Avenue & Westchester Parkway

2(3) 19(19) 11(20)	7(40) 572(596) 47(58)
2(3) 316(648) 53(48)	25(33) 23(22) 32(102)

56. Airport Blvd & Arbor Vitae St/Westchester Pkwy

77(83) 645(524) 58(117)	77(98) 428(458) 147(119)
40(88) 178(532) 102(157)	102(146) 459(845) 97(142)

57. Aviation Boulevard & Arbor Vitae Street

72(92) 349(424) 34(66)	47(35) 475(380) 89(123)
40(96) 198(564) 90(199)	267(225) 433(513) 73(99)

58. La Cienega Boulevard & Arbor Vitae Street

33(47) 330(627) 64(149)	154(76) 427(268) 97(58)
54(44) 149(512) 114(230)	190(109) 536(367) 50(230)

59. Inglewood Avenue & Arbor Vitae Street

38(39) 77(233) 19(58)	39(28) 487(296) 47(91)
23(37) 190(593) 38(126)	172(101) 117(176) 55(107)

60. La Brea Avenue & Arbor Vitae Street

59(67) 381(1,016) 54(118)	67(81) 241(262) 46(66)
63(115) 141(355) 95(219)	134(189) 687(633) 18(69)

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 16 F

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

61. Airport Boulevard & Century Boulevard

242(386) 18(17) 219(514)	349(360) 2,100(1,329) 83(46)
410(507) 1,178(1,654) 16(26)	17(21) 33(37) 35(65)

62. Aviation Boulevard & Century Boulevard

119(112) 400(540) 99(108)	147(159) 1,609(1,129) 103(109)
165(353) 1,139(1,764) 353(326)	739(439) 775(1,233) 59(112)

63. La Cienega Boulevard & Century Boulevard

602(392) 433(684) 119(364)	375(163) 1,236(737) 249(70)
96(156) 665(1,263) 368(529)	150(99) 316(278) 152(535)

64. I-405 NB Ramps/ Private Driveway & Century Blvd

27(28)	2(7) 1,285(939)
15(51) 488(1,410) 486(678)	837(380) 128(363)

65. Inglewood Avenue & Century Boulevard

87(85) 145(375) 46(90)	71(76) 1,066(802) 39(88)
56(140) 498(1,496) 38(163)	105(62) 182(268) 46(110)

66. La Brea Avenue /Hawthorne Blvd & Century Boulevard

103(105) 458(1,000) 76(214)	124(132) 860(678) 80(120)
130(167) 450(1,193) 105(175)	149(163) 759(829) 56(135)

67. Inglewood Avenue & Lennox Boulevard

25(31) 221(476) 34(67)	40(34) 137(108) 40(91)
8(36) 91(280) 38(67)	56(54) 250(340) 68(135)

68. Hawthorne Boulevard & Lennox Boulevard

25(77) 651(1,226) 36(90)	78(56) 109(172) 50(108)
44(114) 75(300) 122(160)	97(247) 765(1,080) 46(109)

69. Inglewood Avenue & Imperial Highway

165(68) 234(900) 107(189)	80(193) 1,020(400) 79(143)
62(266) 274(1,614) 38(150)	204(94) 205(454) 102(169)

70. Hawthorne Boulevard & Imperial Highway

138(157) 577(1,092) 111(201)	114(101) 828(364) 147(117)
101(136) 327(1,587) 67(179)	182(176) 512(679) 191(279)

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

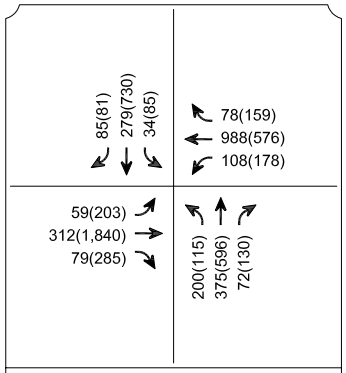
FIGURE 16 G

LEGEND

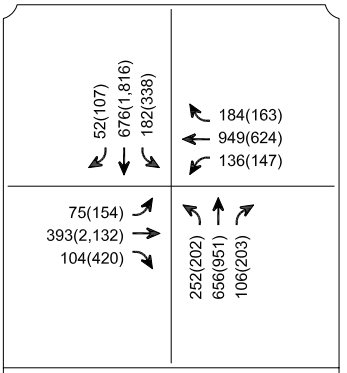
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

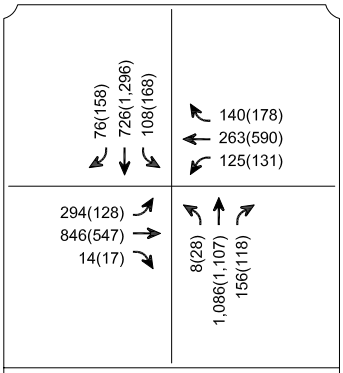
71. Inglewood Avenue & El Segundo Boulevard



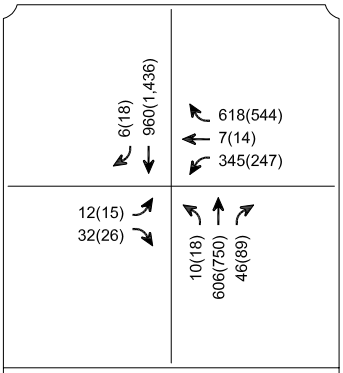
72. Hawthorne Boulevard & El Segundo Boulevard



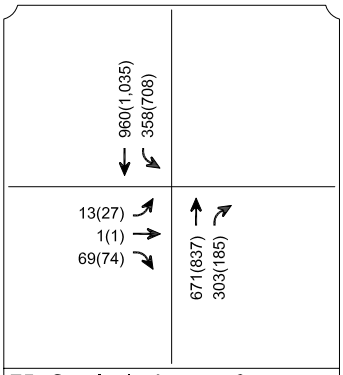
73. Centinela Avenue & Culver Boulevard



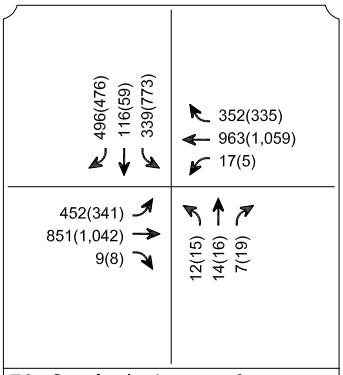
74. Centinela Ave & Sanford St/ SR-90 WB Ramps



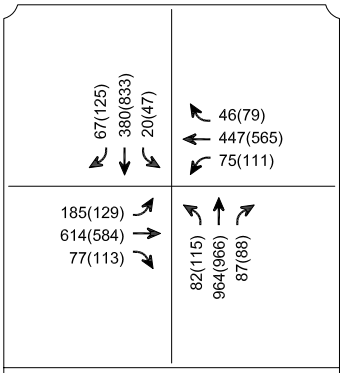
75. Centinela Avenue & SR-90 Eastbound Ramps



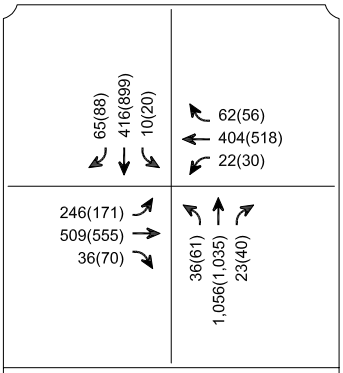
76. Centinela Avenue & Jefferson Boulevard



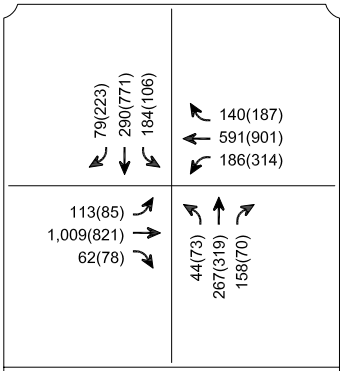
77. Sepulveda Boulevard & Washington Place



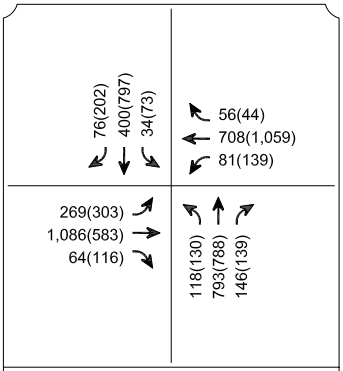
78. Sepulveda Boulevard & Washington Boulevard



79. Sawtelle Boulevard & Culver Boulevard



80. Sepulveda Boulevard & Culver Boulevard



EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 16 H

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

81. I-405 Southbound Ramps & Jefferson Boulevard

304(180) *(*) 124(144)
547(943)
329(550)
762(939)
195(258)

82. I-405 Northbound Ramps & Jefferson Boulevard

177(176)
871(1,204)
254(172)
666(890)
132(289) 42(37) 242(596)

83. Sepulveda Boulevard & Jefferson Boulevard

483(1,015)
8(26)
2(14)
803(771)
1,110(1,242)
1,136(1,286)

84. Sepulveda Boulevard & Sawtelle Boulevard

67(148) 1,140(1,612) 44(119)
59(106)
65(170)
61(84)
89(116)
62(156)
52(136)
146(135) 2,068(2,256) 19(88)

85. Slauson Avenue & Jefferson Boulevard

39(54) 24(19) 5(7)
5(6)
735(804)
15(49)
40(74)
656(987)
169(416)
318(474) 25(66) 25(33)

86. Sepulveda Boulevard & Jefferson Blvd/Playa Street

488(493) 756(1,209) 50(100)
181(196)
279(269)
114(282)
440(484)
240(550)
14(16)
38(57) 1,555(1,808) 141(211)

87. Sepulveda Boulevard & Slauson Avenue

13(40) 655(1,253) 99(337)
190(243)
254(274)
78(231)
13(67)
157(317)
58(120)
101(182) 1,515(1,732) 59(106)

88. La Cienega Boulevard & Stocker Street

2,232(2,635) 117(287)
124(88)
1,358(935)
2,787(2,593) 823(1,371)

89. La Cienega Boulevard SB Ramps & Slauson Avenue

605(572) 3(4) 72(172)
1,836(1,157)
215(261)
1,144(2,362)
103(132)

90. La Cienega Boulevard NB Ramps & Slauson Avenue

129(110)
1,863(1,308)
329(639)
804(1,905)
343(134) 5(5) 175(258)

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 I

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

91. Falmouth Avenue & Manchester Avenue

33(41) 25(14) 13(27)	16(25) 224(300) 64(87)
49(65) 274(344) 73(54)	124(59) 11(34) 145(67)

92. Falmouth Ave/Private Dwy & Westchester Parkway

137(38) 326(95)	301(229) 186(342) 29(9)
114(84) 407(282) 67(16)	20(45) 3(10) 37(95)

93. Lincoln Boulevard & Loyola Boulevard

383(201) 1,493(1,798)	
249(410) 15(30)	46(67) 2,183(1,844)

94. Loyola Boulevard & Westchester Parkway

55(86) 49(23) 101(78)	300(164) 1,039(543) *(2)
87(66) 519(729) 207(258)	61(29) 8(4) *(2)

95. McConnell Avenue & Westchester Parkway

	985(551) 87(164)
667(823) 20(67)	329(161) 5(17)

96. Emerson Avenue & Manchester Avenue

95(52) 177(104) 148(109)	133(138) 1,034(706) 55(52)
56(100) 682(966) 56(72)	88(74) 123(98) 60(52)

97. La Tijera Boulevard & Westchester Parkway

575(401) 49(117)	91(65) 645(366)
402(526) 346(428)	

98. Sepulveda Westway & La Tijera Boulevard

20(53) 33(92) 49(134)	71(201) 663(385) 119(113)
36(47) 406(534) 46(38)	69(80) 62(133) 52(216)

99. Sepulveda Westway & Westchester Parkway

24(65) 38(122) 43(126)	190(232) 703(357) 39(75)
18(28) 315(383) 69(138)	2(16) 1(38) 4(61)

100. Airport Boulevard & 96th Street

231(177) 630(604) 54(54)	59(85) 29(21) 27(32)
75(135) 35(42) 43(81)	110(108) 517(938) 27(24)

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

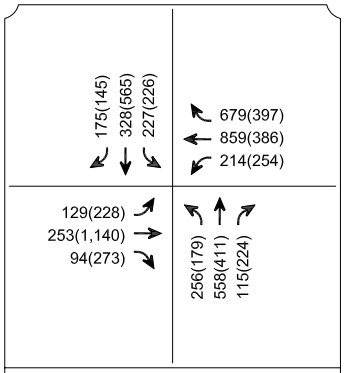
FIGURE 16 J

LEGEND

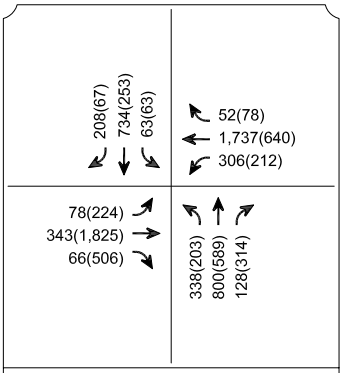
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

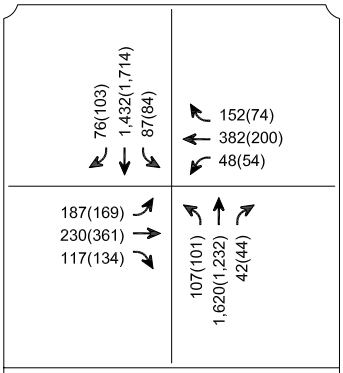
101. Aviation Boulevard & Imperial Highway



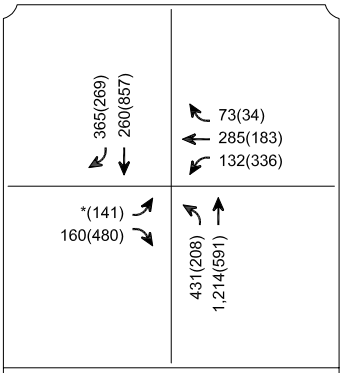
102. Aviation Boulevard & El Segundo Boulevard



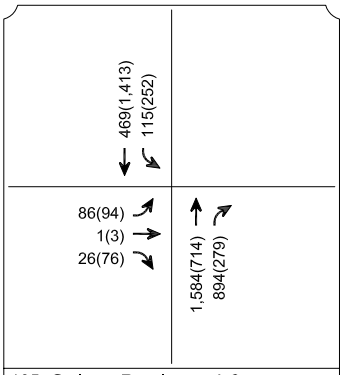
103. Lincoln Boulevard & Rose Avenue



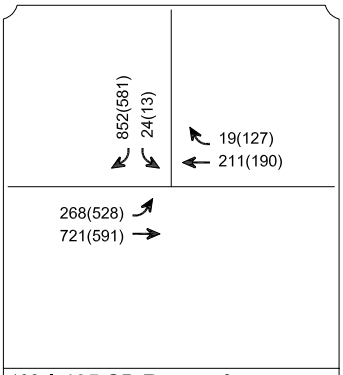
104. Culver Boulevard & SR-90 WB Ramps



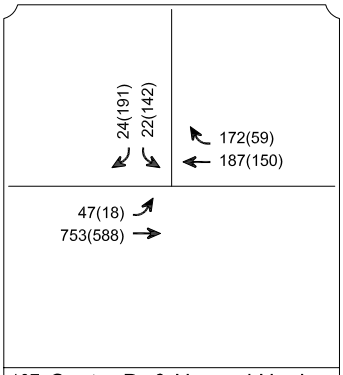
105. Culver Boulevard & SR-90 EB Ramps



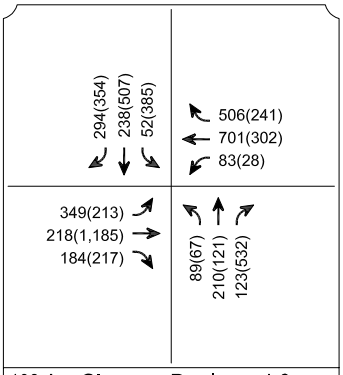
106. I-405 SB Ramps & Howard Hughes Parkway



107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps



108. La Cienega Boulevard & Imperial Highway



EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
16 K

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

1. Lincoln Boulevard & Venice Boulevard

48(59) 1,471(1,607) 213(334)
265(233) 623(957) 293(309)
69(89) 851(904) 144(214)
135(192) 1,385(1,424) 123(141)

2. Lincoln Boulevard & Washington Boulevard

150(136) 1,448(1,482) 259(261)
229(368) 771(701) 199(550)
99(130) 667(791) 445(456)
437(493) 1,537(1,348) 118(217)

3. Lincoln Boulevard & Maxella Avenue

30(114) 1,689(2,161) 131(121)
148(209) 29(100) 191(305)
79(69) 80(79) 188(97)
65(145) 1,811(2,087) 203(376)

4. Lincoln Boulevard & SR-90 Ramps

1,262(1,826) 840(948)
764(753) 160(240)
1,473(1,759) 287(239)

5. Lincoln Boulevard & Bali Way/Private Driveway

304(553) 1,256(1,760) 26(39)
10(39) 2(9) 10(6)
349(460) 7(*) 117(55)
117(187) 1,378(1,532) 28(9)

6. Lincoln Boulevard & Mindanao Way

30(96) 1,253(1,580) 148(213)
78(68) 425(638) 243(399)
576(512) 54(113)
137(111) 1,501(1,653) 342(311)

7. Lincoln Boulevard & Fiji Way

76(167) 1,390(1,815) 57(60)
49(28) 18(25) 29(45)
79(120) 20(28) 626(897)
596(839) 1,891(2,048) 46(51)

8. Lincoln Boulevard & Jefferson Boulevard

262(472) 1,413(1,689) 423(536)
424(549) 114(224) 439(517)
179(113) 370(200) 50(84)
21(35) 1,857(1,917) 428(351)

9. Lincoln Boulevard & Bluff Creek Drive

1,660(2,384) 18(40)
*(38) 486(354)
2,386(2,328) 208(370)

10. Lincoln Boulevard & LMU Drive

10(20) 1,918(2,343) 242(146)
55(283) 4(1) 44(141)
29(20) *(2) 19(13)
10(16) 2,472(2,554) 200(105)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

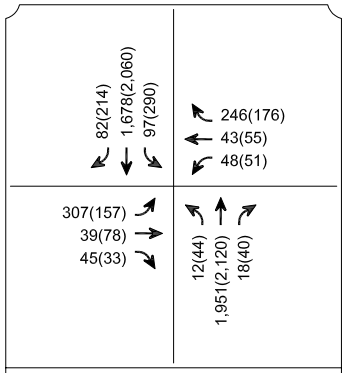
FIGURE 17 A

LEGEND

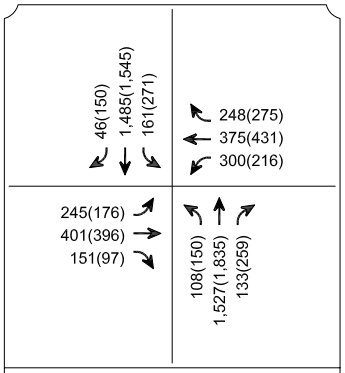
- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

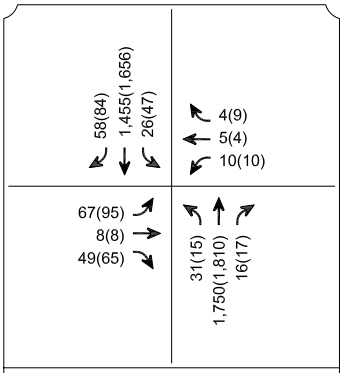
11. Lincoln Boulevard & 83rd Street



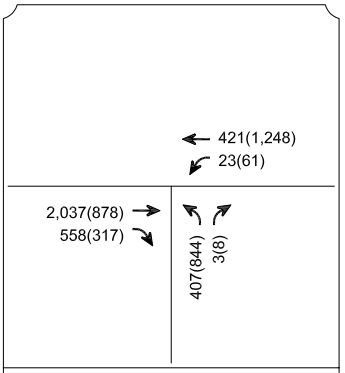
12. Lincoln Boulevard & Manchester Avenue



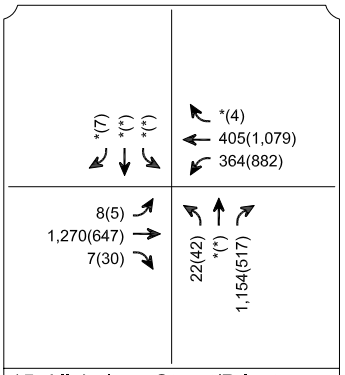
13. Lincoln Boulevard & La Tijera Blvd/Private Dwy



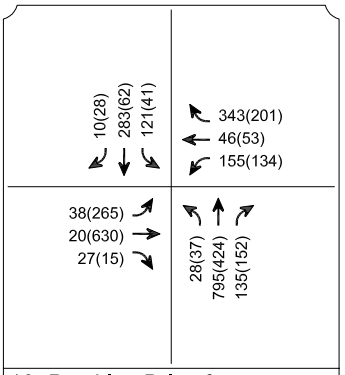
14. Jefferson Boulevard & Culver Boulevard



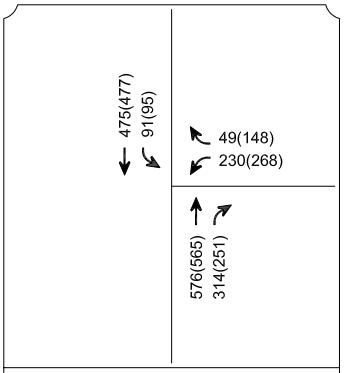
15. Nicholsan Street/Private Driveway & Culver Blvd



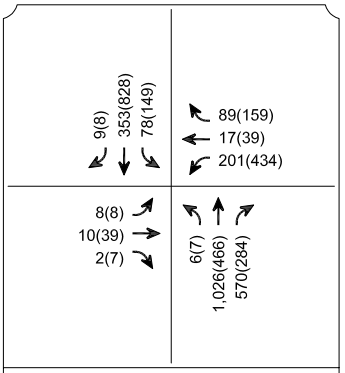
16. Pershing Drive & Manchester Avenue



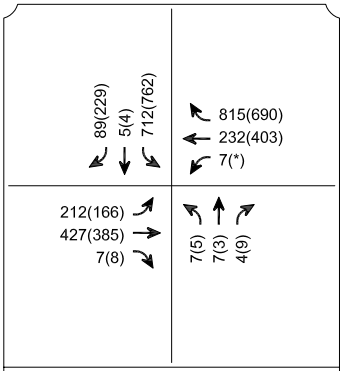
17. Pershing Drive & Westchester Parkway



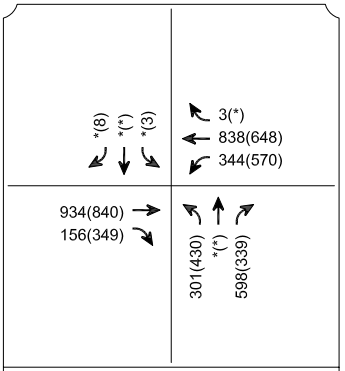
18. Vista del Mar & Imperial Highway



19. Pershing Drive & Imperial Highway



20. Main St/Private Driveway & Imperial Highway



FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 17 B

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

21. Vista Del Mar & Grand Avenue

5(8)	399(1,119)	106(115)
*(4)	*(10)	7(7)
4(4)	1,331(710)	149(160)
128(103)	10(9)	74(167)

22. Highland Avenue & Rosecrans Avenue

17(43)	278(722)	256(409)
126(44)	90(64)	12(13)
2(10)	778(431)	83(107)
631(403)	53(121)	69(159)

23. Sepulveda Boulevard & Centinela Avenue

65(65)	936(1,492)	49(177)
73(136)	264(691)	410(796)
658(509)	1,383(1,410)	232(254)
232(185)	720(457)	317(350)

24. Sepulveda Boulevard & Howard Hughes Parkway

897(2,085)	167(599)
1,815(1,618)	861(545)
240(177)	605(754)

25. Sepulveda Boulevard & 76th Street/77th Street

200(364)	1,404(2,202)	66(169)
515(224)	45(58)	77(59)
39(72)	1,923(1,933)	15(35)
159(69)	40(62)	50(42)

26. Sepulveda Boulevard & 79th Street/80th Street

88(163)	1,436(2,043)	30(49)
126(101)	28(80)	73(130)
50(111)	1,728(1,885)	19(44)
69(30)	79(49)	49(36)

27. Sepulveda Boulevard & 83rd Street

28(49)	1,413(2,059)	28(70)
88(30)	57(76)	43(41)
20(64)	1,654(1,909)	11(24)
79(20)	61(69)	12(7)

28. Sepulveda Boulevard & Manchester Avenue

171(293)	1,125(1,568)	114(239)
169(232)	500(787)	73(74)
82(147)	1,283(1,705)	55(113)
322(188)	841(641)	77(99)

29. Sepulveda Boulevard & La Tijera Boulevard

231(175)	1,094(1,594)	43(84)
88(194)	205(696)	58(54)
47(96)	1,527(1,651)	95(129)
28(82)	532(392)	240(250)

30. Sepulveda Boulevard & Westchester Parkway

95(91)	1,102(1,804)	90(150)
26(66)	206(363)	72(164)
319(403)	1,405(1,434)	28(99)
142(160)	522(372)	117(293)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 17 C

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

31. Sepulveda Boulevard & Lincoln Boulevard

1,457(1,830)	18(29)	10(33)
	1,345(2,201)	
	1,803(2,110)	
	1,689(1,896)	
	169(267)	

32. Sepulveda Boulevard & Century Boulevard

	159(186)	311(270)
	1,975(2,922)	44(44)
		329(608)
	3,482(3,285)	
	57(27)	

33. Sepulveda Blvd & I-105 WB Ramps N/O Imperial Hwy

759(716)	1,422(2,227)	2,312(1,951)
	1,792(2,366)	
	2,179(2,535)	

34. Sepulveda Boulevard & Imperial Highway

309(269)	17(28)	553(585)
311(518)	2,351(2,491)	235(307)
195(185)	454(464)	260(229)
	116(173)	
	1,583(2,062)	
	590(1,077)	

35. Sepulveda Boulevard & Mariposa Avenue

110(119)	74(119)	94(286)
157(167)	1,837(2,413)	98(206)
46(50)	399(214)	84(178)
	76(130)	
	2,335(2,469)	
	139(201)	

36. Sepulveda Boulevard & Grand Avenue

160(247)	219(132)	89(307)
140(80)	1,288(2,440)	38(239)
80(181)	360(136)	56(464)
	101(182)	
	2,302(2,048)	
	393(123)	

37. Sepulveda Boulevard & El Segundo Boulevard

138(150)	133(91)	218(324)
250(426)	1,041(2,635)	324(369)
227(398)	250(235)	138(520)
	218(295)	
	2,520(1,735)	
	202(179)	

38. Sepulveda Boulevard & Rosecrans Avenue

246(382)	102(468)	581(797)
767(640)	1,057(2,606)	278(583)
99(277)	292(511)	270(433)
	223(496)	
	2,801(1,410)	
	332(476)	

39. La Tijera Boulevard & Manchester Avenue

138(344)	243(251)	13(19)
457(924)	666(506)	827(659)
28(32)	23(29)	307(182)
	63(30)	
	259(648)	
	99(385)	

40. La Tijera Boulevard & Airport Boulevard

11(36)	49(23)	9(20)
502(1,155)	44(68)	1,175(1,015)
9(11)	68(48)	626(481)
	49(22)	
	89(46)	
	442(560)	

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 D

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

41. I-405 Southbound Ramps & La Tijera Boulevard

462(442) 107(239) 1,345(1,352) 219(209)
1,143(1,849) 232(171)

42. I-405 Northbound Ramps & La Tijera Boulevard

298(126) 1,409(1,310)
438(364) 795(1,733) 142(202) 200(318)

43. La Tijera Boulevard & Centinela Avenue

176(124) 1,143(1,024) 38(128) 9(9) 1,065(938) 176(173)
129(215) 431(841) 60(50) 157(196) 827(1,404) 113(284)

44. La Cienega Boulevard & La Tijera Boulevard

1,049(1,040) 2,337(2,269)
826(1,199) 216(466) 10(45) 2,430(2,065) 159(296)

45. La Cienega Boulevard & Centinela Avenue

14(18) 2,089(2,064) 108(283) 207(128) 1,193(892) 239(157)
374(1,046) 171(213) 9(104) 2,395(2,114) 39(138)

46. Airport Boulevard & Manchester Avenue

55(45) 675(496) 50(89) 112(58) 1,150(877) 139(141)
14(41) 590(1,437) 111(69) 90(92) 468(721) 111(233)

47. Aviation Blvd/Florence Ave & Manchester Avenue

320(299) 381(542) 8(10) 855(666) 39(75)
235(472) 504(1,032) 100(246) 263(249) 265(421) 75(138)

48. La Cienega Boulevard & Florence Avenue

202(219) 747(1,074) 307(579) 39(69) 853(565) 273(304)
161(231) 341(671) 20(19) 23(20) 384(593) 74(128)

49. La Cienega Boulevard & Manchester Avenue

124(58) 622(650) 278(705) 128(123) 828(619) 485(304)
75(113) 353(1,016) 48(73) 59(46) 258(459) 225(115)

50. Ash Ave/I-405 NB Ramps & Manchester Avenue

140(79) 9(20) 10(10) 1,564(1,101)
6(19) 566(1,448) 244(271) 520(434) 199(209) 217(429)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 17 E

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

51. Inglewood Avenue & Manchester Avenue

109(91) ↓ 91(184) ↓ 13(30) ↓	↖ 13(20) ← 1,254(927) ↙ 24(62)
49(69) → 577(1,399) → 52(129) ↘	↖ 46(62) ↑ 99(120) ↗ 94(40)

52. La Brea Avenue & Florence Avenue

92(102) ↓ 673(1,167) ↓ 78(189) ↓	↖ 108(189) ← 835(578) ↙ 171(151)
62(136) → 362(1,003) → 59(67) ↘	↖ 41(18) ↑ 831(1,012) ↗ 86(181)

53. La Brea Avenue & Manchester Avenue

91(71) ↓ 545(993) ↓ 90(218) ↓	↖ 197(147) ← 1,006(771) ↙ 29(59)
150(142) → 450(1,103) → 61(94) ↘	↖ 132(106) ↑ 696(668) ↗ 20(39)

54. Sepulveda Eastway & Westchester Parkway

73(107) ↓ 45(34) ↓ 22(149) ↓	↖ 60(78) ← 641(614) ↙ 40(65)
52(53) → 303(633) → 113(31) ↘	↖ 77(20) ↑ 118(211) ↗ 63(227)

55. Jenny Avenue & Westchester Parkway

2(3) ↓ 20(20) ↓ 11(20) ↓	↖ 7(40) ← 686(635) ↙ 138(221)
2(3) → 316(753) → 74(57) ↘	↖ 47(33) ↑ 28(22) ↗ 113(191)

56. Airport Blvd & Arbor Vitae St/Westchester Pkwy

167(110) ↓ 695(618) ↓ 60(119) ↓	↖ 79(100) ← 585(569) ↙ 147(139)
90(100) → 234(650) → 106(158) ↘	↖ 104(160) ↑ 491(866) ↗ 97(148)

57. Aviation Boulevard & Arbor Vitae Street

80(127) ↓ 388(429) ↓ 38(69) ↓	↖ 49(39) ← 738(601) ↙ 155(157)
40(118) → 317(742) → 92(203) ↘	↖ 267(231) ↑ 433(606) ↗ 109(133)

58. La Cienega Boulevard & Arbor Vitae Street

38(49) ↓ 330(629) ↓ 64(149) ↓	↖ 154(79) ← 555(352) ↙ 99(60)
59(49) → 208(698) → 171(381) ↘	↖ 283(153) ↑ 539(401) ↗ 50(230)

59. Inglewood Avenue & Arbor Vitae Street

44(48) ↓ 94(246) ↓ 20(67) ↓	↖ 40(30) ← 563(383) ↙ 49(98)
31(43) → 262(701) → 50(127) ↘	↖ 174(113) ↑ 122(202) ↗ 58(109)

60. La Brea Avenue & Arbor Vitae Street

63(67) ↓ 442(1,042) ↓ 59(118) ↓	↖ 69(84) ← 296(303) ↙ 49(69)
64(116) → 160(386) → 103(256) ↘	↖ 154(224) ↑ 687(657) ↗ 20(70)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 17 F

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

61. Airport Boulevard & Century Boulevard

324(485)	20(17)	221(516)
349(362)	2,618(1,920)	87(49)
524(679)	1,654(2,173)	20(28)
18(23)	33(38)	38(68)

62. Aviation Boulevard & Century Boulevard

151(144)	462(569)	101(112)
148(159)	2,023(1,738)	122(110)
235(397)	1,430(1,986)	470(337)
797(507)	778(1,241)	59(117)

63. La Cienega Boulevard & Century Boulevard

728(494)	493(789)	126(424)
379(168)	1,473(1,035)	250(70)
134(200)	859(1,460)	508(529)
198(147)	319(280)	158(539)

64. I-405 NB Ramps/ Private Driveway & Century Blvd

27(28)		
3(9)	1,608(1,331)	
15(51)	671(1,632)	518(708)
842(380)	130(368)	

65. Inglewood Avenue & Century Boulevard

97(89)	166(393)	49(100)
79(79)	1,389(1,201)	47(97)
59(144)	689(1,701)	40(176)
124(68)	184(281)	53(125)

66. La Brea Avenue /Hawthorne Blvd & Century Boulevard

109(111)	529(1,084)	76(214)
124(140)	1,112(956)	87(128)
132(170)	597(1,425)	204(232)
213(253)	767(902)	58(139)

67. Inglewood Avenue & Lennox Boulevard

29(32)	259(512)	41(73)
41(38)	176(153)	40(98)
11(42)	120(332)	40(81)
77(82)	255(342)	70(139)

68. Hawthorne Boulevard & Lennox Boulevard

34(79)	837(1,361)	56(116)
123(74)	166(226)	65(117)
49(119)	101(361)	154(175)
99(249)	835(1,318)	56(125)

69. Inglewood Avenue & Imperial Highway

169(70)	271(910)	109(190)
98(235)	1,211(591)	95(148)
76(269)	361(1,832)	41(163)
238(119)	211(483)	108(177)

70. Hawthorne Boulevard & Imperial Highway

173(159)	723(1,238)	139(202)
120(109)	955(439)	174(127)
108(151)	379(1,761)	77(198)
207(213)	574(825)	198(280)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 G

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

71. Inglewood Avenue & El Segundo Boulevard

96(87) 351(784) 38(89)
87(160) 1,150(672) 110(202)
67(208) 374(1,999) 87(289)
200(119) 396(667) 76(130)

72. Hawthorne Boulevard & El Segundo Boulevard

58(109) 764(1,864) 212(354)
214(168) 1,063(720) 159(149)
79(159) 464(2,296) 124(453)
270(216) 704(1,109) 109(216)

73. Centinela Avenue & Culver Boulevard

92(166) 866(1,366) 130(170)
148(180) 308(612) 140(136)
294(128) 846(599) 14(17)
9(30) 1,135(1,304) 166(173)

74. Centinela Ave & Sanford St/ SR-90 WB Ramps

8(18) 1,195(1,479)
619(594) 8(15) 371(251)
12(*) 38(29)
10(20) 662(1,025) 49(97)

75. Centinela Avenue & SR-90 Eastbound Ramps

1,141(1,116) 382(710)
18(29) 1(1) 126(82)
745(1,103) 308(227)

76. Centinela Avenue & Jefferson Boulevard

666(502) 118(59) 403(773)
371(413) 1,034(1,130) 17(6)
513(518) 853(1,102) 10(10)
17(17) 18(19) 9(20)

77. Sepulveda Boulevard & Washington Place

69(125) 472(878) 20(47)
50(80) 447(575) 75(111)
208(150) 614(584) 77(113)
82(115) 1,093(1,130) 87(88)

78. Sepulveda Boulevard & Washington Boulevard

72(95) 488(899) 11(22)
62(58) 463(551) 30(35)
246(137) 593(630) 49(80)
48(78) 1,056(1,096) 31(51)

79. Sawtelle Boulevard & Culver Boulevard

96(236) 353(787) 189(112)
148(189) 633(925) 200(327)
119(94) 1,059(903) 65(80)
49(78) 285(380) 176(84)

80. Sepulveda Boulevard & Culver Boulevard

87(221) 486(862) 38(78)
59(46) 762(1,105) 87(141)
278(316) 1,120(623) 67(121)
120(133) 843(889) 155(152)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 17 H

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

81. I-405 Southbound Ramps & Jefferson Boulevard

337(218) *(*) 124(149) → 750(1,101) ← 330(588)
922(1,173) →
219(312) ↘

82. I-405 Northbound Ramps & Jefferson Boulevard

↖ 179(187) ← 1,081(1,388)
264(203) ↗
787(1,062) →
149(294) 42(37) 268(598) ↑

83. Sepulveda Boulevard & Jefferson Boulevard

727(1,182) ↓
↖ 10(29) ← 4(14) ↙ 949(872)
1,199(1,395) 1,282(1,527) ↑

84. Sepulveda Boulevard & Sawtelle Boulevard

69(150) 1,374(1,762) 65(131) ↓
↖ 60(107) ← 68(170) ↙ 64(85)
90(119) ↗
95(165) →
65(144) ↘
165(174) 2,283(2,673) 21(94) ↑

85. Slauson Avenue & Jefferson Boulevard

47(62) 53(21) 8(9) ↓
↖ 7(9) ← 876(909) ↙ 19(50)
48(86) ↗
769(1,138) →
221(445) ↘
332(524) 27(107) 26(38) ↑

86. Sepulveda Boulevard & Jefferson Blvd/Playa Street

587(564) 873(1,261) 53(100) ↓
↖ 210(237) ← 339(323) ↙ 131(287)
518(577) ↗
253(580) →
17(18) ↘
40(59) 1,678(2,089) 141(217) ↑

87. Sepulveda Boulevard & Slauson Avenue

15(40) 739(1,307) 128(353) ↓
↖ 224(309) ← 289(348) ↙ 80(261)
18(69) ↗
231(346) →
81(120) ↘
101(195) 1,515(1,849) 66(114) ↑

88. La Cienega Boulevard & Stocker Street

2,340(2,635) 119(289) ↓
↖ 129(101) ← 1,463(1,050) ↙
2,787(2,666) 842(1,411) ↑

89. La Cienega Boulevard SB Ramps & Slauson Avenue

677(578) 3(4) 79(172) ↓
← 2,099(1,307) ↙ 226(272)
1,203(2,553) →
114(151) ↘

90. La Cienega Boulevard NB Ramps & Slauson Avenue

↖ 130(110) ← 2,013(1,440)
332(678) ↗
915(2,026) →
371(161) 5(5) 218(340) ↑

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 I

LEGEND

- Project Site
- # Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

91. Falmouth Avenue & Manchester Avenue

36(45) 26(15) 14(29)	17(27) 246(327) 70(94)
54(71) 300(377) 80(59)	136(65) 12(36) 159(72)

92. Falmouth Ave/Private Dwy & Westchester Parkway

150(42) 356(103)	329(249) 201(362) 32(10)
125(92) 435(304) 73(18)	22(49) 3(10) 39(99)

93. Lincoln Boulevard & Loyola Boulevard

395(215) 1,618(1,958)	
268(426) 16(33)	50(73) 2,384(1,998)

94. Loyola Boulevard & Westchester Parkway

60(94) 54(25) 111(85)	329(180) 1,081(575) *(2)
95(72) 556(753) 222(262)	62(30) 9(4) *(2)

95. McConnell Avenue & Westchester Parkway

	1,043(589) 93(168)
713(855) 20(67)	339(172) 5(19)

96. Emerson Avenue & Manchester Avenue

101(56) 193(113) 162(119)	145(150) 1,127(772) 60(57)
61(107) 748(1,052) 61(79)	96(81) 135(107) 66(57)

97. La Tijera Boulevard & Westchester Parkway

603(419) 52(118)	92(66) 684(391)
424(543) 372(446)	

98. Sepulveda Westway & La Tijera Boulevard

22(58) 36(100) 54(147)	78(220) 699(411) 122(116)
39(50) 439(556) 50(42)	75(87) 68(145) 53(224)

99. Sepulveda Westway & Westchester Parkway

26(69) 41(129) 47(136)	206(247) 740(377) 43(82)
19(29) 340(397) 73(142)	2(18) 1(42) 4(67)

100. Airport Boulevard & 96th Street

253(194) 690(660) 59(58)	64(93) 31(23) 30(35)
82(148) 38(45) 47(89)	120(118) 565(1,027) 30(27)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE 17 J

LEGEND

- Project Site
- (#) Analyzed Intersection
- X(X) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

101. Aviation Boulevard & Imperial Highway

141(249)	281(196)	744(434)
276(1,245)	609(449)	937(421)
102(298)	126(245)	234(278)
192(159)	359(617)	248(247)

102. Aviation Boulevard & El Segundo Boulevard

86(245)	370(223)	57(86)
375(1,998)	875(644)	1,901(700)
72(555)	140(344)	335(232)
228(74)	804(275)	69(69)

103. Lincoln Boulevard & Rose Avenue

205(185)	117(110)	166(81)
252(395)	1,773(1,347)	419(219)
128(147)	46(48)	52(59)
84(112)	1,567(1,876)	96(92)

104. Culver Boulevard & SR-90 WB Ramps

*(154)	472(228)	80(37)
175(526)	1,328(640)	312(200)
400(295)	284(938)	143(367)

105. Culver Boulevard & SR-90 EB Ramps

94(103)	1,733(775)	
1(3)	977(295)	
28(83)		
512(1,547)	126(276)	

106. I-405 SB Ramps & Howard Hughes Parkway

294(578)		21(139)
788(640)		231(208)
927(633)	26(14)	

107. Center Dr & Howard Hughes Pkwy/I-405 NB Ramps

51(20)		188(65)
823(637)		205(164)
26(209)	24(156)	

108. La Cienega Boulevard & Imperial Highway

382(233)	98(74)	555(264)
238(1,294)	231(133)	765(329)
202(237)	135(582)	91(31)
322(388)	261(556)	57(422)

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR TRAFFIC VOLUMES

FIGURE
17 K

TABLE 17
PROJECT TRIP GENERATION WITH TDM PROGRAM

Land Use	Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
Area 1	214	3	1	4	42	20	62
Area 2 West	214	2	2	4	43	19	62
Area 2 East & Area 3							
Road	-	-	-	-	-	-	-
Buffer/Berm	-	-	-	-	-	-	-
Community/Civic Uses	915	40	25	65	21	37	58
Less 5% Transit Credit	*(46)*	*(2)*	*(1)*	*(3)*	*(1)*	*(2)*	*(3)*
Office	3,972	513	70	583	92	449	541
Less 5% Transit Credit	*(199)*	*(26)*	*(3)*	*(29)*	*(5)*	*(22)*	*(27)*
Less 5% TDM Credit	***(189)***	***(24)***	***(3)***	***(28)***	***(4)***	***(21)***	***(26)***
Research & Development	4,458	525	107	632	86	488	574
Less 5% Transit Credit	*(223)*	*(26)*	*(6)*	*(32)*	*(5)*	*(24)*	*(29)*
Less 5% TDM Credit	***(212)***	***(25)***	***(5)***	***(30)***	***(4)***	***(23)***	***(27)***
Area 4	250	0	16	16	0	70	70
Area 5 - 10	0	0	0	0	0	0	0
Area 11	8,116	115	74	189	345	360	705
Area 12A - East							
Office	2,275	288	39	327	52	251	303
Less 5% Transit Credit	*(114)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
Less 5% TDM Credit	***(108)***	***(14)***	***(2)***	***(16)***	***(3)***	***(12)***	***(14)***
Area 12A - West	2,825	123	77	200	67	113	180
Area 12B	0	0	0	0	0	0	0
Area 13	978	43	26	69	23	39	62
TOTAL	**23,126**	**1,521**	**415**	**1,935**	**747**	**1,729**	**2,476**
Total TDM Credit	***-509***	***-63***	***-10***	***-74***	***-11***	***-56***	***-67***

Trip Generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) except as noted below.

[a] Transit Credits Per LADOT Standard Rates.

TABLE 18
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.816 0.902	D E
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.941	C E
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.555 0.606	A B
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.694 0.816	B D
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.430 0.711	A C
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.791	B C
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.543 0.764	A C
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.654 0.692	B B
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.406 0.375	A A
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.441 0.558	A A
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.610 0.652	B B
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.543 0.689	A B
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.350 0.414	A A
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.707 0.671	C B
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.576 0.756	A C
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.405	A A
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.245 0.245	A A
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.409 0.385	A A
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.563 0.390	A A
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.713 0.554	C A

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 18 (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.519 0.345	A A
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.796 0.708	C C
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.758 0.781	C C
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.412 0.559	A A
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.675 0.654	B B
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.459 0.531	A A
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.405 0.485	A A
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.640 0.757	B C
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.510 0.666	A B
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.563 0.879	A D
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.169 0.239	A A
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.602 0.649	B B
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.916 0.911	E E
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.616 0.962	B E
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.749 0.782	C C
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.784 0.879	C D
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.787 0.991	C E
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.806 1.114	D F
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.506 0.582	A A
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.406 0.421	A A

Notes:

LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo;
IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 18 (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.456 0.595	A A
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.574 0.579	A A
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.563 0.730	A C
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.653 0.677	B B
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.946 0.992	E E
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.598 0.799	A C
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.635 0.703	B C
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.687 0.978	B E
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.583 0.829	A D
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M. P.M.	0.630 0.713	B C
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.475 0.600	A A
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.655 0.852	B D
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.687 0.741	B C
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.282 0.465	A A
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.116 0.217	A A
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.344 0.573	A A
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.457 0.536	A A
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.427 0.508	A A
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.402 0.706	A C
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.346 0.690	A B

Notes:
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TABLE 18 (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.552 0.555	A A
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.770 0.913	C E
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.543 0.691	A B
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.616 0.590	B A
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.515 0.775	A C
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.572 0.780	A C
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.436 0.725	A C
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.409 0.737	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.642 1.179	B F
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.579 0.870	A D
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.598 0.979	A E
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.622 1.181	B F
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.704 0.723	C C
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.391 0.478	A A
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.299 0.421	A A
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.499 0.616	A B
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.627 0.646	B B
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.673 0.665	B B
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.617 0.780	B C
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.690 0.678	B B

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TABLE 18 (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.401 0.692	A B
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.474 0.503	A A
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.479 0.640	A B
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.348 0.464	A A
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.699 0.826	B D
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.504 0.734	A C
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.284 1.184	F F
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.696 0.809	B D
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.724 0.715	C C
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.126 0.114	A A
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.284 0.213	A A
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.457 0.563	A A
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.378 0.199	A A
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.257 0.234	A A
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.481 0.404	A A
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.245 0.202	A A
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.242 0.478	A A
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.166 0.254	A A
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.176 0.360	A A

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TABLE 18 (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.638 0.611	B B
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	0.962 0.884	E D
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.867 0.805	D D
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.739 0.795	C C
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.412 0.462	A A
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.379 0.209	A A
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.173 0.234	A A
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.396 0.555	A A

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TABLE 18 (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Number of Intersections	
	Morning Peak Hour	Afternoon Peak Hour
A	65	44
B	24	18
C	12	23
D	3	10
E	3	9
F	1	4
Total	**108**	**108**

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EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.827 0.912	D E	0.007 0.006	NO NO	0.816 0.902	D E	-0.004 -0.004	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.944	C E	0.760 0.951	C E	0.010 0.007	NO NO	0.750 0.941	C E	0.000 -0.003	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.556 0.600	A A	0.565 0.616	A B	0.009 0.016	NO NO	0.555 0.606	A B	-0.001 0.006	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.704 0.827	C D	0.004 0.017	NO NO	0.694 0.816	B D	-0.006 0.006	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.424 0.707	A C	0.440 0.721	A C	0.016 0.014	NO NO	0.430 0.711	A C	0.006 0.004	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.778	B C	0.646 0.802	B D	0.011 0.024	NO **YES**	0.635 0.791	B C	0.000 0.013	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.524 0.751	A C	0.553 0.775	A C	0.029 0.024	NO NO	0.543 0.764	A C	0.019 0.013	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.613 0.630	B B	0.667 0.705	B C	0.054 0.075	NO **YES**	0.654 0.692	B B	0.041 0.062	NO NO
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.362 0.342	A A	0.419 0.388	A A	0.057 0.046	NO NO	0.406 0.375	A A	0.044 0.033	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.435 0.530	A A	0.451 0.568	A A	0.016 0.038	NO NO	0.441 0.558	A A	0.006 0.028	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.544 0.586	A A	0.624 0.664	B B	0.080 0.078	NO NO	0.610 0.652	B B	0.066 0.066	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.652 0.761	B C	0.052 0.116	NO **YES**	0.543 0.689	A B	-0.057 0.044	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.343 0.368	A A	0.360 0.425	A A	0.017 0.057	NO NO	0.350 0.414	A A	0.007 0.046	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.694 0.659	B B	0.707 0.671	C B	0.013 0.012	NO NO	0.707 0.671	C B	0.013 0.012	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.548 0.743	A C	0.578 0.756	A C	0.030 0.013	NO NO	0.576 0.756	A C	0.028 0.013	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.455 0.381	A A	0.461 0.405	A A	0.006 0.024	NO NO	0.461 0.405	A A	0.006 0.024	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.213 0.191	A A	0.246 0.245	A A	0.033 0.054	NO NO	0.245 0.245	A A	0.032 0.054	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.405 0.368	A A	0.409 0.386	A A	0.004 0.018	NO NO	0.409 0.385	A A	0.004 0.017	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.519 0.369	A A	0.565 0.390	A A	0.046 0.021	NO NO	0.563 0.390	A A	0.044 0.021	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.689 0.527	B A	0.714 0.555	C A	0.025 0.028	NO NO	0.713 0.554	C A	0.024 0.027	NO NO

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n (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M.	0.500	A	0.519	A	0.019	NO	0.519	A	0.019	NO
			P.M.	0.331	A	0.346	A	0.015	NO	0.345	A	0.014	NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M.	0.780	C	0.797	C	0.017	NO	0.796	C	0.016	NO
			P.M.	0.689	B	0.708	C	0.019	NO	0.708	C	0.019	NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M.	0.743	C	0.759	C	0.016	NO	0.758	C	0.015	NO
			P.M.	0.771	C	0.781	C	0.010	NO	0.781	C	0.010	NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M.	0.391	A	0.412	A	0.021	NO	0.412	A	0.021	NO
			P.M.	0.543	A	0.559	A	0.016	NO	0.559	A	0.016	NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M.	0.666	B	0.675	B	0.009	NO	0.675	B	0.009	NO
			P.M.	0.634	B	0.654	B	0.020	NO	0.654	B	0.020	NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M.	0.450	A	0.459	A	0.009	NO	0.459	A	0.009	NO
			P.M.	0.511	A	0.531	A	0.020	NO	0.531	A	0.020	NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M.	0.396	A	0.406	A	0.010	NO	0.405	A	0.009	NO
			P.M.	0.461	A	0.485	A	0.024	NO	0.485	A	0.024	NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M.	0.750	C	0.780	C	0.030	NO	0.640	B	-0.110	NO
			P.M.	0.767	C	0.828	D	0.061	**YES**	0.757	C	-0.010	NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M.	0.504	A	0.534	A	0.030	NO	0.510	A	0.006	NO
			P.M.	0.635	B	0.757	C	0.122	**YES**	0.666	B	0.031	**YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M.	0.455	A	0.579	A	0.124	NO	0.563	A	0.108	NO
			P.M.	0.706	C	0.893	D	0.187	**YES**	0.879	D	0.173	**YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M.	0.145	A	0.170	A	0.025	NO	0.169	A	0.024	NO
			P.M.	0.205	A	0.240	A	0.035	NO	0.239	A	0.034	NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M.	0.547	A	0.604	B	0.057	NO	0.602	B	0.055	NO
			P.M.	0.623	B	0.650	B	0.027	NO	0.649	B	0.026	NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M.	0.840	D	0.919	E	0.079	**YES**	0.916	E	0.076	**YES**
			P.M.	0.874	D	0.912	E	0.038	**YES**	0.911	E	0.037	**YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M.	0.668	B	0.701	C	0.033	NO	0.616	B	-0.052	NO
			P.M.	1.035	F	1.050	F	0.015	**YES**	0.962	E	-0.073	NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M.	0.733	C	0.749	C	0.016	NO	0.749	C	0.016	NO
			P.M.	0.763	C	0.782	C	0.019	NO	0.782	C	0.019	NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M.	0.769	C	0.784	C	0.015	NO	0.784	C	0.015	NO
			P.M.	0.862	D	0.879	D	0.017	NO	0.879	D	0.017	NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M.	0.769	C	0.787	C	0.018	NO	0.787	C	0.018	NO
			P.M.	0.979	E	0.991	E	0.012	NO	0.991	E	0.012	NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M.	0.792	C	0.807	D	0.015	NO	0.806	D	0.014	NO
			P.M.	1.099	F	1.115	F	0.016	NO	1.114	F	0.015	NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M.	0.455	A	0.520	A	0.065	NO	0.506	A	0.051	NO
			P.M.	0.515	A	0.596	A	0.081	NO	0.582	A	0.067	NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M.	0.384	A	0.406	A	0.022	NO	0.406	A	0.022	NO
			P.M.	0.374	A	0.423	A	0.049	NO	0.421	A	0.047	NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

n (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.439	A	0.457	A	0.018	NO	0.456	A	0.017	NO
		La Tijera Boulevard	P.M.	0.560	A	0.596	A	0.036	NO	0.595	A	0.035	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.547	A	0.575	A	0.028	NO	0.574	A	0.027	NO
		La Tijera Boulevard	P.M.	0.546	A	0.580	A	0.034	NO	0.579	A	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.539	A	0.564	A	0.025	NO	0.563	A	0.024	NO
		Centinela Avenue	P.M.	0.701	C	0.731	C	0.030	NO	0.730	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.647	B	0.653	B	0.006	NO	0.653	B	0.006	NO
		La Tijera Boulevard	P.M.	0.651	B	0.678	B	0.027	NO	0.677	B	0.026	NO
45.	LA	La Cienega Boulevard &	A.M.	0.943	E	0.947	E	0.004	NO	0.946	E	0.003	NO
		Centinela Avenue	P.M.	0.989	E	0.992	E	0.003	NO	0.992	E	0.003	NO
46.	LA	Airport Boulevard &	A.M.	0.578	A	0.640	B	0.062	NO	0.598	A	0.020	NO
		Manchester Avenue	P.M.	0.806	D	0.865	D	0.059	**YES**	0.799	C	-0.007	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.601	B	0.661	B	0.060	NO	0.635	B	0.034	NO
		Manchester Avenue	P.M.	0.685	B	0.726	C	0.041	**YES**	0.703	C	0.018	NO
48.	IW	La Cienega Boulevard &	A.M.	0.688	B	0.697	B	0.009	NO	0.687	B	-0.001	NO
		Florence Avenue	P.M.	0.977	E	0.988	E	0.011	**YES**	0.978	E	0.001	NO
49.	IW	La Cienega Boulevard &	A.M.	0.596	A	0.601	B	0.005	NO	0.583	A	-0.013	NO
		Manchester Avenue	P.M.	0.828	D	0.847	D	0.019	NO	0.829	D	0.001	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.624	B	0.648	B	0.024	NO	0.630	B	0.006	NO
		Manchester Avenue	P.M.	0.711	C	0.735	C	0.024	NO	0.713	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.471	A	0.498	A	0.027	NO	0.475	A	0.004	NO
		Manchester Avenue	P.M.	0.597	A	0.622	B	0.025	NO	0.600	A	0.003	NO
52.	IW	La Brea Avenue &	A.M.	0.659	B	0.665	B	0.006	NO	0.655	B	-0.004	NO
		Florence Avenue	P.M.	0.855	D	0.862	D	0.007	NO	0.852	D	-0.003	NO
53.	IW	La Brea Avenue &	A.M.	0.689	B	0.698	B	0.009	NO	0.687	B	-0.002	NO
		Manchester Avenue	P.M.	0.739	C	0.751	C	0.012	NO	0.741	C	0.002	NO
54.	LA	Sepulveda Eastway &	A.M.	0.231	A	0.284	A	0.053	NO	0.282	A	0.051	NO
		Westchester Parkway	P.M.	0.439	A	0.465	A	0.026	NO	0.465	A	0.026	NO
55.	LA	Jenny Avenue &	A.M.	0.084	A	0.119	A	0.035	NO	0.116	A	0.032	NO
		Westchester Parkway	P.M.	0.163	A	0.219	A	0.056	NO	0.217	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.283	A	0.346	A	0.063	NO	0.344	A	0.061	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.538	A	0.574	A	0.036	NO	0.573	A	0.035	NO
57.	LA	Aviation Boulevard &	A.M.	0.414	A	0.469	A	0.055	NO	0.457	A	0.043	NO
		Arbor Vitae Street	P.M.	0.560	A	0.621	B	0.061	NO	0.536	A	-0.024	NO
58.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.428	A	0.032	NO	0.427	A	0.031	NO
		Arbor Vitae Street	P.M.	0.545	A	0.586	A	0.041	NO	0.508	A	-0.037	NO
59.	IW	Inglewood Avenue &	A.M.	0.372	A	0.404	A	0.032	NO	0.402	A	0.030	NO
		Arbor Vitae Street	P.M.	0.676	B	0.707	C	0.031	NO	0.706	C	0.030	NO
60.	IW	La Brea Avenue &	A.M.	0.343	A	0.346	A	0.003	NO	0.346	A	0.003	NO
		Arbor Vitae Street	P.M.	0.671	B	0.691	B	0.020	NO	0.690	B	0.019	NO

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n (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.547	A	0.553	A	0.006	NO	0.552	A	0.005	NO
			P.M.	0.552	A	0.555	A	0.003	NO	0.555	A	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.767	C	0.781	C	0.014	NO	0.770	C	0.003	NO
			P.M.	0.917	E	0.924	E	0.007	NO	0.913	E	-0.004	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.535	A	0.543	A	0.008	NO	0.543	A	0.008	NO
			P.M.	0.685	B	0.691	B	0.006	NO	0.691	B	0.006	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.603	B	0.617	B	0.014	NO	0.616	B	0.013	NO
			P.M.	0.586	A	0.590	A	0.004	NO	0.590	A	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.508	A	0.515	A	0.007	NO	0.515	A	0.007	NO
			P.M.	0.761	C	0.775	C	0.014	NO	0.775	C	0.014	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.562	A	0.572	A	0.010	NO	0.572	A	0.010	NO
			P.M.	0.772	C	0.780	C	0.008	NO	0.780	C	0.008	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.429	A	0.436	A	0.007	NO	0.436	A	0.007	NO
			P.M.	0.719	C	0.725	C	0.006	NO	0.725	C	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.408	A	0.409	A	0.001	NO	0.409	A	0.001	NO
			P.M.	0.735	C	0.737	C	0.002	NO	0.737	C	0.002	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.632	B	0.642	B	0.010	NO	0.642	B	0.010	NO
			P.M.	1.166	F	1.179	F	0.013	NO	1.179	F	0.013	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.573	A	0.579	A	0.006	NO	0.579	A	0.006	NO
			P.M.	0.863	D	0.870	D	0.007	NO	0.870	D	0.007	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.595	A	0.598	A	0.003	NO	0.598	A	0.003	NO
			P.M.	0.973	E	0.980	E	0.007	NO	0.979	E	0.006	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.619	B	0.622	B	0.003	NO	0.622	B	0.003	NO
			P.M.	1.176	F	1.181	F	0.005	NO	1.181	F	0.005	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.677	B	0.705	C	0.028	NO	0.704	C	0.027	NO
			P.M.	0.712	C	0.723	C	0.011	NO	0.723	C	0.011	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.370	A	0.393	A	0.023	NO	0.391	A	0.021	NO
			P.M.	0.471	A	0.478	A	0.007	NO	0.478	A	0.007	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.299	A	0.299	A	0.000	NO	0.299	A	0.000	NO
			P.M.	0.421	A	0.421	A	0.000	NO	0.421	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.453	A	0.501	A	0.048	NO	0.499	A	0.046	NO
			P.M.	0.608	B	0.616	B	0.008	NO	0.616	B	0.008	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.624	B	0.627	B	0.003	NO	0.627	B	0.003	NO
			P.M.	0.639	B	0.647	B	0.008	NO	0.646	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.670	B	0.673	B	0.003	NO	0.673	B	0.003	NO
			P.M.	0.659	B	0.665	B	0.006	NO	0.665	B	0.006	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.614	B	0.617	B	0.003	NO	0.617	B	0.003	NO
			P.M.	0.772	C	0.780	C	0.008	NO	0.780	C	0.008	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.682	B	0.690	B	0.008	NO	0.690	B	0.008	NO
			P.M.	0.668	B	0.678	B	0.010	NO	0.678	B	0.010	NO

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n (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A	0.271 0.369	A A	0.000 0.000	NO NO	0.271 0.369	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B	0.402 0.692	A B	0.007 0.003	NO NO	0.401 0.692	A B	0.006 0.003	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.474 0.503	A A	0.004 0.009	NO NO	0.474 0.503	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.479 0.640	A B	0.002 0.007	NO NO	0.479 0.640	A B	0.002 0.007	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.348 0.464	A A	0.005 0.007	NO NO	0.348 0.464	A A	0.005 0.007	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.699 0.826	B D	0.004 0.016	NO NO	0.699 0.826	B D	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.504 0.735	A C	0.004 0.017	NO NO	0.504 0.734	A C	0.004 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.285 1.185	F F	0.007 0.007	NO NO	1.284 1.184	F F	0.006 0.006	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C	0.696 0.809	B D	0.009 0.015	NO NO	0.696 0.809	B D	0.009 0.015	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B	0.725 0.716	C C	0.015 0.027	NO NO	0.724 0.715	C C	0.014 0.026	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A	0.137 0.125	A A	0.012 0.018	NO NO	0.126 0.114	A A	0.001 0.007	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A	0.284 0.213	A A	0.007 0.052	NO NO	0.284 0.213	A A	0.007 0.052	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A	0.472 0.578	A A	0.124 0.138	NO NO	0.457 0.563	A A	0.109 0.123	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A	0.390 0.205	A A	0.195 0.097	NO NO	0.378 0.199	A A	0.183 0.091	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A	0.266 0.240	A A	0.174 0.169	NO NO	0.257 0.234	A A	0.165 0.163	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A	0.493 0.416	A A	0.046 0.036	NO NO	0.481 0.404	A A	0.034 0.024	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A	0.249 0.207	A A	0.134 0.137	NO NO	0.245 0.202	A A	0.130 0.132	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A	0.245 0.483	A A	0.100 0.147	NO NO	0.242 0.478	A A	0.097 0.142	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A	0.169 0.257	A A	0.080 0.101	NO NO	0.166 0.254	A A	0.077 0.098	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A	0.176 0.362	A A	0.007 0.011	NO NO	0.176 0.360	A A	0.007 0.009	NO NO

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n (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.643	B	0.648	B	0.005	NO	0.638	B	-0.005	NO
		Imperial Highway	P.M.	0.605	B	0.621	B	0.016	NO	0.611	B	0.006	NO
102.	ES	Aviation Boulevard &	A.M.	0.959	E	0.962	E	0.003	NO	0.962	E	0.003	NO
		El Segundo Boulevard	P.M.	0.880	D	0.884	D	0.004	NO	0.884	D	0.004	NO
103.	LA	Lincoln Boulevard &	A.M.	0.875	D	0.878	D	0.003	NO	0.867	D	-0.008	NO
		Rose Avenue	P.M.	0.812	D	0.816	D	0.004	NO	0.805	D	-0.007	NO
104.	LA	Culver Boulevard &	A.M.	0.739	C	0.739	C	0.000	NO	0.739	C	0.000	NO
		SR-90 WB Ramps	P.M.	0.793	C	0.795	C	0.002	NO	0.795	C	0.002	NO
105.	LA	Culver Boulevard &	A.M.	0.407	A	0.412	A	0.005	NO	0.412	A	0.005	NO
		SR-90 EB Ramps	P.M.	0.459	A	0.462	A	0.003	NO	0.462	A	0.003	NO
106.	LA	I-405 SB Ramps &	A.M.	0.347	A	0.380	A	0.033	NO	0.379	A	0.032	NO
		Howard Hughes Parkway	P.M.	0.198	A	0.209	A	0.011	NO	0.209	A	0.011	NO
107.	LA	Center Drive &	A.M.	0.167	A	0.173	A	0.006	NO	0.173	A	0.006	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.207	A	0.235	A	0.028	NO	0.234	A	0.027	NO
108.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.396	A	0.000	NO	0.396	A	0.000	NO
		Imperial Highway	P.M.	0.546	A	0.555	A	0.009	NO	0.555	A	0.009	NO

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n (continued)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	1	1
Afternoon Peak Hour	11	3
Total Intersections Impacted	**11**	**3**

TABLE 20
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.847 0.977	D E
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.774 0.987	C E
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.572 0.650	A B
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.721 0.859	C D
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.499 0.793	A C
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.688 0.833	B D
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.566 0.799	A C
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.674 0.729	B C
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.503 0.451	A A
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.482 0.587	A A
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.642 0.667	B B
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.606 0.723	B C
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.379 0.425	A A
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.744 0.707	C C
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.619 0.791	B C
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.467 0.435	A A
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.255 0.268	A A
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.416 0.410	A A
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.591 0.480	A A
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.744 0.598	C A

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TABLE 20 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.551 0.375	A A
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.842 0.732	D C
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.826 0.826	D D
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.432 0.600	A A
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.687 0.680	B B
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.491 0.548	A A
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.441 0.514	A A
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.658 0.803	B D
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.559 0.705	A C
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.649 1.025	B F
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.181 0.267	A A
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.605 0.665	B B
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.923 0.919	E E
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.675 1.043	B F
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.801 0.824	D D
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.806 0.925	D E
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.810 1.021	D F
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.835 1.168	D F
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.565 0.621	A B
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.507 0.491	A A

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TABLE 20 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.495 0.640	A B
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.647 0.631	B B
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M. P.M.	0.637 0.789	B C
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.668 0.765	B C
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.003 1.072	F F
46.	LA	Airport Boulevard & Manchester Avenue	A.M. P.M.	0.666 0.906	B E
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M. P.M.	0.711 0.854	C D
48.	IW	La Cienega Boulevard & Florence Avenue	A.M. P.M.	0.828 1.125	D F
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M. P.M.	0.684 0.913	B E
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M. P.M.	0.683 0.777	B C
51.	IW	Inglewood Avenue & Manchester Avenue	A.M. P.M.	0.551 0.682	A B
52.	IW	La Brea Avenue & Florence Avenue	A.M. P.M.	0.738 0.994	C E
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.791 0.873	C D
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M. P.M.	0.355 0.571	A A
55.	LA	Jenny Avenue & Westchester Parkway	A.M. P.M.	0.169 0.366	A A
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.451 0.639	A B
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.570 0.644	A B
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M. P.M.	0.536 0.622	A B
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M. P.M.	0.457 0.784	A C
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M. P.M.	0.373 0.746	A C

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TABLE 20 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.730 0.770	C C
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.942 1.062	E F
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.672 0.778	B C
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.690 0.635	B B
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.623 0.849	B D
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.679 0.941	B E
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.472 0.810	A D
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.797	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.739 1.252	C F
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.660 0.961	B E
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.665 1.049	B F
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.679 1.238	B F
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.745 0.797	C C
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.457 0.499	A A
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.389 0.490	A A
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.642 0.704	B C
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.682 0.714	B C
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.695 0.678	B B
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.651 0.808	B D
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.722 0.720	C C

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TABLE 20 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.308 0.431	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.472 0.749	A C
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.531 0.562	A A
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.530 0.705	A C
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.407 0.516	A A
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.775 0.946	C E
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.535 0.787	A C
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.326 1.246	F F
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.975 0.779	E C
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.753 0.812	C D
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.155 0.142	A A
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.318 0.237	A A
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.499 0.614	A B
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.401 0.211	A A
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.275 0.247	A A
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.533 0.450	A A
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.264 0.216	A A
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.265 0.512	A A
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.183 0.276	A A
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.202 0.403	A A

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TABLE 20 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	V/C	LOS
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.710 0.678	C B
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	1.044 0.959	F E
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.961 0.891	E D
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.819 0.879	D D
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.460 0.515	A A
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.421 0.237	A A
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.198 0.264	A A
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.444 0.615	A B

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TABLE 20 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY

Level of Service	Number of Intersections	
	Morning Peak Hour	Afternoon Peak Hour
A	51	33
B	27	16
C	14	24
D	9	13
E	4	11
F	3	11
Total	**108**	**108**

TABLE 21
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.859 0.987	D E	0.007 0.012	NO **YES**	0.847 0.977	D E	-0.005 0.002	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.774 0.990	C E	0.784 0.997	C E	0.010 0.007	NO NO	0.774 0.987	C E	0.000 -0.003	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.573 0.644	A B	0.583 0.660	A B	0.010 0.016	NO NO	0.572 0.650	A B	-0.001 0.006	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.731 0.870	C D	0.005 0.017	NO NO	0.721 0.859	C D	-0.005 0.006	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.492 0.789	A C	0.509 0.803	A D	0.017 0.014	NO NO	0.499 0.793	A C	0.007 0.004	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.688 0.820	B D	0.699 0.843	B D	0.011 0.023	NO **YES**	0.688 0.833	B D	0.000 0.013	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.552 0.786	A C	0.576 0.809	A D	0.024 0.023	NO **YES**	0.566 0.799	A C	0.014 0.013	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.634 0.667	B B	0.687 0.741	B C	0.053 0.074	NO **YES**	0.674 0.729	B C	0.040 0.062	NO **YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.459 0.417	A A	0.515 0.463	A A	0.056 0.046	NO NO	0.503 0.451	A A	0.044 0.034	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.475 0.561	A A	0.493 0.598	A A	0.018 0.037	NO NO	0.482 0.587	A A	0.007 0.026	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.564 0.601	A B	0.656 0.680	B B	0.092 0.079	NO NO	0.642 0.667	B B	0.078 0.066	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.692	B B	0.725 0.812	C D	0.110 0.120	**YES** **YES**	0.606 0.723	B C	-0.009 0.031	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A	0.389 0.437	A A	0.017 0.058	NO NO	0.379 0.425	A A	0.007 0.046	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.731 0.695	C B	0.744 0.707	C C	0.013 0.012	NO NO	0.744 0.707	C C	0.013 0.012	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.591 0.777	A C	0.620 0.791	B C	0.029 0.014	NO NO	0.619 0.791	B C	0.028 0.014	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.411	A A	0.467 0.437	A A	0.006 0.026	NO NO	0.467 0.435	A A	0.006 0.024	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A	0.256 0.270	A A	0.033 0.054	NO NO	0.255 0.268	A A	0.032 0.052	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.412 0.392	A A	0.416 0.411	A A	0.004 0.019	NO NO	0.416 0.410	A A	0.004 0.018	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.547 0.459	A A	0.592 0.480	A A	0.045 0.021	NO NO	0.591 0.480	A A	0.044 0.021	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.720 0.571	C A	0.745 0.600	C A	0.025 0.029	NO NO	0.744 0.598	C A	0.024 0.027	NO NO

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TABLE 21 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.533 0.361	A A	0.552 0.375	A A	0.019 0.014	NO NO	0.551 0.375	A A	0.018 0.014	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.713	D C	0.843 0.732	D C	0.017 0.019	NO NO	0.842 0.732	D C	0.016 0.019	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.811 0.815	D D	0.827 0.826	D D	0.016 0.011	NO NO	0.826 0.826	D D	0.015 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.412 0.576	A A	0.433 0.600	A A	0.021 0.024	NO NO	0.432 0.600	A A	0.020 0.024	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.661	B B	0.687 0.681	B B	0.009 0.020	NO NO	0.687 0.680	B B	0.009 0.019	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.481 0.528	A A	0.491 0.548	A A	0.010 0.020	NO NO	0.491 0.548	A A	0.010 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.431 0.491	A A	0.441 0.514	A A	0.010 0.023	NO NO	0.441 0.514	A A	0.010 0.023	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.798 0.896	C D	0.030 0.062	NO **YES**	0.658 0.803	B D	-0.110 -0.031	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.522 0.673	A B	0.573 0.800	A C	0.051 0.127	NO **YES**	0.559 0.705	A C	0.037 0.032	NO **YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.506 0.851	A D	0.665 1.038	B F	0.159 0.187	NO **YES**	0.649 1.025	B F	0.143 0.174	NO **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.183 0.267	A A	0.026 0.034	NO NO	0.181 0.267	A A	0.024 0.034	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.550 0.638	A B	0.607 0.665	B B	0.057 0.027	NO NO	0.605 0.665	B B	0.055 0.027	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.849 0.881	D D	0.927 0.919	E E	0.078 0.038	**YES** **YES**	0.923 0.919	E E	0.074 0.038	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.773 1.156	C F	0.812 1.171	D F	0.039 0.015	**YES** **YES**	0.675 1.043	B F	-0.098 -0.113	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.785 0.805	C D	0.801 0.824	D D	0.016 0.019	NO NO	0.801 0.824	D D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.790 0.908	C E	0.806 0.925	D E	0.016 0.017	NO NO	0.806 0.925	D E	0.016 0.017	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.811 1.021	D F	0.019 0.012	NO NO	0.810 1.021	D F	0.018 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.835 1.169	D F	0.016 0.015	NO NO	0.835 1.168	D F	0.016 0.014	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.515 0.553	A A	0.579 0.635	A B	0.064 0.082	NO NO	0.565 0.621	A B	0.050 0.068	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.436 0.444	A A	0.509 0.493	A A	0.073 0.049	NO NO	0.507 0.491	A A	0.071 0.047	NO NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE 21 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.478	A	0.496	A	0.018	NO	0.495	A	0.017	NO
		La Tijera Boulevard	P.M.	0.605	B	0.642	B	0.037	NO	0.640	B	0.035	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.620	B	0.648	B	0.028	NO	0.647	B	0.027	NO
		La Tijera Boulevard	P.M.	0.598	A	0.631	B	0.033	NO	0.631	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.613	B	0.637	B	0.024	NO	0.637	B	0.024	NO
		Centinela Avenue	P.M.	0.760	C	0.789	C	0.029	NO	0.789	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.662	B	0.668	B	0.006	NO	0.668	B	0.006	NO
		La Tijera Boulevard	P.M.	0.765	C	0.765	C	0.000	NO	0.765	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	1.000	E	1.003	F	0.003	NO	1.003	F	0.003	NO
		Centinela Avenue	P.M.	1.068	F	1.072	F	0.004	NO	1.072	F	0.004	NO
46.	LA	Airport Boulevard &	A.M.	0.653	B	0.715	C	0.062	**YES**	0.666	B	0.013	NO
		Manchester Avenue	P.M.	0.917	E	0.976	E	0.059	**YES**	0.906	E	-0.011	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.684	B	0.736	C	0.052	**YES**	0.711	C	0.027	NO
		Manchester Avenue	P.M.	0.836	D	0.877	D	0.041	**YES**	0.854	D	0.018	NO
48.	IW	La Cienega Boulevard &	A.M.	0.828	D	0.839	D	0.011	NO	0.828	D	0.000	NO
		Florence Avenue	P.M.	1.125	F	1.136	F	0.011	**YES**	1.125	F	0.000	NO
49.	IW	La Cienega Boulevard &	A.M.	0.697	B	0.702	C	0.005	NO	0.684	B	-0.013	NO
		Manchester Avenue	P.M.	0.911	E	0.932	E	0.021	**YES**	0.913	E	0.002	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.677	B	0.701	C	0.024	NO	0.683	B	0.006	NO
		Manchester Avenue	P.M.	0.775	C	0.799	C	0.024	NO	0.777	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.546	A	0.573	A	0.027	NO	0.551	A	0.005	NO
		Manchester Avenue	P.M.	0.679	B	0.704	C	0.025	NO	0.682	B	0.003	NO
52.	IW	La Brea Avenue &	A.M.	0.741	C	0.748	C	0.007	NO	0.738	C	-0.003	NO
		Florence Avenue	P.M.	0.998	E	1.004	F	0.006	NO	0.994	E	-0.004	NO
53.	IW	La Brea Avenue &	A.M.	0.793	C	0.801	D	0.008	NO	0.791	C	-0.002	NO
		Manchester Avenue	P.M.	0.870	D	0.883	D	0.013	NO	0.873	D	0.003	NO
54.	LA	Sepulveda Eastway &	A.M.	0.305	A	0.357	A	0.052	NO	0.355	A	0.050	NO
		Westchester Parkway	P.M.	0.546	A	0.571	A	0.025	NO	0.571	A	0.025	NO
55.	LA	Jenny Avenue &	A.M.	0.121	A	0.171	A	0.050	NO	0.169	A	0.048	NO
		Westchester Parkway	P.M.	0.311	A	0.367	A	0.056	NO	0.366	A	0.055	NO
56.	LA	Airport Boulevard &	A.M.	0.391	A	0.454	A	0.063	NO	0.451	A	0.060	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.597	A	0.640	B	0.043	NO	0.639	B	0.042	NO
57.	LA	Aviation Boulevard &	A.M.	0.527	A	0.583	A	0.056	NO	0.570	A	0.043	NO
		Arbor Vitae Street	P.M.	0.669	B	0.731	C	0.062	**YES**	0.644	B	-0.025	NO
58.	LA	La Cienega Boulevard &	A.M.	0.505	A	0.537	A	0.032	NO	0.536	A	0.031	NO
		Arbor Vitae Street	P.M.	0.687	B	0.729	C	0.042	**YES**	0.622	B	-0.065	NO
59.	IW	Inglewood Avenue &	A.M.	0.426	A	0.458	A	0.032	NO	0.457	A	0.031	NO
		Arbor Vitae Street	P.M.	0.754	C	0.786	C	0.032	NO	0.784	C	0.030	NO
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.375	A	0.011	NO	0.373	A	0.009	NO
		Arbor Vitae Street	P.M.	0.727	C	0.747	C	0.020	NO	0.746	C	0.019	NO

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TABLE 21 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.723	C	0.730	C	0.007	NO	0.730	C	0.007	NO
			P.M.	0.767	C	0.770	C	0.003	NO	0.770	C	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.939	E	0.953	E	0.014	**YES**	0.942	E	0.003	NO
			P.M.	1.065	F	1.073	F	0.008	NO	1.062	F	-0.003	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.664	B	0.672	B	0.008	NO	0.672	B	0.008	NO
			P.M.	0.772	C	0.778	C	0.006	NO	0.778	C	0.006	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.677	B	0.691	B	0.014	NO	0.690	B	0.013	NO
			P.M.	0.631	B	0.635	B	0.004	NO	0.635	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.617	B	0.623	B	0.006	NO	0.623	B	0.006	NO
			P.M.	0.834	D	0.849	D	0.015	NO	0.849	D	0.015	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.670	B	0.679	B	0.009	NO	0.679	B	0.009	NO
			P.M.	0.934	E	0.943	E	0.009	NO	0.941	E	0.007	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.467	A	0.472	A	0.005	NO	0.472	A	0.005	NO
			P.M.	0.804	D	0.810	D	0.006	NO	0.810	D	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.480	A	0.480	A	0.000	NO	0.480	A	0.000	NO
			P.M.	0.794	C	0.797	C	0.003	NO	0.797	C	0.003	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.729	C	0.739	C	0.010	NO	0.739	C	0.010	NO
			P.M.	1.240	F	1.252	F	0.012	NO	1.252	F	0.012	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.653	B	0.660	B	0.007	NO	0.660	B	0.007	NO
			P.M.	0.954	E	0.962	E	0.008	NO	0.961	E	0.007	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.662	B	0.665	B	0.003	NO	0.665	B	0.003	NO
			P.M.	1.043	F	1.050	F	0.007	NO	1.049	F	0.006	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.677	B	0.679	B	0.002	NO	0.679	B	0.002	NO
			P.M.	1.233	F	1.238	F	0.005	NO	1.238	F	0.005	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.719	C	0.747	C	0.028	NO	0.745	C	0.026	NO
			P.M.	0.787	C	0.797	C	0.010	NO	0.797	C	0.010	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.431	A	0.459	A	0.028	NO	0.457	A	0.026	NO
			P.M.	0.494	A	0.499	A	0.005	NO	0.499	A	0.005	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.352	A	0.391	A	0.039	NO	0.389	A	0.037	NO
			P.M.	0.490	A	0.490	A	0.000	NO	0.490	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.596	A	0.643	B	0.047	NO	0.642	B	0.046	NO
			P.M.	0.697	B	0.704	C	0.007	NO	0.704	C	0.007	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.678	B	0.682	B	0.004	NO	0.682	B	0.004	NO
			P.M.	0.707	C	0.714	C	0.007	NO	0.714	C	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.692	B	0.695	B	0.003	NO	0.695	B	0.003	NO
			P.M.	0.669	B	0.679	B	0.010	NO	0.678	B	0.009	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.648	B	0.651	B	0.003	NO	0.651	B	0.003	NO
			P.M.	0.798	C	0.808	D	0.010	NO	0.808	D	0.010	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.714	C	0.722	C	0.008	NO	0.722	C	0.008	NO
			P.M.	0.707	C	0.720	C	0.013	NO	0.720	C	0.013	NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 21 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A	0.308 0.431	A A	0.001 0.000	NO NO	0.308 0.431	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C	0.473 0.749	A C	0.007 0.003	NO NO	0.472 0.749	A C	0.006 0.003	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A	0.531 0.562	A A	0.004 0.009	NO NO	0.531 0.562	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B	0.530 0.706	A C	0.005 0.009	NO NO	0.530 0.705	A C	0.005 0.008	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A	0.407 0.516	A A	0.005 0.006	NO NO	0.407 0.516	A A	0.005 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E	0.775 0.947	C E	0.004 0.016	NO NO	0.775 0.946	C E	0.004 0.015	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C	0.536 0.788	A C	0.004 0.017	NO NO	0.535 0.787	A C	0.003 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.327 1.247	F F	0.007 0.008	NO NO	1.326 1.246	F F	0.006 0.007	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C	0.976 0.779	E C	0.010 0.009	**YES** NO	0.975 0.779	E C	0.009 0.009	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C	0.753 0.813	C D	0.014 0.015	NO NO	0.753 0.812	C D	0.014 0.014	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.159 0.145	A A	0.013 0.017	NO NO	0.155 0.142	A A	0.009 0.014	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.318 0.237	A A	0.006 0.050	NO NO	0.318 0.237	A A	0.006 0.050	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.515 0.629	A B	0.124 0.138	NO NO	0.499 0.614	A B	0.108 0.123	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.413 0.217	A A	0.190 0.090	NO NO	0.401 0.211	A A	0.178 0.084	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.284 0.254	A A	0.182 0.176	NO NO	0.275 0.247	A A	0.173 0.169	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.545 0.462	A A	0.046 0.037	NO NO	0.533 0.450	A A	0.034 0.025	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.269 0.221	A A	0.135 0.145	NO NO	0.264 0.216	A A	0.130 0.140	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.269 0.517	A A	0.100 0.140	NO NO	0.265 0.512	A A	0.096 0.135	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.186 0.279	A A	0.089 0.098	NO NO	0.183 0.276	A A	0.086 0.095	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.202 0.405	A A	0.007 0.011	NO NO	0.202 0.403	A A	0.007 0.009	NO NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 21 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.713 0.672	C B	0.720 0.689	C B	0.007 0.017	NO NO	0.710 0.678	C B	-0.003 0.006	NO NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	1.041 0.954	F E	1.044 0.959	F E	0.003 0.005	NO NO	1.044 0.959	F E	0.003 0.005	NO NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.969 0.898	E D	0.971 0.902	E E	0.002 0.004	NO NO	0.961 0.891	E D	-0.008 -0.007	NO NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.819 0.878	D D	0.819 0.879	D D	0.000 0.001	NO NO	0.819 0.879	D D	0.000 0.001	NO NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.456 0.512	A A	0.460 0.515	A A	0.004 0.003	NO NO	0.460 0.515	A A	0.004 0.003	NO NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.388 0.226	A A	0.423 0.237	A A	0.035 0.011	NO NO	0.421 0.237	A A	0.033 0.011	NO NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.192 0.237	A A	0.198 0.264	A A	0.006 0.027	NO NO	0.198 0.264	A A	0.006 0.027	NO NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.444 0.606	A B	0.444 0.616	A B	0.000 0.010	NO NO	0.444 0.615	A B	0.000 0.009	NO NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE 21 (continued)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	7	1
Afternoon Peak Hour	16	4
Total Intersections Impacted	**18**	**4**

Chapter 9

Congestion Management Program Analysis

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project, in accordance with the Transportation Impact Analysis (TIA) procedures outlined for the CMP. This Chapter summarizes the results of the analysis for the scenarios presented in Chapters 2 through 6.

TRAFFIC IMPACT ANALYSIS GUIDELINES

The CMP requires that impact analyses be performed on three types of facilities:

- Arterial Intersections
- Mainline Freeway Segments
- The Public Transit System

The CMP identifies specific arterial and freeway mainline locations for analysis.

Arterial Monitoring Intersection TIA Guidelines

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP analysis may use the CMA methodology or the ICU methodology as used in the preceding chapters to determine the intersection V/C ratio and LOS. A significant impact requiring mitigation occurs if Project traffic causes an incremental increase in the intersection V/C ratio of 0.020 or greater to a facility projected to operate at LOS F (V/C > 1.00) after the addition of project traffic.

Mainline Freeway Monitoring Location TIA Guidelines

The CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hour. The CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. Similar to arterial monitoring intersections, a significant impact requiring mitigation occurs if project traffic causes an incremental increase of the D/C ratio of 0.020 or greater to a facility projected to operate at LOS F (D/C > 1.00) after the addition of project traffic.

Transit Impact Review Guidelines

The CMP requires that a transit system analysis be performed to determine whether a project adds demand exceeding capacity to the transit system.

ARTERIAL MONITORING STATION ANALYSIS

The CMP identifies 10 arterial monitoring intersections which are also study intersections, shown in Figure 18, and seven additional arterial monitoring intersections within approximately one mile of the Study Area.

Figure 7 shows total Project peak hour traffic during each peak hour at the analyzed locations. Additionally, Project peak hour traffic for the study intersections outside the Study Area was estimated based on the number of trips entering and leaving the Study Area in the direction of the outlying CMP arterial monitoring intersection. It was assumed that half the trips leaving the Study Area would reach the next monitoring station while the rest would dissipate into the interceding urban areas.[6] The Project peak hour traffic volumes expected at each arterial monitoring intersection are as follows:

6 At the monitoring station at La Cienega Boulevard & Jefferson Boulevard, where there are few opportunities for traffic to dissipate, it was assumed that 75% of trips leaving the Study Area would arrive at that location.

No.	Intersection	Peak Hour Trips		Requires CMP Analysis?
		A.M.	P.M.	
1.	Lincoln Boulevard & Venice Boulevard	44	55	**Yes**
4.	Lincoln Boulevard & SR-90 Ramps	81	103	**Yes**
12.	Lincoln Boulevard & Manchester Avenue	596	726	**Yes**
28.	Sepulveda Boulevard & Manchester Avenue	279	346	**Yes**
31.	Sepulveda Boulevard & Lincoln Boulevard	502	637	**Yes**
37.	Sepulveda Boulevard & El Segundo Boulevard	113	143	**Yes**
38.	Sepulveda Boulevard & Rosecrans Avenue	101	126	**Yes**
45.	La Cienega & Centinela Avenue	42	78	**Yes**
53.	La Brea Avenue & Manchester Avenue	47	60	**Yes**
88.	La Cienega Boulevard & Stocker Street	69	86	**Yes**
--	Lincoln Boulevard & Pico Boulevard	31	39	No
--	Venice Boulevard & Centinela Avenue	9	10	No
--	La Cienega Boulevard & Jefferson Boulevard	43	37	No
--	La Cienega Boulevard & Venice Boulevard	26	24	No
--	Overland Avenue & Venice Boulevard	5	5	No
--	Crenshaw Boulevard & Manchester Avenue	24	30	No
--	PCH & Artesia Boulevard/Gould Street	31	47	No

All 10 monitoring locations which are study intersections are expected to have more than 50 trips added by Project traffic during either peak hour. The CMP monitoring stations outside the study area are not expected to have more than 50 trips. The results of the CMP analysis for the 10 intersections, based on the traffic analysis of the preceding chapters, are summarized below.

Impact Analysis – Existing with Project Conditions (Year 2012)

The CMP analysis relies on the traffic volumes and intersection LOS analysis produced for the Existing with Project (year 2012) traffic analysis in Chapter 5. According to CMP criteria, a CMP arterial monitoring intersection must operate at LOS F before a significant impact can be measured. As shown in Table 22, the following CMP monitoring locations are projected to operate at LOS F during one or both peak hours under the Existing with Project conditions:

38. Sepulveda Boulevard & Rosecrans Avenue (afternoon peak hour)
88. La Cienega Boulevard & Stocker Street (morning and afternoon peak hours)

While the preceding intersections operate at LOS F during one or both peak hours under the Existing with Project conditions, the addition of Project traffic does not increase the intersection V/C by 0.020 at any of these locations during either peak hour. Therefore, no significant traffic impacts would occur under Existing with Project conditions when measured against Existing conditions and no mitigation is required.

Impact Analysis – Future with Project Conditions (Year 2022)

The CMP analysis relies on the traffic volumes and intersection LOS analysis produced for the Future with Project (year 2022) traffic analysis in Chapter 6. According to CMP criteria, a CMP arterial monitoring intersection must operate at LOS F before a significant impact can be measured. As shown in Table 23, the following CMP monitoring locations are projected to operate at LOS F during one or both peak hours under the Future with Project conditions:

37. Sepulveda Boulevard & El Segundo Boulevard (afternoon peak hour)
38. Sepulveda Boulevard & Rosecrans Avenue (afternoon peak hour)
45. La Cienega Boulevard & Centinela Boulevard (morning and afternoon peak hours)
88. La Cienega Boulevard & Stocker Street (morning and afternoon peak hours)

While the preceding intersections operate at LOS F during one or both peak hours under the Future with Project conditions, the addition of Project traffic does not increase the intersection V/C by 0.020 at any of these locations during either peak hour. Therefore, no significant traffic impacts would occur under Future with Project conditions when measured against Future without Project conditions and no mitigation is required.

The Project is not projected to cause any significant impacts when added to Existing (year 2012) and Future without Project (year 2022) traffic volumes at the CMP monitoring locations under CMP criteria. Additionally, as the mitigation program described in Chapter 8 would decrease the number of trips at each study intersection relative to the Project scenario without

mitigation, there would also be no significant impacts at CMP arterial monitoring locations after mitigation.

FREEWAY SEGMENT ANALYSIS

The CMP identifies two mainline freeway monitoring locations within the Study Area shown in Figure 18 and three additional mainline freeway monitoring locations within approximately two miles of the Study Area.

Based on the Project peak hour traffic volumes shown in Figure 7, the number of Project-related peak hour trips added to the freeways within the Study Area can be estimated. Project peak hour traffic for the freeway monitoring locations outside the Study Area was estimated based on the number of trips entering and leaving the Study Area in the direction of the outlying CMP freeway monitoring locations. The Project peak hour traffic volumes expected at each mainline freeway monitoring location are as follows:

Mainline Freeway Monitoring Location	Peak Hour Trips		Requires CMP Analysis?
	A.M.	P.M.	
I-405 North of La Tijera Avenue			
Northbound	8	33	No
Southbound	30	14	No
I-405 North of Venice Boulevard			
Northbound	43	184	**Yes**
Southbound	147	70	No
I-405 North of Inglewood Avenue			
Northbound	103	49	No
Southbound	28	116	No
I-105 East of Sepulveda Boulevard			
Eastbound	47	199	**Yes**
Westbound	176	84	**Yes**
I-105 East of Crenshaw Boulevard			
Eastbound	30	127	No
Westbound	113	54	No

As shown above, the Project is expected to add 150 trips to one freeway monitoring location (I-405 East of Sepulveda Boulevard) during both peak hours and one freeway monitoring location (I-405 North of Venice Boulevard) during the afternoon peak hour. CMP analysis for those locations is provided below based on year 2012 data from Caltrans' Performance Measurement System (PeMS). Additional freeway operation analyses (freeway mainline and ramp intersections) were conducted for long range planning and informational purposes using Caltrans' guidelines and are provided in Appendix E. As detailed in Appendix E, the Project would not result in a significant impact to any freeway segment under any peak hour or analysis condition.

I-405 connects with I-10 north of Venice Boulevard. Additionally, there are six arterial interchanges in the northbound direction before the next CMP freeway monitoring location at Mulholland Drive. The diffusion of the Project trips onto I-10 and at the six arterial interchanges will decrease the number of Project trips traveling along I-405 to less than 150 trips. Therefore, CMP freeway monitoring locations north of I-10 were not analyzed.

Impact Analysis – Existing with Project Conditions (Year 2012)

The CMP analysis relies on the traffic volumes produced for the Existing with Project (year 2012) traffic analysis in Chapter 5. According to CMP criteria, a CMP freeway monitoring location must operate at LOS F before a significant impact can be measured. As shown in Table 24, neither of the two freeway segments with 150 or more peak hour trips added would operate at LOS F during either the morning or afternoon peak hours. Therefore, no further analysis is required and no significant traffic impacts would occur under Existing with Project conditions when measured against Existing conditions.

Impact Analysis – Future with Project Conditions (Year 2022)

The CMP analysis relies on the traffic volumes produced for the Future with Project (year 2022) traffic analysis in Chapter 6. According to CMP criteria, a CMP freeway monitoring location

must operate at LOS F before a significant impact can be measured. As shown in Table 25, neither of the two freeway segments with 150 or more peak hour trips added would operate at LOS F during either the morning or afternoon peak hours. Therefore, no further analysis is required and no significant traffic impacts would occur under Future with Project conditions when measured against Future without Project conditions.

REGIONAL TRANSIT SYSTEM IMPACT ANALYSIS

This section provides a description of the transit analysis performed in accordance with the CMP TIA guidelines. The CMP transit analysis requirements include the following components:

- Evidence that affected transit operators received the NOP
- Existing transit service in the study area
- Project trip generation estimates
- Project transit trip estimates
- Project components to encourage transit use
- Analysis and mitigation

Existing Transit Service

Various transit providers including Metro, LADOT Commuter Express, Santa Monica Big Blue Bus, Culver City Bus, Torrance Transit, and Beach Cities Transit provide service in the vicinity of the Project Site. Metro provides five bus lines in the form of local, express, shuttle, and rapid bus service in the Study Area. Culver City Bus provides two local and rapid bus lines in the area. Santa Monica Big Blue Bus provides two local and rapid bus lines in the area. LADOT Commuter Express provides one express bus lines in the area. Torrance Transit and Beach Cities Transit each provide one local bus line in the area. Table 7 summarizes the transit lines within a short walking distance of the Project Site.

Project Trip Generation Estimates

As noted in Table 11, the Project is expected to generate a total of 23,635 daily automobile trips on a typical weekday (including approximately 2,009 morning peak hour trips and 2,543 afternoon peak hour trips) and a total of 783 daily transit trips on a typical weekday (including approximately 95 morning peak hour trips and 86 afternoon peak hour trips) before considering TDM trip reduction.

Project Transit Trip Estimates

The transit trip estimates listed above were based on LADOT standard transit credits. The CMP calls for a different procedure. Based on the guidelines outlined in Section B.8.4 of the CMP, transit trips expected to result from the Project are estimated based on the number of vehicle trips. This methodology assumes an average vehicular occupancy (AVO) factor of 1.40 in order to estimate the number of person trips to and from the Project. The percentage of person trips using transit is then estimated based on the proximity of the site to CMP transit centers or transit corridors.

Much of the Project Site is within ¼ mile of a CMP transit corridor. Therefore, based on the CMP guidelines, the percentage of person trips using transit is 7.50%. As shown in Table 26, assuming an AVO of 1.40 and 7.50% of person trips using transit, the Project is expected to generate approximately 2,482 daily transit trips, including 211 morning peak hour trips and 267 afternoon peak hour trips.

Regional Transit System Impacts

Based on the anticipated number of transit trips generated by the Project, an analysis of the potential Project impact on the transit system was conducted. There are a total of 12 bus lines and one rail line operating in the vicinity of the Project Site. Based on the average load factors in the morning and afternoon peak hours in the Project Site vicinity (developed from existing ridership data for the various transit lines serving the Project Site periphery), shown in Table 7, it

was determined that there is residual capacity on the existing transit system on all major transit lines serving the Project Site.

Load factors were calculated based on the average hourly load on each transit route and the average hourly capacity on that route (calculated from average headways) as described in Chapter 2. Assuming that the maximum load on the transit lines increases at 1% per year (a total of 10% through the year 2022, which is slightly higher than the level of vehicular traffic growth projected between years 2012 and 2022), the residual capacity on the transit system in 2022 without the Project is expected to be 2,107 in the morning peak hour and 2,175 in the afternoon peak hour. Therefore, the anticipated transit demand from the Project on a systemwide basis would be more than satisfied by the capacity surplus and the Project is not expected to significantly impact the regional transit system. Tables 27 and 28 summarize the assumptions, calculations, and results from the analysis. As shown in Table 28, even after completion of the proposed Project, the transit system is expected to have residual capacity of approximately 1,896 person-trips during the morning peak hour and 1,908 person-trips during the afternoon peak hour. This is a conservative estimate, as it does not include the capacity of proposed future transit service such as the Metro Crenshaw/LAX Transit Corridor.

LEGEND

- Project Site
- Analyzed Intersection
- # CMP Arterial Monitoring Intersection
- X CMP Freeway Monitoring Location

N
Not to Scale

CMP MONITORING LOCATIONS WITHIN STUDY AREA

FIGURE 18

TABLE 22
EXISTING WITH PROJECT CONDITIONS MEASURED AGAINST EXISTING CONDITIONS (YEAR 2012)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Project		Δ V/C	Impact
				V/C	LOS	V/C	LOS		
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.827 0.912	D E	0.007 0.006	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.704 0.827	C D	0.004 0.017	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.625	A B	0.652 0.736	B C	0.052 0.111	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.780 0.828	C D	0.030 0.061	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.622 0.782	B C	0.672 0.878	B D	0.050 0.096	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.787 0.991	C E	0.018 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.807 1.115	D F	0.015 0.016	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E	0.947 0.992	E E	0.004 0.003	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C	0.698 0.751	B C	0.009 0.012	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.285 1.185	F F	0.007 0.007	NO NO

Notes:

LA = Los Angeles; ES = El Segundo; IW = Inglewood; LAC = Los Angeles County

Existing conditions V/C and LOS from Table 5. Existing with Project conditions V/C and LOS from Table 12.

TABLE 22 (continued)
EXISTING WITH PROJECT CONDITIONS MEASURED AGAINST EXISTING CONDITIONS (YEAR 2012)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts (Before Mitigation)
Morning Peak Hour	0
Afternoon Peak Hour	0
Total Intersections Impacted	**0**

TABLE 23
FUTURE WITH PROJECT CONDITIONS MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Project		Δ V/C	Impact
				V/C	LOS	V/C	LOS		
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.859 0.987	D E	0.007 0.012	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.731 0.870	C D	0.005 0.017	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.672	B B	0.725 0.787	C C	0.110 0.115	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.798 0.896	C D	0.030 0.062	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.627 0.847	B D	0.677 0.943	B E	0.050 0.096	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.811 1.021	D F	0.019 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.835 1.169	D F	0.016 0.015	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F	1.003 1.072	F F	0.003 0.004	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D	0.801 0.883	D D	0.008 0.013	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.327 1.247	F F	0.007 0.008	NO NO

Notes:

LA = Los Angeles; ES = El Segundo; IW = Inglewood; LAC = Los Angeles County

Future without Project conditions V/C and LOS from Table 10. Future with Project conditions V/C and LOS from Table 13.

TABLE 23 (continued)
FUTURE WITH PROJECT CONDITIONS MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts (Before Mitigation)
Morning Peak Hour	0
Afternoon Peak Hour	0
Total Intersections Impacted	**0**

TABLE 24
EXISTING WITH PROJECT CONDITIONS MEASURED AGAINST EXISTING CONDITIONS (YEAR 2012)
CMP FREEWAY SIGNIFICANT IMPACT ANALYSIS

Freeway Segment	Direction	Number of Lanes	Capacity	Existing			Existing with Project				
				Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
A.M. Peak Hour											
I-405	NB	5	10,000	8,524	0.852	D	8,580	0.858	D	0.006	NO
North of Venice Boulevard	SB	5.5	11,000	7,295	0.663	C	7,442	0.677	C	0.014	NO
I-105	EB	3.5	7,000	2,936	0.419	B	2,983	0.426	B	0.007	NO
East of Sepulveda Boulevard	WB	3.5	7,000	5,014	0.716	C	5,190	0.741	C	0.025	NO
P.M. Peak Hour											
I-405	NB	5	10,000	7,070	0.707	C	7,243	0.724	C	0.017	NO
North of Venice Boulevard	SB	5.5	11,000	8,256	0.751	C	8,326	0.757	C	0.006	NO
I-105	EB	3.5	7,000	3,451	0.493	B	3,650	0.521	B	0.028	NO
East of Sepulveda Boulevard	WB	3.5	7,000	3,479	0.497	B	3,563	0.509	B	0.012	NO

TABLE 25
FUTURE WITH PROJECT CONDITIONS MEASURED AGAINST FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
CMP FREEWAY SIGNIFICANT IMPACT ANALYSIS

Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project			Future with Project				
				Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
A.M. Peak Hour											
I-405	NB	5	10,000	9,317	0.932	E	9,373	0.937	E	0.005	NO
North of Venice Boulevard	SB	5.5	11,000	7,973	0.725	C	8,120	0.738	C	0.013	NO
I-105	EB	3.5	7,000	3,209	0.458	B	3,256	0.465	B	0.007	NO
East of Sepulveda Boulevard	WB	3.5	7,000	5,480	0.783	D	5,656	0.808	D	0.025	NO
P.M. Peak Hour											
I-405	NB	5	10,000	7,728	0.773	D	7,901	0.790	D	0.017	NO
North of Venice Boulevard	SB	5.5	11,000	9,024	0.820	D	9,094	0.827	D	0.007	NO
I-105	EB	3.5	7,000	3,772	0.539	B	3,971	0.567	C	0.028	NO
East of Sepulveda Boulevard	WB	3.5	7,000	3,803	0.543	C	3,887	0.555	C	0.012	NO

TABLE 26
CMP TRANSIT TRIP GENERATION

Trip Category	Daily	Morning Peak Hour	Afternoon Peak Hour
Gross Vehicle Trips [a]	23,635	2,009	2,543
Person Trips [b]	33,089	2,813	3,560
Transit Trips [c]	2,482	211	267

Notes:

[a] The analysis conservatively estimates that 7.5% of all trips would use transit, regardless of use. Therefore, all trip credits are removed from the gross vehicle trip generation estimates for the purpose of maximizing the potential transit impact of the project.

[b] Assumes an average vehicular occupancy (AVO) of 1.40.

[c] Assumes 7.5% of project trips would use transit.

TABLE 27
CMP TRANSIT CAPACITY ANALYSIS

Morning Peak Hour						
Provider and Route	**Number of Runs During Peak Hour** [a]	**Capacity** [b]	**Existing (Year 2012) Load Factor** [c]	**Future (Year 2022) Load Factor** [d]	**Residual Capacity per Run**	**Residual Capacity in Peak Hour**
Metro Bus						
42	4	50	0.66	0.73	14	56
111/311	6	50	0.78	0.86	7	42
115	12	50	0.68	0.75	13	156
117	6	50	0.76	0.84	8	48
232	6	50	0.70	0.77	12	72
Metro Rail						
Green	14	152	0.39	0.43	87	1,218
LADOT Commuter Express						
574	6	49	0.49	0.54	23	138
Santa Monica Big Blue Bus						
3	9	60	0.63	0.69	19	171
R3	9	60	0.62	0.68	19	171
Torrance						
8	7	60	0.83	0.91	5	35
					Total Residual Capacity in Peak Hour	**2,107**

Afternoon Peak Hour						
Provider and Route	**Number of Runs During Peak Hour** [a]	**Capacity** [b]	**Existing (Year 2012) Load Factor** [c]	**Future (Year 2022) Load Factor** [d]	**Residual Capacity per Run**	**Residual Capacity in Peak Hour**
Metro Bus						
42	4	50	0.62	0.68	16	64
111/311	7	50	0.78	0.86	7	49
115	12	50	0.78	0.86	7	84
117	6	50	0.82	0.90	5	30
232	7	50	0.68	0.75	13	91
Metro Rail						
Green	16	152	0.43	0.47	81	1,296
LADOT Commuter Express						
574	2	49	0.45	0.50	25	50
Santa Monica Big Blue Bus						
3	9	60	0.68	0.75	15	135
R3	8	60	0.48	0.53	28	224
Torrance						
8	8	60	0.63	0.69	19	152
					Total Residual Capacity in Peak Hour	**2,175**

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT: Los Angeles Department of Transportation

[a] Number of runs in both directions combined during peak hour.

[b] Capacity assumptions:

Metro Regular Bus - 40 seated + 10 standing = 50.

Metro Articulated Bus - 66 seated + 9 standing = 75.

LADOT Commuter Express Bus - 49 seated.

Santa Monica Big Blue Bus - 50 seated + 10 standing = 60.

Torrance Transit - 45 seated + 15 standing = 60

[c] Existing Load Factors from Table 7.

[d] Future Load Factors are Existing Load Factors increased by 10% to reflect 10 years fo transit ridership growth.

TABLE 28
CMP TRANSIT IMPACT ANALYSIS

Description	Morning Peak Hour	Afternoon Peak Hour
Future without Project Capacity Surplus [a]	2,107	2,175
Project Transit Trips [b]	211	267
Future with Project Capacity Surplus	1,896	1,908

Notes:

[a] Future transit capacity surplus from Table 27.

[b] Project transit trips from Table 26.

Chapter 10
Parking Analysis

This chapter provides a discussion of the parking requirements, as required by the City of Los Angeles Municipal Code (LAMC) and potential parking impacts of the Project. This chapter also discusses whether the parking proposed for the Project would meet City requirements.

PARKING REQUIREMENTS

The LAMC provides specific parking requirements for many of the land uses that could be developed as part of the Project. As specific components of the Project are proposed for development, their designs, including the amount of parking to be provided, will be reviewed by City staff and subject to the applicable parking requirements at the time of development.

Parking requirements for the conceptual land use program are shown in Table 29. The estimated number of required parking spaces is based on the LAMC requirements for land uses covered by the LAMC. The LAMC does not contain parking requirements for some of the recreational components of the conceptual land use program, including the playing fields and the dog park. Parking requirement estimates for land uses not covered by the LAMC are based on *Parking Generation, 4th Edition* (ITE, 2010). Based on the LAMC requirements and *Parking Generation, 4th Edition* rates, the conceptual land use program would require up to 4,185 parking spaces.

To present a conservative analysis, parking estimates for the playing fields and the dog park were included in the total parking requirement. However, because the conceptual site plan shows that the playing fields and dog park will be placed adjacent to the office/R&D parking lots, it is likely that the playing fields and the dog park will be able to utilize the office/R&D parking supply. The parking demand of the playing fields peaks during the evenings and on weekends when those sites are most used, while the parking demand for the office/R&D uses peaks during the weekday daytime. Therefore, the same parking spaces allotted to the offices/R&D uses during the daytime can be used by visitors to the recreational uses during the evenings

and on weekends. In other words, these parking spaces can be shared between the office/R&D uses and the playing fields and the dog park. Additional parking for the playing fields and the dog park would be required only to the extent that these uses generate parking demand during the daytime on a typical weekday. This shared parking situation would also reduce the area of land to be paved for parking and create the opportunity for more open space on the site. As described above, parking estimates for the playing fields and the dog park were included in the total parking requirement, but when the sites are developed, a shared parking program between the recreational areas and the office/R&D land uses will be developed and submitted to the City.

The Project will also comply with the City's bicycle parking ordinance and have sufficient parking supply for bicycles.

POTENTIAL PARKING IMPACTS

The commercial land uses anticipated for the Project would provide the level of parking required by the LAMC. The anticipated recreational uses would experience their peak demand at different times than the neighboring office and R&D uses. Therefore, the recreational land uses could make use of the office and R&D parking spaces that would otherwise be unused during the evenings and weekends. Because the amount of parking for the commercial land uses should meet or exceed the LAMC requirements, and the recreational land uses will be using the ample parking of the office and R&D uses, the Project should not have any impacts related to parking.

TABLE 29
PARKING REQUIREMENTS

Land Use	Units	Parking Rate Source [a]	Parking Requirement	Required Parking Spaces
Area 1				
Bureau of Sanitation	N/A	N/A	N/A	N/A
Playing Fields	13.6 Acres	ITE Land Use 411	5.1 per 1 acre	69
Dog Park	3 Acres	ITE Land Use 411	5.1 per 1 acre	15
Area 2 West				
Bureau of Sanitation	1.5 Acres	N/A	N/A	N/A
Playing Fields	3 Fields	ITE Land Use 411	5.1 per 1 acre	15
Area 2 East & Area 3				
Road	1.4 Acres	N/A	N/A	N/A
Buffer/Berm	11.2 Acres	N/A	N/A	N/A
Community/Civic Uses	40 ksf	LAMC	2 per ksf	80
Office	412.5 ksf	LAMC	2 per ksf	825
Research & Development	612.5 ksf	LAMC	2 per ksf	1,225
Area 4				
LAX Facilities [b]	125 Employees	N/A	N/A	125
Area 5 - 10				
LAX	40 Acres	N/A	N/A	N/A
Area 11				
Retail [c]	270 ksf	LAMC	4 per ksf	1,080
RPZ (Park)	3.0 Acres	N/A	N/A	N/A
Area 12A - East				
Office/Conference Center	200 ksf	LAMC	2 per ksf	400
Area 12A - West				
Community/Civic Uses	130 ksf	LAMC	2 per ksf	260
Area 12B				
Golf Course [d]	N/A	N/A	N/A	N/A
Area 13				
Community/Civic Uses	45 ksf	LAMC	2 per ksf	90
			TOTAL	**4,185**

Notes:

[a] Parking rates come from Los Angeles Municipal Code (LAMC) when available. Otherwise, they are from *Parking Generation, 4th Edition* (Institute of Tranportation Engineers [ITE], 2010).

[b] This analysis conservatively assumes 1 parking space per employee. The location of this parking will be determined during design.

[c] Shopping Center can be up to 20% Restaurant/Entertainment. Beyond that, should be viewed as a mixed-use development (*ULI Parking Requirements for Shopping Centers 2nd Edition* , 1997)

[d] Golf Course has been completed and is not anticipated to change with the Project

Chapter 11

Site Access and Circulation

This chapter summarizes the site access and internal circulation for the Project. The access impact analysis relates to the provision of access to and from the Project Site, which may include safety, operational, or capacity impacts, and was performed in accordance with the guidelines outlined in the *L.A. CEQA Thresholds Guide*.

CONCEPTUAL SITE ACCESS AND CIRCULATION

At present, the Project site plan is still in the conceptual phase and details about specific buildings and access schemes have not yet been finalized. However, below is a summary of the likely access points for each project area. These are illustrated in Figure 19.

- Area 1 would be accessed via driveways from Falmouth Avenue.
- Area 2-West would be accessed via one or more driveways from Westchester Parkway.
- Area 2-East would be accessed via driveways from Westchester Parkway and/or Loyola Boulevard.
- Area 3 would be accessed via driveways from Westchester Parkway and/or Loyola Boulevard.
- Area 4 would be accessed via driveways from Westchester Parkway at its intersection with Falmouth Avenue and/or from within the airfield (with airfield access taken from World Way West).
- Areas 5 through 10 would be accessed via driveways from Westchester Parkway and/or from within the airfield (with airfield access taken from World Way West).
- Area 11 would be accessed via driveways on Westchester Parkway and/or La Tijera Boulevard and/or Sepulveda Westway.
- Area 12A-West would be accessed via one or more driveways on Westchester Parkway.
- Area 12A-East would be accessed via driveways on Westchester Parkway and/or La Tijera Boulevard.

- Area 12B would continue to be accessed via driveways on Manchester Avenue.
- Area 13 would continue to be accessed via driveways on Lincoln Boulevard.

DRIVEWAY CAPACITY

In most cases, driveways would be side-street stop controlled. Two of the proposed driveways along Westchester Parkway, the primary entrances to Area 2 West and Area 2 East, would warrant installation of new signal controls, as shown in Figure 19.

An analysis of the projected operating conditions at these locations once the Project is operational, shown in Table 30, indicates that both would operate at LOS A during both the morning and afternoon peak hours. As each driveway would be sized and controlled appropriate to the level of traffic it is projected to serve, the Project is expected to have adequate access capacity.

ACCESS IMPACT ANALYSIS – OPERATIONAL

According to the *L.A. CEQA Thresholds Guide*, a project would have a significant operational access impact if the study intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the morning or afternoon peak hour, under existing plus project conditions or future plus project conditions. The Project Site would many access points and a number of nearby study intersections. For the sake of a conservative analysis, the following study intersections were reviewed for LOS E or F during the peak hours based on the Future with Project (year 2022) intersection operating conditions found in Table 16:

13. Lincoln Boulevard & La Tijera Boulevard (LOS A morning and afternoon)
17. Pershing Drive & Westchester Parkway (LOS A morning and afternoon)
92. Falmouth Avenue & Westchester Parkway (LOS A morning and afternoon)
94. Loyola Boulevard & Westchester Parkway (LOS A morning and afternoon)
95. McConnell Avenue & Westchester Parkway (LOS A morning and afternoon)
97. La Tijera Boulevard & Westchester Parkway (LOS A morning and afternoon)

98. Sepulveda Westway & La Tijera Boulevard (LOS A morning and afternoon)
99. Sepulveda Boulevard & Westchester Parkway (LOS A morning and afternoon)

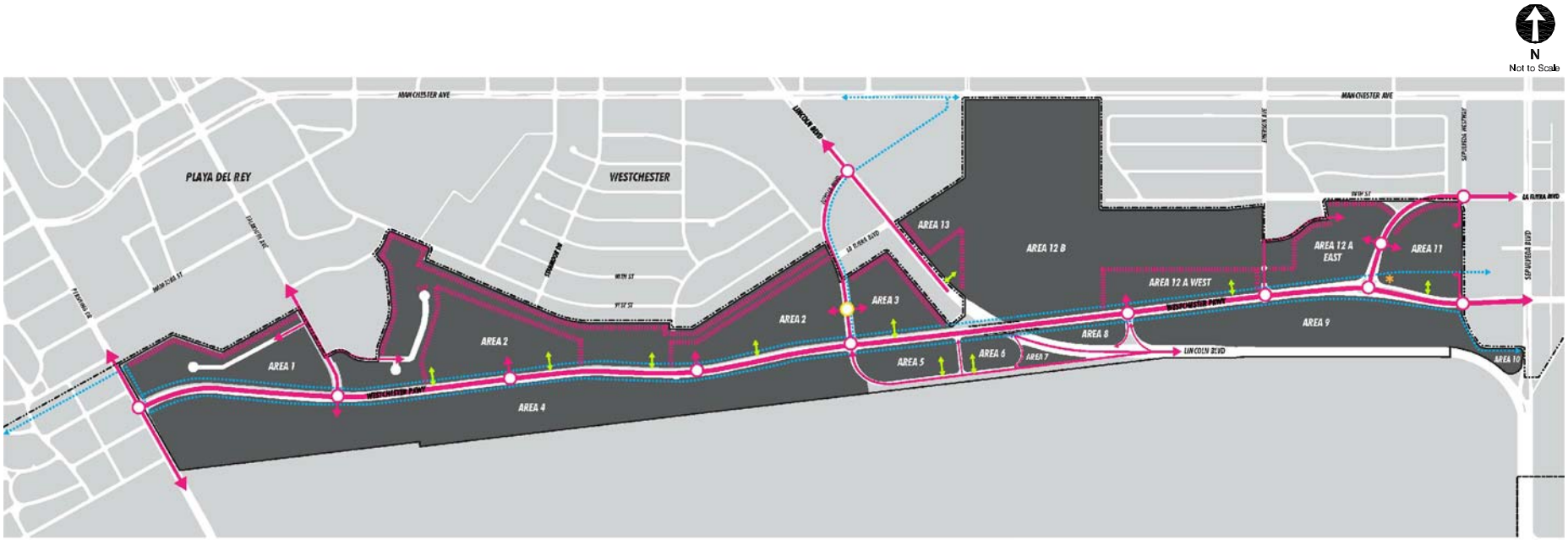
Because none of these nearby study intersections are expected to operate at LOS E or F during either peak hour, no operational access impacts would occur.

SAFETY ACCESS IMPACT ANALYSIS

There are currently dedicated bicycle lanes on Westchester Parkway and Pershing Drive adjacent to the Project Site. Bicycle routes are proposed by the *2010 Bicycle Plan* on Loyola Boulevard and Emerson Avenue adjacent to the Project Site. All of the streets the Project Site proposes to access have pedestrian sidewalks and street lighting. Currently, pedestrian and bicycle volumes on these streets are low, though they would be expected to increase with development of the Project.

The Project's access driveways would be required to conform to City of Los Angeles standards and would be designed to provide adequate sight distance, crosswalks, and pedestrian movement controls as applicable that meet the City's requirements to protect pedestrian safety. There are no sharp turns, steep grades, or other factors that could complicate driveway design. As a result of the design considerations and considering existing and proposed bicycle facilities, according to the *L.A. CEQA Thresholds Guide*, no access impacts related to safety are expected to result due to the design or placement of Project access points.

The Project is also designed with a paseo to facilitate pedestrian activity and improve safety for pedestrians, bicyclists, and motorists.



Source: Los Angeles World Airports, 2012

LEGEND

BOUNDARIES
- PROJECT BOUNDARY
- AIRPORT PROPERTY BOUNDARY

VEHICULAR ACCESS
- MAJOR ACCESS
- MINOR ACCESS
- PROHIBITED ACCESS
- BIKE and ALTERNATIVE MOVEMENT
- FUTURE PUBLIC TRANSIT LOCATION

INTERSECTION TYPES
- SIGNALIZED INTERSECTION
- STOP-CONTROLLED INTERSECTION

CONCEPTUAL SITE PLAN ACCESS POINTS

FIGURE 19

TABLE 30
FUTURE WITH PROJECT CONDITIONS
SIGNALIZED DRIVEWAY ANALYSIS

No.	Intersection	Peak Hour	Future with Project	
			V/C	LOS
1.	Area 2 West Driveway on Westchester Parkway	A.M. P.M.	0.194 0.271	A A
2.	Area 2 East Driveway on Westchester Parkway	A.M. P.M.	0.172 0.295	A A

Chapter 12

Neighborhood Intrusion Impact Analysis

This section presents an analysis of the intrusion impacts to neighborhoods in the vicinity of the Project, in accordance with the guidelines outlined in the *L.A. CEQA Thresholds Guide*.

SIGNIFICANCE THRESHOLD FOR NEIGHBORHOOD INTRUSION IMPACTS

The *L.A. CEQA Thresholds Guide* offers recommended thresholds for neighborhood intrusion impacts based on the addition of project traffic on the future traffic conditions of neighborhood streets, as follows:

> A proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in percentages equal to or greater than the following:
>
> - ADT increase from Project > 16% if final ADT < 1,000
> - ADT increase from Project > 12% if final ADT > 1,000 and < 2,000
> - ADT increase from Project > 10% if final ADT > 2,000 and < 3,000
> - ADT increase from Project > 8% if final ADT > 3,000
>
> Final ADT is defined as total projected daily traffic volume including Project and existing traffic under Existing with Project conditions (year 2012), and Project, existing, ambient growth, and related project growth under Future with Project conditions (year 2022).

Strict interpretation of the above guidelines would require collecting traffic count data at many streets near and far from the Project Site, even if there were little chance the Project would cause a significant neighborhood intrusion impact on each street. In order to simplify this process, LADOT recommends applying a significance threshold of 120 Project trips for any neighborhood street segment. This threshold corresponds to a 12% increase in ADT for a residential street with a volume of 1,000 ADT. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the Project, prior to mitigation, is identified.

METHODOLOGY FOR DETERMINATION OF IMPACT

LADOT has identified three conditions which must be met to create the conditions under which there could be a significant impact on local streets in a neighborhood:

1. There must be sufficient project traffic projected to be added to an arterial corridor such that the volume that may shift to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, as only a small portion of motorists are inclined to seek alternative routes. Therefore, corridors to which the Project may add 1,200 or more daily trips were examined, assuming that up to 10% of these trips may shift to alternative routes on average across a 24-hour period (the proportion that may shift could be higher than 10% during congested peak periods of the day but much less than 10% or almost none during uncongested non-peak periods of the day).

2. There must be sufficient congestion on arterial corridors selected above such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterial streets typically provide greater capacities, coordinated signals, peak hour parking restrictions, higher travel speeds, less driveway access, fewer stop signs, etc. For the purposes of this analysis, intersections operating at LOS E or F along an arterial corridor were considered to represent congested conditions sufficient to cause motorists to seek alternative routes.

3. There must be available local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

NEIGHBORHOOD INTRUSION IMPACT ANALYSIS

The neighborhood intrusion impact analysis was conducted for the Future with Project (year 2022) conditions to represent the most conservative conditions. It should be noted that the Project would implement the TDM program described in Chapter 8 as part of the mitigation program, which reduces Project trip generation. However, to maintain a conservative analysis, potential neighborhood intrusion impacts were assessed based on full Project trip generation without consideration of the TDM program.

The three factors used in projecting a neighborhood impact analysis are assessed below.

Arterial Corridors Meeting Project Trip Threshold

As discussed in Chapter 4 and shown in Table 11, the Project is expected to generate a net total of 23,635 daily trips on a typical weekday before implementation of the TDM program and other mitigation measures. Based on LADOT policy, any arterial corridor projected to increase by 1,200 or more daily trips from Project traffic would meet the condition for assessing neighborhood intrusion impacts. This would represent 5.10% of the total daily traffic to and from the Project Site. The six arterial corridors that have 1,200 or more trips added to them by the Project before implementation of the TDM program and other mitigation measures are shown in Figure 20 and include:

- Lincoln Boulevard between Mindanao Way and Sepulveda Boulevard
- Sepulveda Boulevard between Howard Hughes Parkway and El Segundo Boulevard
- La Tijera Boulevard between Westchester Parkway and La Cienega Boulevard
- Manchester Avenue between Falmouth Avenue and I-405
- Westchester Parkway between Pershing Drive and Inglewood Avenue
- Pershing Drive between Westchester Parkway and Imperial Highway

Intersections Operating at LOS E or F Along Affected Corridors

Several intersections along the affected corridors are projected to operate at LOS E or F under Future with Project conditions. As Table 13 shows, seven study intersections on the corridors identified above are projected to operate at LOS E or F during at least one analyzed peak hour. They are shown in Figure 20 and include:

30. Sepulveda Boulevard & Westchester Parkway
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway
34. Sepulveda Boulevard & Imperial Highway
36. Sepulveda Boulevard & Grand Avenue
37. Sepulveda Boulevard & El Segundo Boulevard

46. Airport Boulevard & Manchester Avenue
49. La Cienega Boulevard & Manchester Avenue

Based on the locations of these intersections and LADOT policy, two of the six identified corridors should be examined for alternative routes through residential neighborhoods, including Sepulveda Boulevard and Manchester Avenue. As no intersections operating at LOS E or F are projected on the remaining four corridors, they would not satisfy LADOT's criteria for identification of a neighborhood intrusion impact.

Availability of Parallel Local Streets

LADOT policy specifies the identification of viable cut-through routes on local residential streets in order for a neighborhood intrusion impact to be found. The affected corridors identified above were examined for the availability of parallel local streets that could be used as a cut-through route to avoid arterial congestion. However, neither Sepulveda Boulevard nor Manchester Avenue has parallel local streets that would serve this purpose. Therefore, based on LADOT's standard criteria, no potential neighborhood intrusion impacts are identified.

LEGEND

- Project Site
- Analyzed Intersection
- Intersection Operating at LOS E or F
- Corridors with 1,200 or more daily Project trips

N
Not to Scale

NEIGHBORHOOD INTRUSION - AFFECTED CORRIDORS AND INTERSECTIONS

FIGURE 20

Chapter 13

Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts, and was performed in accordance with the *L.A. CEQA Thresholds Guide.*

TYPES OF CONSTRUCTION IMPACTS

The *L.A. CEQA Thresholds Guide* identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways.
2. Temporary loss of access – potential impacts on visitors entering and leaving sites.
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers.
4. Temporary loss of on-street parking – potential impacts on parkers.

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials.
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site.
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities.
- Blocking existing vehicle or pedestrian access to other parcels fronting streets.

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

It is anticipated that the Project will be developed from years 2015 through 2022. For analysis purposes, a construction plan was evaluated that represents a reasonable scenario for the anticipated construction of the Project. The construction plan comprehensively details the anticipated schedule of construction, broken down by Area and further by type of construction activity. As economic factors and Project needs dictate, the Project Areas may be developed in a different order than that proposed. However, the current schedule presents a reasonable scenario to evaluate worst-case construction impacts. Table 31 summarizes the proposed Project construction schedule by Project Area.

PROPOSED HAUL ACTIVITY

The proposed construction schedule includes estimates of the amount of grading that will be required at the various Project Areas. Most Project Areas require the removal of dirt, but several Project Areas require the import of fill dirt. Where feasible, grading schedules for Project Areas requiring material export and those requiring material import will coincide in order to maximize the reuse of dirt from the Project Site and minimize off-site haul trips to regional fill sites. Table 32 summarizes the grading required at each site and conservative estimates of the number of haul truck trips required to move the material. Though some of the haul trips would be short trips between Project Areas within the Project Site, the analysis of haul truck traffic conservatively assumes that all haul trips would travel to regional fill sites. As shown in Table 32, grading activity during the fourth quarter of year 2016 is projected to result in approximately 238 one-way haul truck trips each day.

The proposed haul activity time periods are between 7:00 a.m. and 4:00 p.m. on weekdays and Saturdays with a one-hour lunch break, for a total of eight hours each work day. No haul truck

activity would occur on Sundays. As described above, the highest level of haul activity would be 238 daily truck trips, which corresponds to 119 daily round trips.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of the *Transportation Research Circular No. 212* and Exhibit 16.7 of the *2010 Highway Capacity Manual (*Transportation Research Board, 2010) suggest a PCE of 2.0 for trucks. Applying this factor, 238 daily haul truck trips is the equivalent of 476 daily passenger vehicle trips, including 238 inbound and 238 outbound.

For the purposes of this analysis, it was assumed that haul truck trips would occur evenly throughout the day, including during both morning and afternoon peak hours. Therefore, the morning and afternoon peak hours each would be affected by an equal number of PCE trips, equal to one eighth the maximum number of trips over an eight-hour workday. The maximum haul truck trip generation during the construction period is 30 each inbound and outbound PCE trips during both the morning and afternoon peak hours. In practice, it is likely that construction activity hours will encompass one peak hour, but not both, in a given day. This analysis conservatively assumes both peak hours would be equally impacted by haul trips in the same day. Table 33 summarizes the derivation of peak hour PCE haul truck trips from the daily haul truck trip total.

Proposed Haul Truck Route

Figure 21 illustrates three possible routes for haul trucks to travel between the disposal site and the Project Site. In each case, the route shown is to a nearby freeway, from which any chosen fill site could be reached. The first two proposed haul routes exclusively use roadways that have been designated for haul activity by LADOT's Bureau of Traffic Management. The third route proposes to use La Tijera Boulevard, which is not currently a designated route. The three proposed routes are:

1. Pershing Drive to Imperial Highway to I-105
2. Sepulveda Boulevard to I-105
3. La Tijera Boulevard to I-405

For the purposes of this analysis, each of these three routes was analyzed as if all haul traffic were to use it.

CONSTRUCTION WORKERS

Construction worker traffic would depend not only on the level of effort during construction activities, but also on the mode and time of travel of the workers. Typically, construction workers would be on-site before 7:00 a.m. and leave the site beginning at 4:00 p.m. Therefore, the workers would already be on-site during the morning commute peak period and would leave the site at various times during the afternoon commute peak period. There would be a maximum of 527 construction workers on the Project Site in a given day during the construction period. Note that this maximum occurs for three days of a seven-year construction schedule, and that most days there would be far fewer construction workers at the Project Site. However, this construction traffic impact analysis conservatively uses the maximum number of workers.

This analysis assumes that a portion of the workers carpool to the Project Site, resulting in an average vehicle occupancy (AVO) of 1.25. No additional reduction in total worker vehicles traveling to and from the Project Site is assumed due to alternative modes such as public transit or walking to work. After accounting for the AVO factor, a total of 422 worker vehicles are expected to travel to and from the Project Site each day.

As stated above, workers would generally arrive on-site before the morning peak hour and leave during the afternoon peak period, but not necessarily within the peak hour of afternoon commuter traffic. This analysis conservatively assumes that 20% of the construction worker traffic (85 vehicles) would arrive during the morning peak hour and that 50% (211 vehicles) would leave during the afternoon peak hour.

POTENTIAL IMPACTS FROM CONSTRUCTION TRAFFIC

The total peak hour construction traffic, including the maximum level of haul traffic and maximum level of worker traffic, is summarized in Table 34. Note that these two maximums would not actually occur at the same time during construction, but were conservatively analyzed as if they did overlap. As shown, this analysis assumes a maximum level of construction traffic of 145 morning peak hour trips (115 inbound, 30 outbound) and 271 afternoon peak hour trips (30 inbound, 241 outbound). These levels of construction traffic were reviewed and assessed for temporary construction-related traffic impacts using each of the three proposed haul routes.

Based on the significant impact criteria used for Project traffic impacts in Chapter 7, the following temporary construction-related traffic impacts would occur under each of the three haul route plans, prior to mitigation:

1. Pershing Drive to Imperial Highway to I-105 – no temporary traffic impacts
2. Sepulveda Boulevard to I-105 – one temporary traffic impact at the intersection of Sepulveda Boulevard & Lincoln Boulevard
3. La Tijera Boulevard to I-405 – no temporary traffic impacts

However, the construction management plan outlined at the end of this chapter would be implemented to reduce or eliminate peak hour construction traffic. Therefore, with the implementation of the construction management plan, Project construction is not expected to have a significant impact with respect to temporary traffic impacts at study intersections.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction of the Project could potentially result in impacts on access, transit, and on-street parking, as summarized below:

- Construction in Project Areas 12 B and 13 could cause temporary sidewalk closures and lane closures on Manchester Avenue and Lincoln Boulevard. This could affect transit operations on those streets.
- Construction in Project Area 1 could cause temporary loss of on-street parking on Falmouth Avenue.

During construction, an adequate number of parking spaces for construction workers would be available at all times on the Project Site. Therefore, Project construction would not result in a significant impact with regard to the availability of parking spaces, other than the above-mentioned possible temporary loss of on-street parking on Falmouth Avenue.

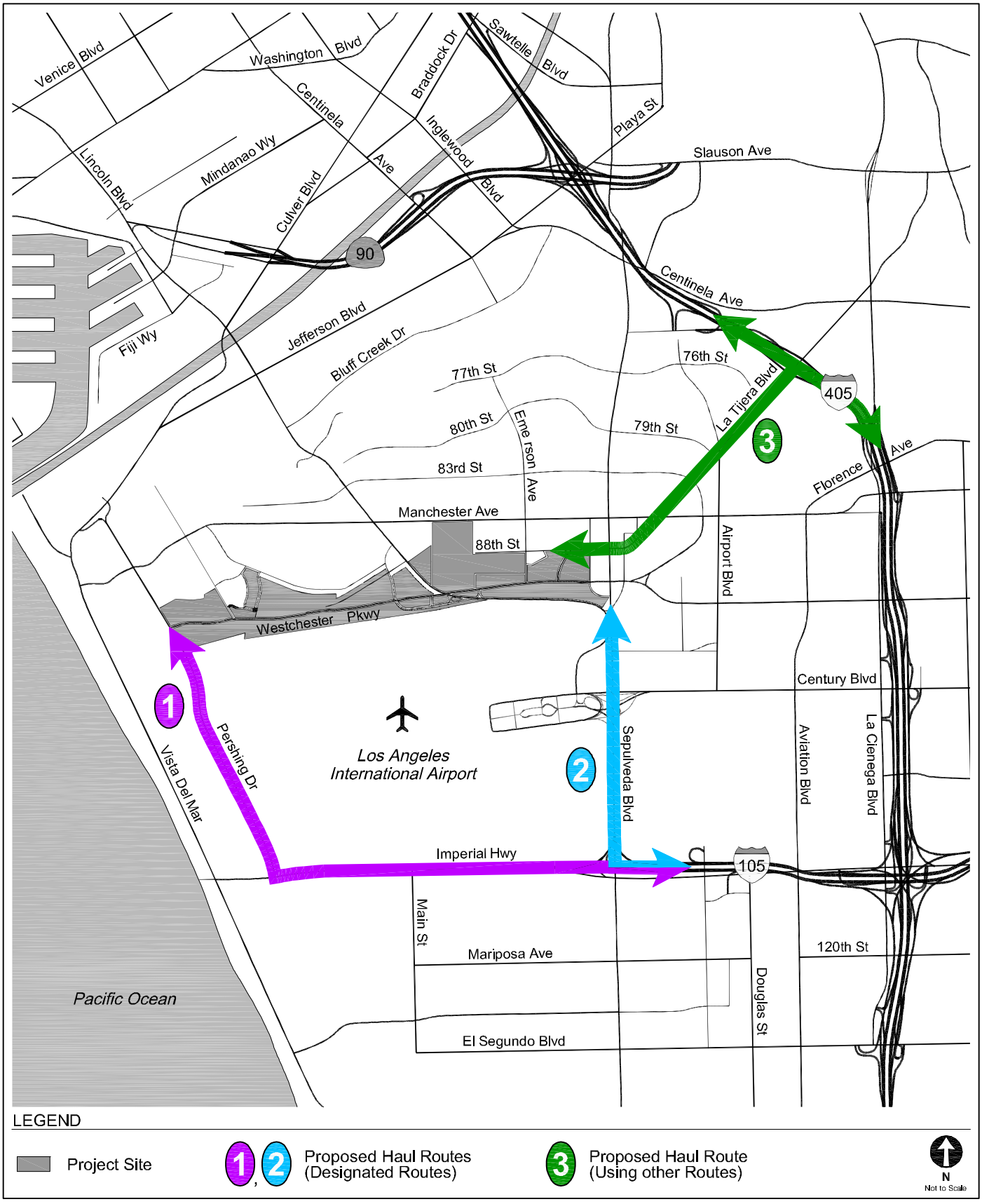
The impact on the overall transportation system from construction activities would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity near the Project Site. LADOT has not established a significance threshold for such impacts. However, such temporary impacts could occur with regard to loss of on-street parking, lane closure, and sidewalk closure.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The Project Applicant will prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary and satisfactory to the City. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person).
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets.
3. Rerouting construction trucks to reduce travel on congested streets.
4. Construction-related vehicles shall not park on public streets.
5. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
6. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor.
7. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study.
8. Obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any permit for the Project.

9. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.



PROPOSED HAUL TRUCK ROUTES

FIGURE 21

TABLE 31
PROJECT AREA CONSTRUCTION SCHEDULE SUMMARY

Project Area	Proposed Construction Period	
	Begin	End
Area 1	Quarter 3 - 2016	Quarter 2 - 2017
Area 2	Quarter 1 - 2015	Quarter 2 - 2020
Area 3	Quarter 4 - 2015	Quarter 2 - 2022
Area 4	Quarter 1 - 2016	Quarter 2 - 2022
Area 11	Quarter 4 - 2015	Quarter 2 - 2018
Area 12	Quarter 1 - 2015	Quarter 2 - 2021
Area 13	Quarter 1 - 2020	Quarter 2 - 2021

Source: URS Corporation, July 2012.

TABLE 32
GRADING SCHEDULE SUMMARY

Year	Project Area	Material Moved [a]			One-Way Haul Trips [b]		Total Daily Haul Trips [c]
		Imported	Exported	Net	Total	Daily	
Quarter 1 - 2015	2	0	65,461	65,461	8,184	106	134
	12	0	17,083	17,083	2,136	28	
Quarter 3 - 2015	3	31,504	0	(31,504)	3,938	50	56
	11	3,812	0	(3,812)	478	6	
Quarter 4 - 2015	2	0	70,831	70,831	8,854	115	127
	4	0	6,420	6,420	804	10	
	12	533	0	(533)	68	2	
Quarter 4 - 2016	2	0	144,226	144,226	18,028	238	238
Quarter 4 - 2017	2	9,944	0	(9,944)	1,244	16	80
	4	0	39,223	39,223	4,904	64	
Quarter 4 - 2018	2	0	13,379	13,379	1,672	22	22
Quarter 4 - 2019	13	19,522	0	(19,522)	2,440	32	32
Total		65,315	356,623	291,308			

Source: Environ, October 2012.

[a] All values are in cubic yards.

[b] Trucks are assumed to hold 16 cubic yards of material.

[c] Total daily haul trips includes all inbound and outbound trips made by haul trucks in each working day of the construction quarter.

TABLE 33
HAUL TRUCK TRIP GENERATION

Trip Adjustment	Total Trips
[a] Maximum Daily Haul Trips	238
[b] PCE Haul Trips	476
[c] Hourly PCE Haul Trips	60
Inbound	30
Outbound	30

[a] From Table 32, Quarter 4 2016.

[b] PCE = Passenger Car Equivalent. One haul trip = 2 PCE trips.

[c] Haul trips are assumed to occur evenly over 8 working hours of each day.

TABLE 34
CONSTRUCTION PERIOD PEAK HOUR TRIP GENERATION

Construction Activity	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Haul Trucks	30	30	60	30	30	60
Workers	85	0	85	0	211	211
Total	**115**	**30**	**145**	**30**	**241**	**271**

References

2009 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, 2009.

2010 Bicycle Plan, Los Angeles Department of City Planning, March 2011.

2010 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2010.

2010 Highway Capacity Manual, Transportation Research Board, 2010.

Crenshaw/LAX Transit Corridor Overview, Los Angeles County Metropolitan Transportation Agency, June 2013.

FAQs – March 2011 Update: South Bay Metro Green Line Extension Transit Corridor Project, Los Angeles County Metropolitan Transportation Agency, March 2011.

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Parking Generation, 4th Edition, Institute of Transportation Engineers, 2010.

Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council, Court of Appeals of California, 6th District, December 16, 2010.

Traffic Study Policies and Procedures, Los Angeles Department of Transportation, May 2012.

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Trip Generation, 3rd Edition, Institute of Transportation Engineers, 1982.

Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.

Appendix A

Memorandum of Understanding

SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project:

DOT Case No: CTC 12-100257 EAF No. _____

Project Name: LAX Northside Plan Update

Project Address: Westchester Parkway between Sepulveda Westway and Pershing Drive

Project Description: Modification of previously approved plan and design guidelines for the LAX Northside Area. The previous plan called for approximately 4.5 million square feet of development with an AM peak hour trip cap of 3,922 trips (or 3,152 inbound trips), and a PM peak hour trip cap of 4,421 trips (or 3,040 outbound trips). The updated plans call for approximately 2.325 million square feet of development, distributed between office, research & development, community/civic uses, retail/commercial, and airport support uses. The project would also create space for recreational uses such as soccer fields, baseball diamonds, and/or a dog park. See Table 1 (Trip Generation) for a conceptual project land use program and Figure 1 for a project area map.

Geographic Distribution: (Based on the LAX Specific Plan Amendment Study (SPAS) Travel Demand Model. See attached Figure 2 illustrating project trip distribution percentages at each study gateway arterial)

Trip Generation Rate(s): ITE Trip Generation 8th Edition

Net New Project Trips before TDM Trip Reduction (See attached Table 1)

Full Buildout	In	Out
AM Trips	1,584	426
PM Trips	757	1,785

Project Buildout Year: 2022 Ambient or CMP Growth Rate: SPAS Model

Related Projects: Cumulative growth from LAX SPAS model will cover related projects.

Study Intersections

(Subject to revision after CMP requirement, related projects, trip generation, and distribution are determined)

See attached Table 2 and Figure 3 for Study Intersections

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	yes	no
Transportation Demand Management (TDM) (as part of project mitigation)	☒	☐
Existing Active Land Use	☐	☒
Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip (as per LADOT guidelines)	☒	☐
Transit Credit	☒	☐

This analysis must follow latest LADOT Traffic Study guidelines.

	Consultant	Developer
Name	Gibson Transportation Consulting, Inc.	
Address	523 W. 6th Street, Suite 1234 Los Angeles, CA 90014	
Phone No.	(213) 683-0088	
Approved by:	06/06/12	6/21/12
	Consultant's Representative Date	LADOT Representative Date

TABLE 1 TRIP GENERATION								
Land Use	**Units**	**Daily Trips**	**A.M. Peak Hour**			**P.M. Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Area 1								
Bureau of Sanitation	n/a	-	-	-	-	-	-	-
Playing Fields [1]	2 Fields	143	2	1	3	28	13	41
Dog Park [1]	1 Fields	71	1	0	1	14	7	21
Recreation Support Structures	10 ksf	-	-	-	-	-	-	-
Area 2 West								
Bureau of Sanitation	1.5 Acres	-	-	-	-	-	-	-
Playing Fields [1]	3 Fields	214	2	2	4	43	19	62
Area 2 East & Area 3								
Road	1.4 Acres	-	-	-	-	-	-	-
Buffer/Berm	11.2 Acres	-	-	-	-	-	-	-
Community/Civic Uses	40 ksf	915	40	25	65	21	37	58
Less 5% Transit Credit [2]		*(46)*	*(2)*	*(1)*	*(3)*	*(1)*	*(2)*	*(3)*
Office	412.5 ksf	3,972	513	70	583	92	449	541
Less 5% Transit Credit [2]		*(199)*	*(26)*	*(4)*	*(29)*	*(5)*	*(22)*	*(27)*
Research & Development	612.5 ksf	4,458	525	107	632	86	488	574
Less 5% Transit Credit [2]		*(223)*	*(26)*	*(5)*	*(32)*	*(4)*	*(24)*	*(29)*
Area 4								
LAX Facilities [3]	125 Employees	250	0	16	16	0	70	70
Area 5 - 10								
LAX	40 Acres	-	-	-	-	-	-	-
Area 11								
Retail	270 ksf	11,594	165	105	270	493	514	1,007
Less 30% Pass-by Credit [2]		*(3,478)*	*(50)*	*(32)*	*(81)*	*(148)*	*(154)*	*(302)*
RPZ (Park)	3.0 Acres							
Area 12A - East								
Office	200 ksf	2,275	288	39	327	52	251	303
Less 5% Transit Credit [2]		*(110)*	*(14)*	*(2)*	*(16)*	*(3)*	*(12)*	*(15)*
Area 12A - West								
Community/Civic Uses	130 ksf	2,974	129	82	211	70	119	189
Less 5% Transit Credit [2]		*(149)*	*(6)*	*(4)*	*(11)*	*(4)*	*(6)*	*(9)*
Area 12B								
Golf Course [4]	- -	-	-	-	-	-	-	-
Area 13								
Community/Civic Uses	45 ksf	1,030	45	28	73	24	41	65
Less 5% Transit Credit [2]		*(52)*	*(2)*	*(1)*	*(4)*	*(1)*	*(2)*	*(3)*
	TOTAL	**23,635**	**1,584**	**426**	**2,009**	**757**	**1,785**	**2,543**

Trip Generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2009) except as noted below.

[1] Uses Soccer Complex (ITE 488) trip generation rate.

[2] Pass-by and Transit Credits Per LADOT Standard Rates

[3] Trips for this category were calculated based on the future employee estimates (650 total/125 new) and the existing employee schedule.

[4] Golf Course has been completed and is not anticipated to change with the Project

TABLE 2
STUDY INTERSECTIONS

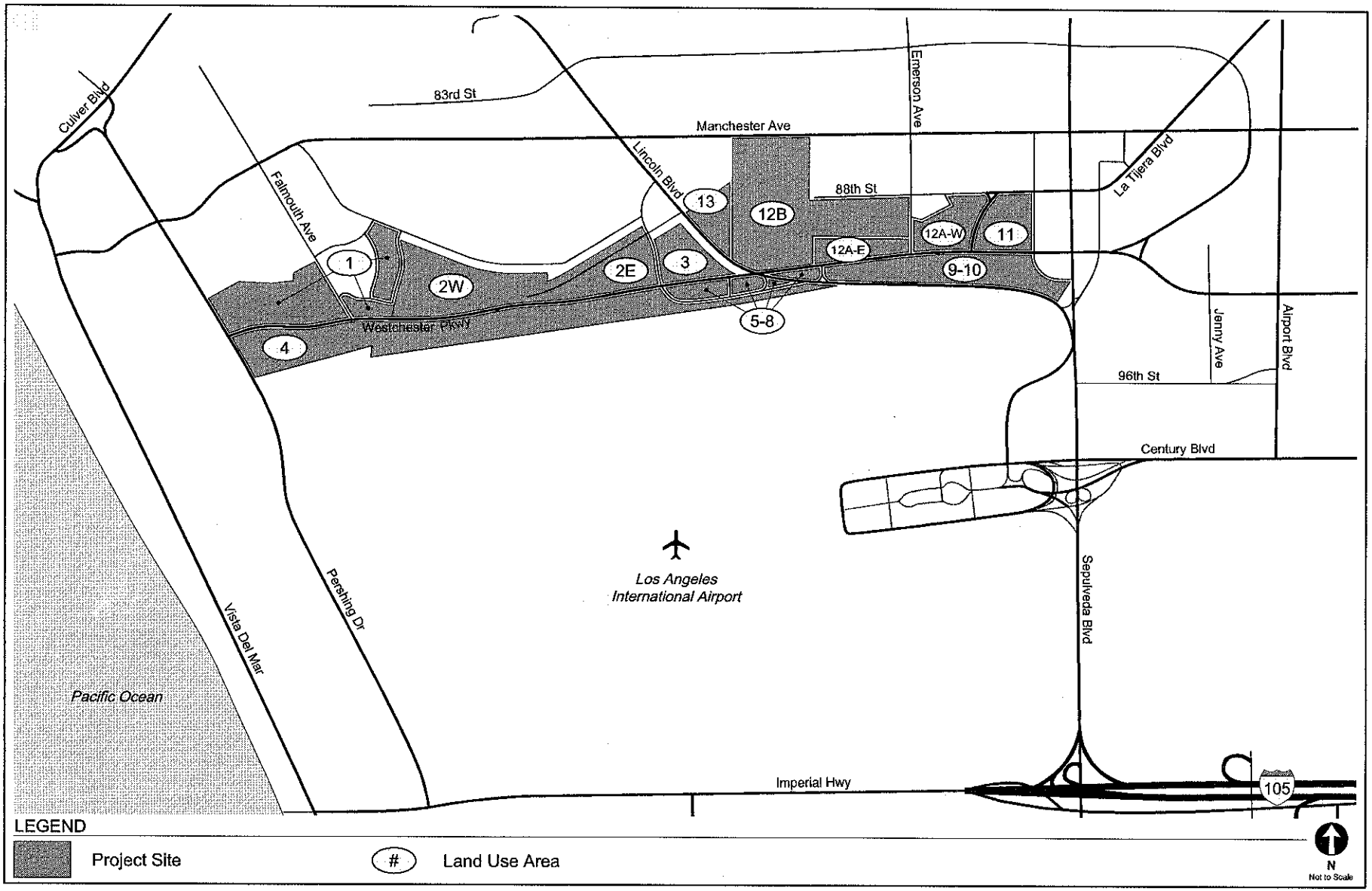
No.	Intersection	Jurisdiction
1. [a]	Lincoln Boulevard & Venice Boulevard	City of Los Angeles
2. [a]	Lincoln Boulevard & Washington Boulevard	City of Los Angeles
3. [a]	Lincoln Boulevard & Maxella Avenue	City of Los Angeles
4. [a]	Lincoln Boulevard & SR-90 Ramps	City of Los Angeles
5. [a]	Lincoln Boulevard & Baili Way	City of Los Angeles
6. [a]	Lincoln Boulevard & Mindanao Way	City of Los Angeles
7. [a]	Lincoln Boulevard & Fiji Way	City of Los Angeles
8. [a]	Lincoln Boulevard & Jefferson Boulevard	City of Los Angeles
9. [a]	Lincoln Boulevard & Bluff Creek Drive	City of Los Angeles
10. [a]	Lincoln Boulevard & LMU Drive	City of Los Angeles
11. [a]	Lincoln Boulevard & 83rd Street	City of Los Angeles
12. [a]	Lincoln Boulevard & Manchester Avenue	City of Los Angeles
13. [a]	Lincoln Boulevard & La Tijera Boulevard	City of Los Angeles
14. [a]	Culver Boulevard & Jefferson Boulevard	City of Los Angeles
15. [a]	Nicholson Street & Culver Boulevard	City of Los Angeles
16. [a]	Pershing Drive & Manchester Avenue	City of Los Angeles
17. [a]	Pershing Drive & Westchester Parkway	City of Los Angeles
18. [a]	Vista Del Mar & Imperial Highway	City of Los Angeles
19. [a]	Pershing Drive & Imperial Highway	City of Los Angeles
20. [a]	Main Street & Imperial Highway	City of Los Angeles
21. [a]	Vista Del Mar & Grand Avenue	City of Los Angeles
22.	Highland Avenue/Vista Del Mar & Rosecrans Avenue	City of Manhattan Beach
23.	Sepulveda Boulevard & Centinela Avenue	City of Culver City
24. [a]	Sepulveda Boulevard & Howard Hughes Parkway	City of Los Angeles
25. [a]	Sepulveda Boulevard & 76th Street	City of Los Angeles
26. [a]	Sepulveda Boulevard & 79th Street	City of Los Angeles
27. [a]	Sepulveda Boulevard & 83rd Street	City of Los Angeles
28. [a]	Sepulveda Boulevard & Manchester Avenue	City of Los Angeles
29. [a]	Sepulveda Blvd & La Tijera Blvd	City of Los Angeles
30. [a]	Sepulveda Boulevard & Westchester Parkway	City of Los Angeles
31. [a]	Sepulveda Boulevard & Lincoln Boulevard	City of Los Angeles
32. [a]	Sepulveda Boulevard & Century Boulevard	City of Los Angeles
33. [a]	Sepulveda Boulevard & I-105 WB Ramps n/o Imperial Highway	City of Los Angeles
34. [a]	Sepulveda Boulevard & Imperial Highway	City of Los Angeles
35.	Sepulveda Bouelvard & Mariposa Avenue	City of El Segundo
36.	Sepulveda Boulevard & Grand Avenue	City of El Segundo
37.	Sepulveda Boulevard & El Segundo Boulevard	City of El Segundo
38.	Sepulveda Boulevard & Rosecrans Avenue	City of El Segundo
39. [a]	La Tijera Blvd & Manchester Avenue	City of Los Angeles
40. [a]	La Tijera Boulevard & Airport Boulevard	City of Los Angeles
41. [a]	SB I-405 Ramps & La Tijera Boulevard	City of Los Angeles
42. [a]	NB I-405 Ramps & La Tijera Boulevard	City of Los Angeles
43. [a]	La Tijera Boulevard & Centinela Boulevard	City of Los Angeles
44. [a]	La Cienega Boulevard & La Tijera Boulevard	City of Los Angeles
45.	La Cienega Boulevard & Centinela Avenue	City of Inglewood
46. [a]	Airport Boulevard & Manchester Avenue	City of Los Angeles
47.	Aviation Boulevard / Florence Avenue & Manchester Avenue	City of Inglewood
48.	La Cienega Boulevard & Florence Avenue	City of Inglewood
49.	La Cienega Boulevard & Manchester Boulevard	City of Inglewood
50.	Ash Avenue & Manchester Avenue	City of Inglewood
51.	Inglewood Avenue & Manchester Boulevard	City of Inglewood
52.	La Brea Avenue & Florence Avenue	City of Inglewood
53.	La Brea Avenue & Manchester Boulevard	City of Inglewood

TABLE 2 (CTD.)
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
54. [a]	Sepulveda Eastway & Westchester Parkway	City of Los Angeles
55. [a]	Jenny Avenue & Westchester Parkway	City of Los Angeles
56. [a]	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	City of Los Angeles
57. [a]	Aviation Boulevard & Arbor Vitae Street	City of Los Angeles
58. [a]	La Cienega Boulevard & Arbor Vitae Street	City of Los Angeles
59.	Inglewood Avenue & Arbor Vitae Street	City of Inglewood
60.	La Brea Avenue & Arbor Vitae Street	City of Inglewood
61. [a]	Airport Boulevard & Century Boulevard	City of Los Angeles
62. [a]	Aviation Boulevard & Century Boulevard	City of Los Angeles
63. [a]	La Cienega Boulevard & Century Boulevard	City of Los Angeles
64. [a]	NB I-405 Ramps & Century Boulevard	City of Los Angeles
65.	Inglewood Avenue & Century Boulevard	City of Inglewood
66.	La Brea Avenue / Hawthorne Boulevard & Century Boulevard	City of Inglewood
67.	Inglewood Avenue & Lennox Boulevard	Los Angeles County
68.	Hawthorne Boulevard & Lennox Boulevard	Los Angeles County
69.	Inglewood Avenue & Imperial Highway	City of Hawthorne
70.	Hawthorne Boulevard & Imperial Highway	City of Hawthorne
71.	Inglewood Avenue & El Segundo Boulevard	City of Hawthorne
72.	Hawthorne Boulevard & El Segundo Boulevard	City of Hawthorne
73. [a]	Centinela Avenue & Culver Boulevard	City of Los Angeles
74. [a]	Centinela Avenue & Sanford/SR-90 WB On/Off Ramps	City of Los Angeles
75. [a]	Centinela Avenue & SR-90 EB On/Off Ramps	City of Los Angeles
76. [a]	Centinela Avenue & Jefferson Boulevard	City of Los Angeles
77.	Sepulveda Boulevard & Washington Place	City of Culver City
78.	Sepulveda Boulevard & Washington Boulevard	City of Culver City
79.	Sawtelle Boulevard & Culver Boulevard	City of Culver City
80.	Sepulveda Boulevard & Culver Boulevard	City of Culver City
81. [a]	SB I-405 Ramps & Jefferson Boulevard	City of Los Angeles
82. [a]	NB I-405 Ramps & Jefferson Boulevard	City of Los Angeles
83.	Sepulveda Boulevard & Jefferson Boulevard	City of Culver City
84.	Sepulveda Boulevard & Sawtelle Boulevard	City of Culver City
85.	Slauson Avenue & Jefferson Boulevard	City of Culver City
86.	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	City of Culver City
87.	Sepulveda Boulevard & Slauson Avenue	City of Culver City
88.	La Cienega Boulevard & Stocker Street	Los Angeles County
89.	La Cienega Boulevard SB Ramps & Slauson Avenue	Los Angeles County
90.	La Cienega Boulevard NB Ramps & Slauson Avenue	Los Angeles County
91. [a]	Falmouth Avenue & Manchester Avenue	City of Los Angeles
92. [a]	Falmouth Avenue & Westchester Parkway	City of Los Angeles
93. [a]	Lincoln Boulevard & Loyola Boulevard	City of Los Angeles
94. [a]	Loyola Boulevard & Westchester Parkway	City of Los Angeles
95. [a]	Mcconnell Avenue & Westchester Parkway	City of Los Angeles
96. [a]	Emerson Avenue & Manchester Avenue	City of Los Angeles
97. [a]	La Tijera Boulevard & Westchester Parkway	City of Los Angeles
98. [a]	Sepulveda Westway & La Tijera Boulevard	City of Los Angeles
99. [a]	Sepulveda Westway & Westchester Parkway	City of Los Angeles
100. [a]	Airport Boulevard & 96th Street	City of Los Angeles
101. [a]	Aviation Boulevard & Imperial Highway	City of Los Angeles
102.	Aviation Boulevard & El Segundo Boulevard	City of El Segundo
103. [a]	Lincoln Boulevard & Rose Avenue	City of Los Angeles
104. [a]	Culver Boulevard & SR-90 WB Ramps	City of Los Angeles
105. [a]	Culver Boulevard & SR-90 EB Ramps	City of Los Angeles
106. [a]	SB I-405 Ramps & Howard Hughes Parkway	City of Los Angeles
107. [a]	Center Drive & NB I-405 Ramps/Howard Hughes Parkway	City of Los Angeles
108. [a]	La Cienega Boulevard & Imperial Highway	City of Los Angeles

Note:

[a] Intersection is operating under LADOT's Adaptive Traffic Control System (ATCS). A V/C credit of 0.10 is applied to these intersections under all existing and future analysis scenarios.



PROJECT SITE AREAS

FIGURE 1

Jun 12, 2012
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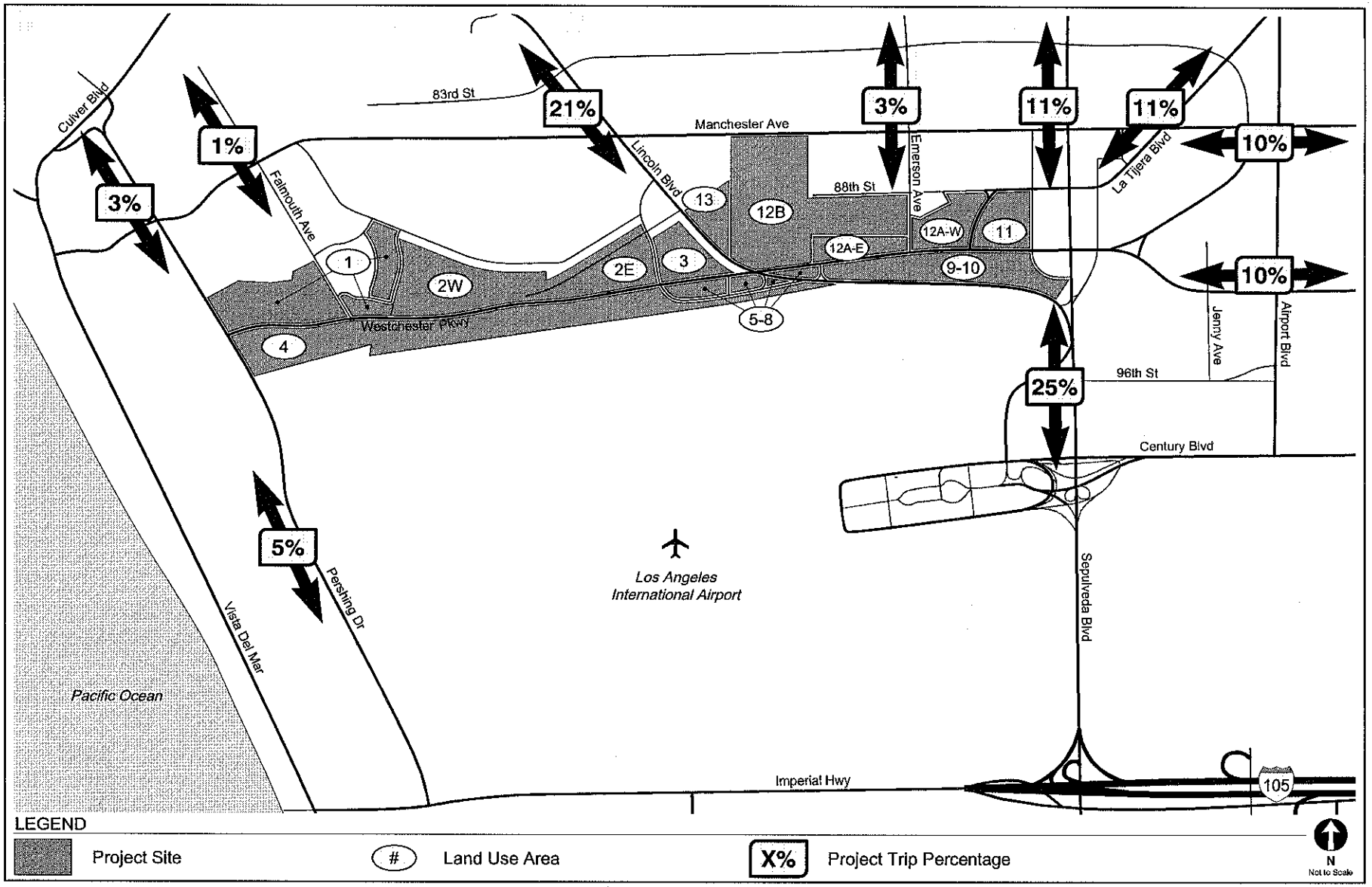

PROJECT TRIP DISTRIBUTION

FIGURE 2

Jun 12, 2012
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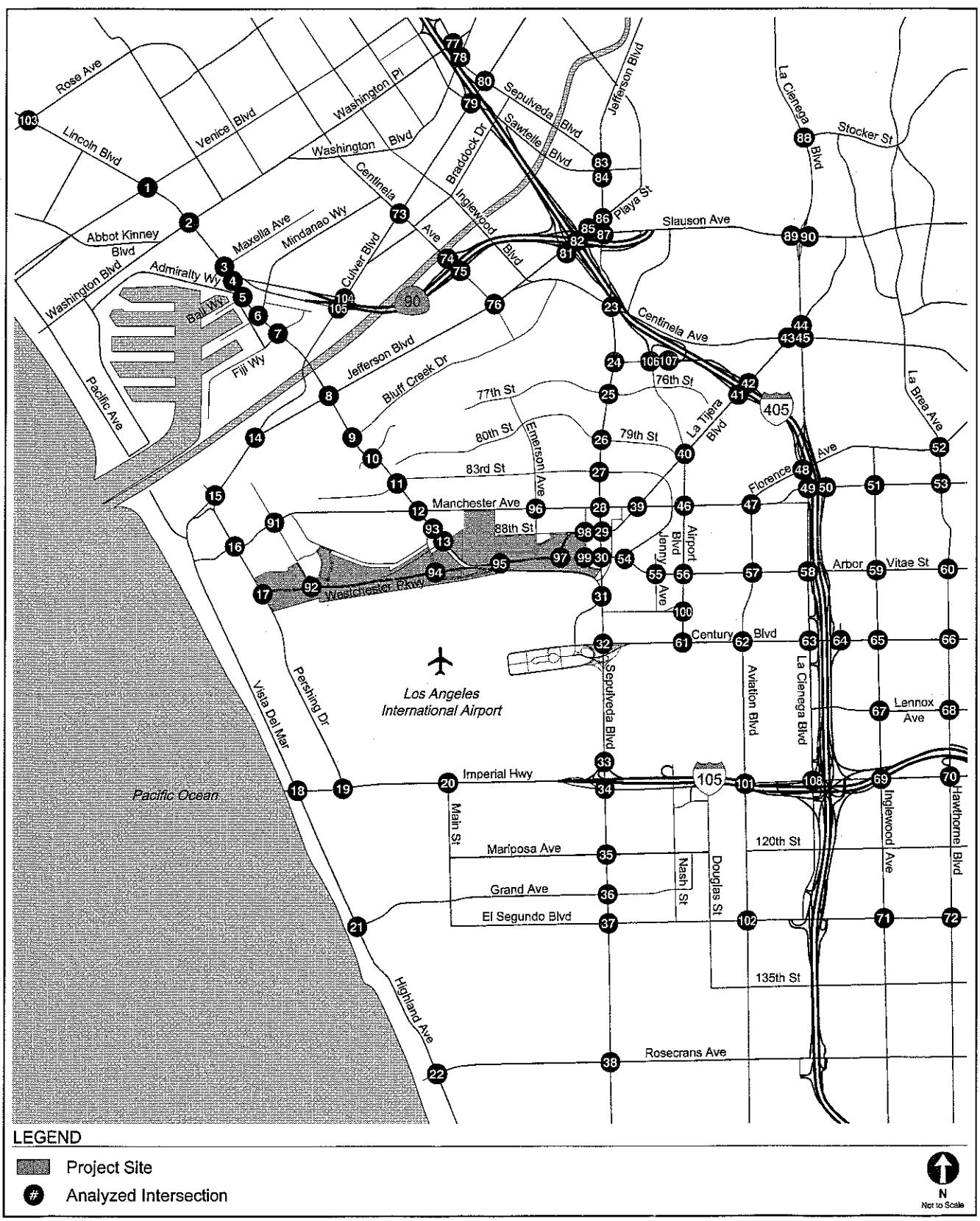

LEGEND

Project Site

Analyzed Intersection

N
Not to Scale

STUDY AREA

FIGURE 3

Jun 20, 2012
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Appendix B

Traffic Count Sheets

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

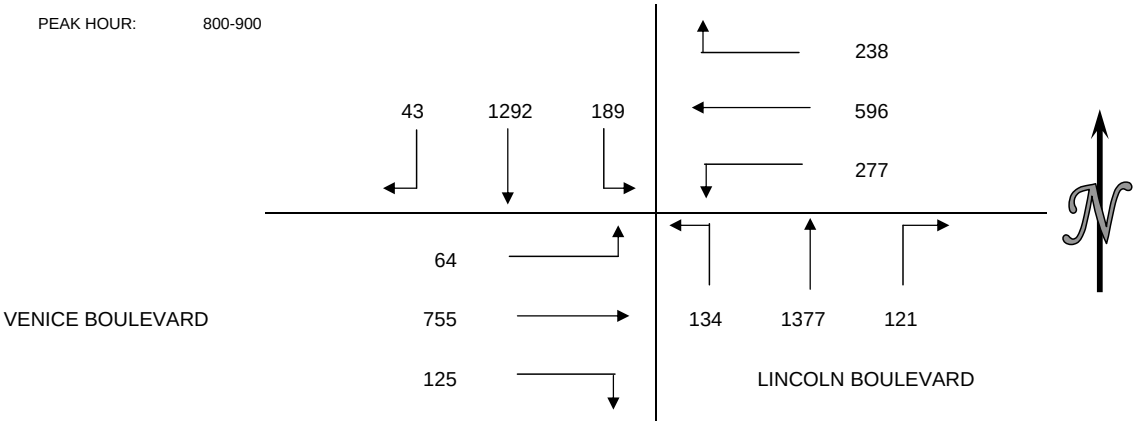
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY, JULY 27, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W VENICE BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	122	23	28	53	28	28	323	21	15	72	10	730
715-730	6	177	32	30	84	27	27	331	19	18	100	11	862
730-745	7	233	40	49	120	42	27	396	27	28	138	15	1122
745-800	6	209	34	64	109	59	38	384	33	21	141	14	1112
800-815	15	342	50	57	133	55	36	371	40	30	167	17	1313
815-830	15	316	44	60	127	78	22	320	32	43	189	15	1261
830-845	5	294	39	69	143	77	40	344	28	22	214	19	1294
845-900	8	340	56	52	193	67	23	342	34	30	185	13	1343
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	26	741	129	171	366	156	120	1434	100	82	451	50	3826
715-815	34	961	156	200	446	183	128	1482	119	97	546	57	4409
730-830	43	1100	168	230	489	234	123	1471	132	122	635	61	4808
745-845	41	1161	167	250	512	269	136	1419	133	116	711	65	4980
800-900	43	1292	189	238	596	277	121	1377	134	125	755	64	5211

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	10	10	12	37
715-730	14	5	12	18	49
730-745	15	9	7	13	44
745-800	12	10	8	18	48
800-815	8	12	4	15	39
815-830	6	8	7	7	28
830-845	8	10	20	29	67
845-900	12	7	11	15	45
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	46	34	37	61	178
715-815	49	36	31	64	180
730-830	41	39	26	53	159
745-845	34	40	39	69	182
800-900	34	37	42	66	179

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	13	3	1	2	19
715-730	7	2	4	4	17
730-745	5	2	8	1	16
745-800	4	3	8	2	17
800-815	3	3	2	6	14
815-830	5	2	10	1	18
830-845	4	2	7	2	15
845-900	12	8	8	1	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	29	10	21	9	69
715-815	19	10	22	13	64
730-830	17	10	28	10	65
745-845	16	10	27	11	64
800-900	24	15	27	10	76

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

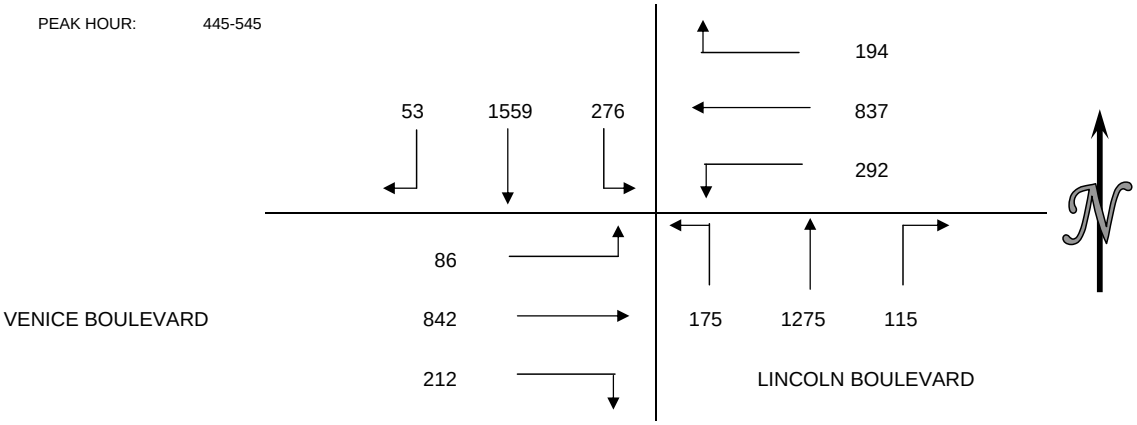
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	VENICE BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	32	398	46	40	202	69	41	288	48	64	173	25	1426
415-430	22	374	74	48	210	60	36	297	39	47	227	25	1459
430-445	19	335	58	41	199	62	29	293	40	53	197	25	1351
445-500	13	362	63	54	216	62	33	308	53	53	212	25	1454
500-515	13	387	67	50	208	82	26	327	47	66	207	15	1495
515-530	21	411	59	47	186	66	31	327	39	52	203	22	1464
530-545	6	399	87	43	227	82	25	313	36	41	220	24	1503
545-600	7	318	55	49	238	46	37	329	38	39	222	23	1401
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	86	1469	241	183	827	253	139	1186	180	217	809	100	5690
415-515	67	1458	262	193	833	266	124	1225	179	219	843	90	5759
430-530	66	1495	247	192	809	272	119	1255	179	224	819	87	5764
445-545	53	1559	276	194	837	292	115	1275	175	212	842	86	5916
500-600	47	1515	268	189	859	276	119	1296	160	198	852	84	5863

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	13	13	31	11	68
415-430	22	19	17	7	65
430-445	21	21	13	9	64
445-500	14	15	10	10	49
500-515	4	9	13	13	39
515-530	12	19	11	10	52
530-545	24	40	27	11	102
545-600	4	11	6	3	24
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	70	68	71	37	246
415-515	61	64	53	39	217
430-530	51	64	47	42	204
445-545	54	83	61	44	242
500-600	44	79	57	37	217

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	1	15	7	31
415-430	4	6	17	11	38
430-445	13	6	8	5	32
445-500	7	5	15	7	34
500-515	11	6	16	6	39
515-530	10	15	15	8	48
530-545	10	6	13	7	36
545-600	8	7	7	4	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	32	18	55	30	135
415-515	35	23	56	29	143
430-530	41	32	54	26	153
445-545	38	32	59	28	157
500-600	39	34	51	25	149

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

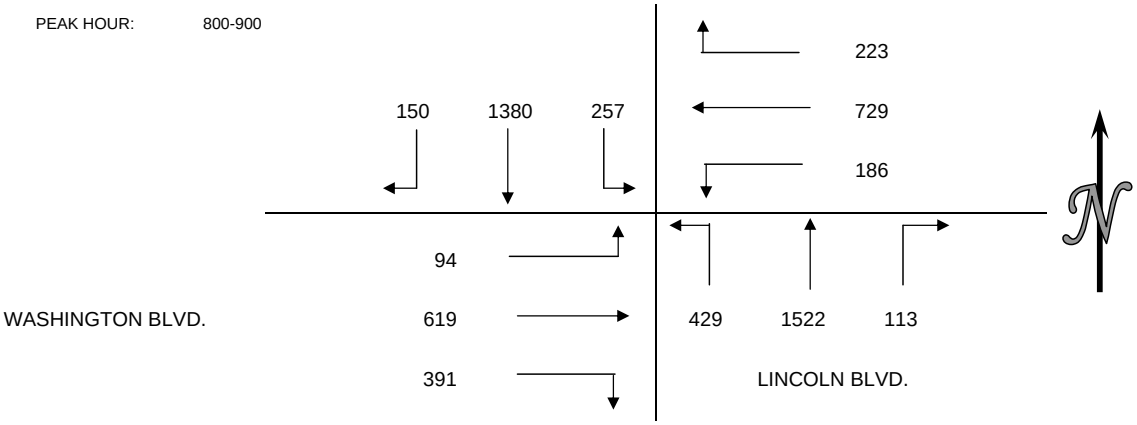
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BLVD.
	E/W	WASHINGTON BLVD.
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	148	20	38	68	13	6	372	61	65	92	23	927
715-730	22	207	32	43	98	22	13	397	93	78	94	22	1121
730-745	29	221	44	53	115	28	24	325	111	61	107	30	1148
745-800	26	266	51	55	131	40	27	362	115	97	132	29	1331
800-815	30	285	47	55	153	39	23	343	106	94	144	22	1341
815-830	45	359	71	55	194	45	32	398	111	94	145	14	1563
830-845	30	267	70	56	203	44	34	427	111	106	174	29	1551
845-900	45	469	69	57	179	58	24	354	101	97	156	29	1638
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	98	842	147	189	412	103	70	1456	380	301	425	104	4527
715-815	107	979	174	206	497	129	87	1427	425	330	477	103	4941
730-830	130	1131	213	218	593	152	106	1428	443	346	528	95	5383
745-845	131	1177	239	221	681	168	116	1530	443	391	595	94	5786
800-900	150	1380	257	223	729	186	113	1522	429	391	619	94	6093

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	9	6	13	32
715-730	7	2	6	7	22
730-745	14	4	0	11	29
745-800	9	2	15	12	38
800-815	6	6	6	10	28
815-830	10	11	4	4	29
830-845	7	1	15	5	28
845-900	5	4	2	12	23
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	34	17	27	43	121
715-815	36	14	27	40	117
730-830	39	23	25	37	124
745-845	32	20	40	31	123
800-900	28	22	27	31	108

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	7	1	0	12
715-730	2	4	1	0	7
730-745	4	4	0	2	10
745-800	4	2	2	1	9
800-815	8	6	5	4	23
815-830	7	11	2	1	21
830-845	5	1	3	1	10
845-900	7	4	1	3	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	17	4	3	38
715-815	18	16	8	7	49
730-830	23	23	9	8	63
745-845	24	20	12	7	63
800-900	27	22	11	9	69

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

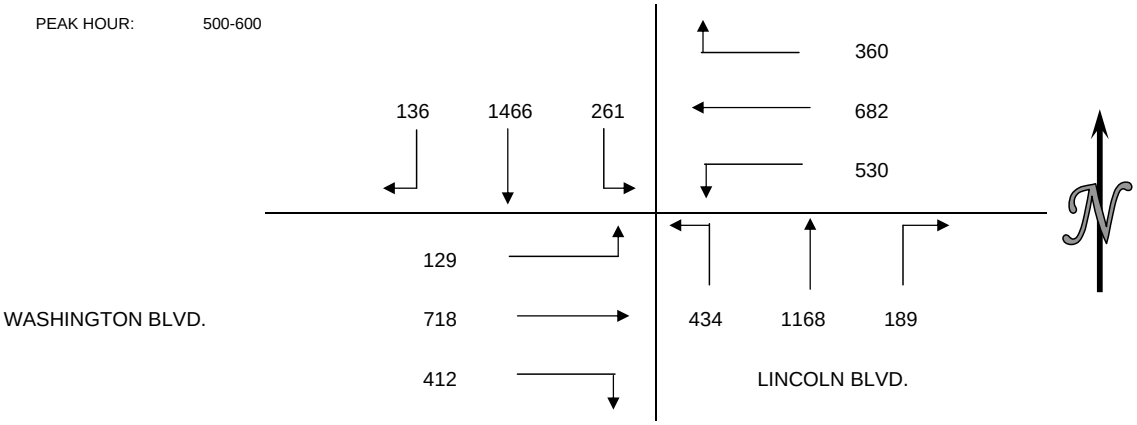
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 27, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LINCOLN BLVD.
E/W WASHINGTON BLVD.
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	41	443	83	119	121	77	44	203	119	121	185	60	1616
415-430	59	385	69	89	143	88	34	221	102	103	126	33	1452
430-445	40	378	87	93	182	91	30	248	115	112	148	44	1568
445-500	34	361	68	92	126	101	33	273	123	120	169	25	1525
500-515	50	411	96	88	142	129	53	300	96	98	157	22	1642
515-530	40	366	47	84	196	165	54	320	115	103	194	39	1723
530-545	21	341	63	89	157	125	38	291	94	107	180	42	1548
545-600	25	348	55	99	187	111	44	257	129	104	187	26	1572
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	174	1567	307	393	572	357	141	945	459	456	628	162	6161
415-515	183	1535	320	362	593	409	150	1042	436	433	600	124	6187
430-530	164	1516	298	357	646	486	170	1141	449	433	668	130	6458
445-545	145	1479	274	353	621	520	178	1184	428	428	700	128	6438
500-600	136	1466	261	360	682	530	189	1168	434	412	718	129	6485

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	12	26	31	16	85
415-430	10	14	12	12	48
430-445	10	20	31	6	67
445-500	7	20	18	8	53
500-515	14	17	9	7	47
515-530	19	16	29	11	75
530-545	17	16	16	10	59
545-600	11	5	10	12	38
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	39	80	92	42	253
415-515	41	71	70	33	215
430-530	50	73	87	32	242
445-545	57	69	72	36	234
500-600	61	54	64	40	219

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	14	8	11	2	35
415-430	12	2	7	7	28
430-445	8	7	7	6	28
445-500	4	6	10	15	35
500-515	7	9	13	3	32
515-530	6	6	2	3	17
530-545	8	7	11	1	27
545-600	11	10	2	2	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	38	23	35	30	126
415-515	31	24	37	31	123
430-530	25	28	32	27	112
445-545	25	28	36	22	111
500-600	32	32	28	9	101

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

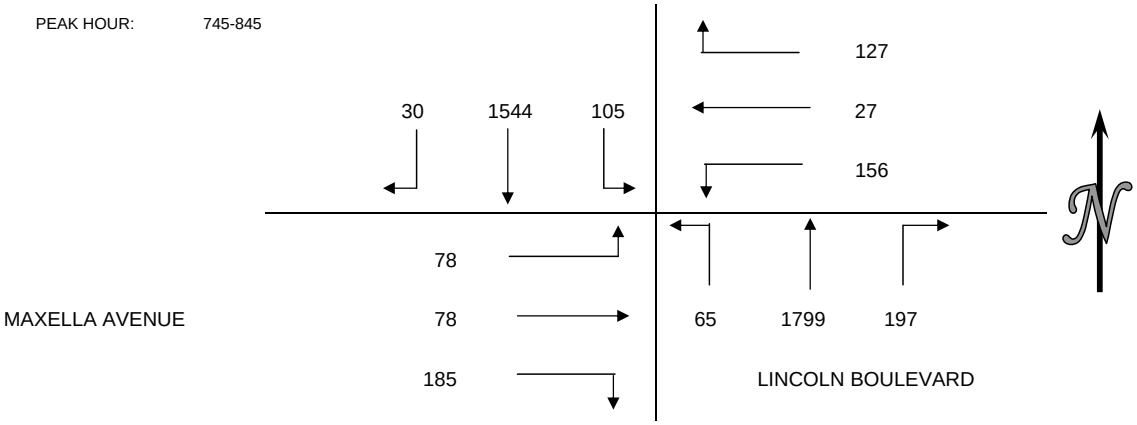
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	MAXELLA AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	180	12	25	3	28	27	457	16	15	13	18	797
715-730	7	229	15	18	5	17	23	398	7	24	5	14	762
730-745	2	293	24	27	4	32	49	430	17	35	18	13	944
745-800	8	397	32	34	8	41	65	496	19	61	8	27	1196
800-815	3	369	23	27	3	28	52	462	10	40	20	15	1052
815-830	11	419	29	34	10	41	32	435	16	41	17	14	1099
830-845	8	359	21	32	6	46	48	406	20	43	33	22	1044
845-900	14	334	22	32	8	39	42	482	21	50	16	15	1075
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	20	1099	83	104	20	118	164	1781	59	135	44	72	3699
715-815	20	1288	94	106	20	118	189	1786	53	160	51	69	3954
730-830	24	1478	108	122	25	142	198	1823	62	177	63	69	4291
745-845	30	1544	105	127	27	156	197	1799	65	185	78	78	4391
800-900	36	1481	95	125	27	154	174	1785	67	174	86	66	4270

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	15	3	0	2	20
715-730	9	2	0	1	12
730-745	8	4	0	4	16
745-800	14	7	1	6	28
800-815	9	1	0	6	16
815-830	14	5	0	7	26
830-845	8	1	0	2	11
845-900	14	3	0	6	23
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	46	16	1	13	76
715-815	40	14	1	17	72
730-830	45	17	1	23	86
745-845	45	14	1	21	81
800-900	45	10	0	21	76

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	1	3
715-730	1	0	0	1	2
730-745	2	0	1	3	6
745-800	1	2	0	2	5
800-815	0	1	0	0	1
815-830	1	3	1	0	5
830-845	0	0	2	1	3
845-900	3	0	2	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	2	1	7	16
715-815	4	3	1	6	14
730-830	4	6	2	5	17
745-845	2	6	3	3	14
800-900	4	4	5	2	15

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

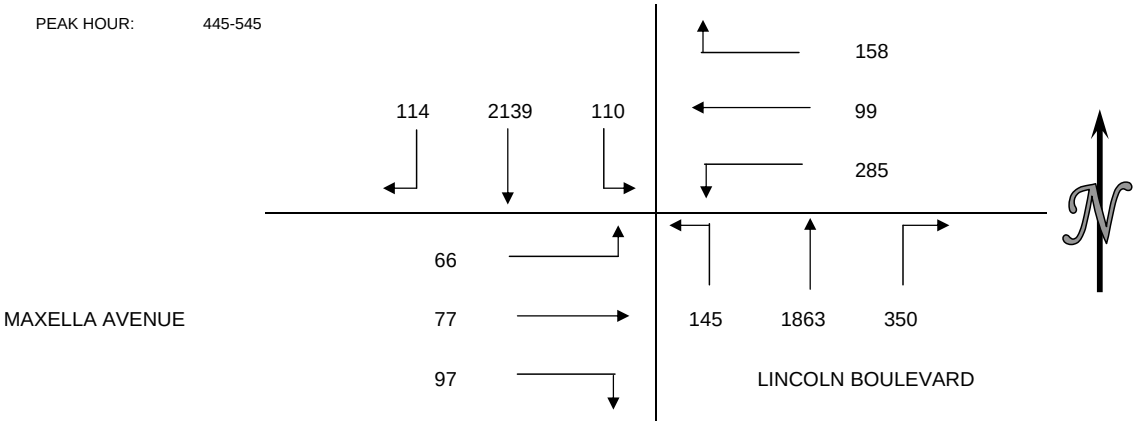
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	MAXELLA AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	30	625	25	43	20	61	66	286	64	17	19	24	1280
415-430	17	575	34	28	18	55	95	404	49	17	15	22	1329
430-445	23	537	29	41	22	81	80	397	30	14	18	14	1286
445-500	26	569	31	40	20	51	79	422	36	28	12	12	1326
500-515	35	542	24	38	27	74	93	466	41	27	20	19	1406
515-530	20	517	22	38	22	85	86	468	28	19	21	15	1341
530-545	33	511	33	42	30	75	92	507	40	23	24	20	1430
545-600	20	495	25	28	15	63	81	441	28	15	17	12	1240
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	96	2306	119	152	80	248	320	1509	179	76	64	72	5221
415-515	101	2223	118	147	87	261	347	1689	156	86	65	67	5347
430-530	104	2165	106	157	91	291	338	1753	135	88	71	60	5359
445-545	114	2139	110	158	99	285	350	1863	145	97	77	66	5503
500-600	108	2065	104	146	94	297	352	1882	137	84	82	66	5417

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	24	6	0	12	42
415-430	19	7	0	5	31
430-445	21	16	0	5	42
445-500	17	5	0	15	37
500-515	19	2	2	17	40
515-530	10	4	0	0	14
530-545	32	6	0	9	47
545-600	10	6	0	5	21
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	81	34	0	37	152
415-515	76	30	2	42	150
430-530	67	27	2	37	133
445-545	78	17	2	41	138
500-600	71	18	2	31	122

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	2	0	4	10
415-430	8	3	0	6	17
430-445	5	1	0	0	6
445-500	9	2	0	3	14
500-515	4	2	1	5	12
515-530	1	0	0	0	1
530-545	3	5	5	0	13
545-600	6	1	1	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	26	8	0	13	47
415-515	26	8	1	14	49
430-530	19	5	1	8	33
445-545	17	9	6	8	40
500-600	14	8	7	5	34

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

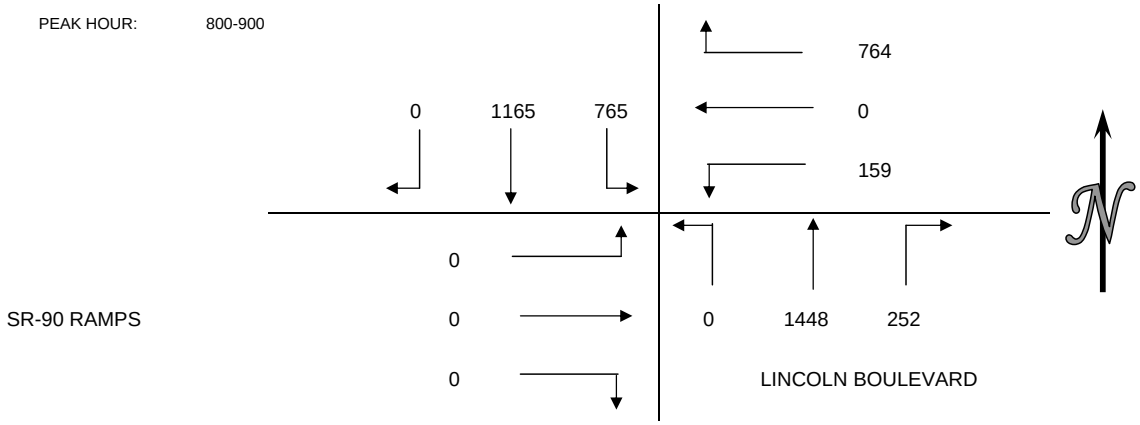
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	SR-90 RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	125	92	117	0	29	51	252	0	0	0	0	666
715-730	0	178	124	126	0	30	35	315	0	0	0	0	808
730-745	0	196	173	134	0	34	52	326	0	0	0	0	915
745-800	0	245	164	164	0	42	58	377	0	0	0	0	1050
800-815	0	224	214	170	0	32	60	346	0	0	0	0	1046
815-830	0	295	189	219	0	42	59	359	0	0	0	0	1163
830-845	0	305	181	181	0	36	72	362	0	0	0	0	1137
845-900	0	341	181	194	0	49	61	381	0	0	0	0	1207
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	744	553	541	0	135	196	1270	0	0	0	0	3439
715-815	0	843	675	594	0	138	205	1364	0	0	0	0	3819
730-830	0	960	740	687	0	150	229	1408	0	0	0	0	4174
745-845	0	1069	748	734	0	152	249	1444	0	0	0	0	4396
800-900	0	1165	765	764	0	159	252	1448	0	0	0	0	4553

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	3	0	0	3
715-730	0	1	0	0	1
730-745	0	3	0	0	3
745-800	0	2	0	0	2
800-815	0	2	0	0	2
815-830	0	2	0	0	2
830-845	0	6	0	0	6
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	9	0	0	9
715-815	0	8	0	0	8
730-830	0	9	0	0	9
745-845	0	12	0	0	12
800-900	0	10	0	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	0	2	0	0	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	0	2	0	0	2
730-830	0	4	0	0	4
745-845	0	3	0	0	3
800-900	0	3	0	0	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

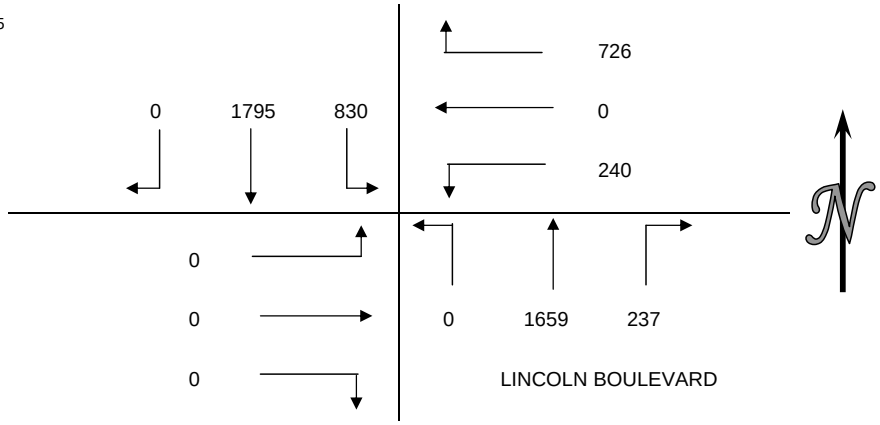
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	SR-90 RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	284	153	182	0	38	63	409	0	0	0	0	1129
415-430	0	306	200	214	0	73	66	368	0	0	0	0	1227
430-445	0	368	225	188	0	54	64	363	0	0	0	0	1262
445-500	0	458	180	196	0	58	55	389	0	0	0	0	1336
500-515	0	416	194	160	0	66	60	419	0	0	0	0	1315
515-530	0	485	235	184	0	61	46	390	0	0	0	0	1401
530-545	0	436	221	186	0	55	76	461	0	0	0	0	1435
545-600	0	422	199	198	0	65	50	385	0	0	0	0	1319
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	1416	758	780	0	223	248	1529	0	0	0	0	4954
415-515	0	1548	799	758	0	251	245	1539	0	0	0	0	5140
430-530	0	1727	834	728	0	239	225	1561	0	0	0	0	5314
445-545	0	1795	830	726	0	240	237	1659	0	0	0	0	5487
500-600	0	1759	849	728	0	247	232	1655	0	0	0	0	5470

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	0	0	3
415-430	0	5	0	0	5
430-445	0	3	0	0	3
445-500	0	2	0	0	2
500-515	0	1	0	0	1
515-530	0	3	0	0	3
530-545	0	3	0	0	3
545-600	0	6	0	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	13	0	0	13
415-515	0	11	0	0	11
430-530	0	9	0	0	9
445-545	0	9	0	0	9
500-600	0	13	0	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	3	0	0	3
430-445	0	1	0	0	1
445-500	0	2	0	0	2
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	7	0	0	7
415-515	0	6	0	0	6
430-530	0	3	0	0	3
445-545	0	3	0	0	3
500-600	0	2	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

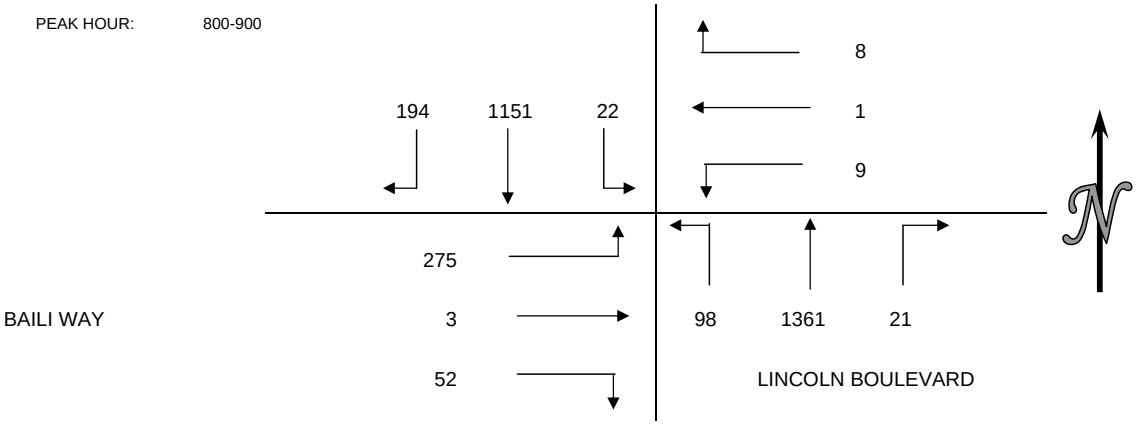
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	BAILI WAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	25	153	4	4	0	0	4	203	8	1	0	34	436
715-730	29	187	0	0	0	0	3	273	16	12	0	44	564
730-745	45	217	5	3	0	1	3	343	17	14	2	70	720
745-800	43	243	2	0	0	0	3	317	20	4	0	55	687
800-815	46	255	5	1	0	5	5	335	28	7	0	69	756
815-830	46	248	5	2	0	1	3	372	23	10	2	89	801
830-845	43	329	6	2	0	3	4	310	18	19	1	70	805
845-900	59	319	6	3	1	0	9	344	29	16	0	47	833
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	142	800	11	7	0	1	13	1136	61	31	2	203	2407
715-815	163	902	12	4	0	6	14	1268	81	37	2	238	2727
730-830	180	963	17	6	0	7	14	1367	88	35	4	283	2964
745-845	178	1075	18	5	0	9	15	1334	89	40	3	283	3049
800-900	194	1151	22	8	1	9	21	1361	98	52	3	275	3195

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	1	0	0	1	2
745-800	0	0	1	1	2
800-815	0	0	2	0	2
815-830	0	0	2	3	5
830-845	0	0	2	2	4
845-900	0	0	3	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	1	2	4
715-815	1	0	3	2	6
730-830	1	0	5	5	11
745-845	0	0	7	6	13
800-900	0	0	9	6	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	3	3
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	3	3
715-815	0	0	0	4	4
730-830	0	0	0	4	4
745-845	0	0	0	4	4
800-900	0	0	0	1	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

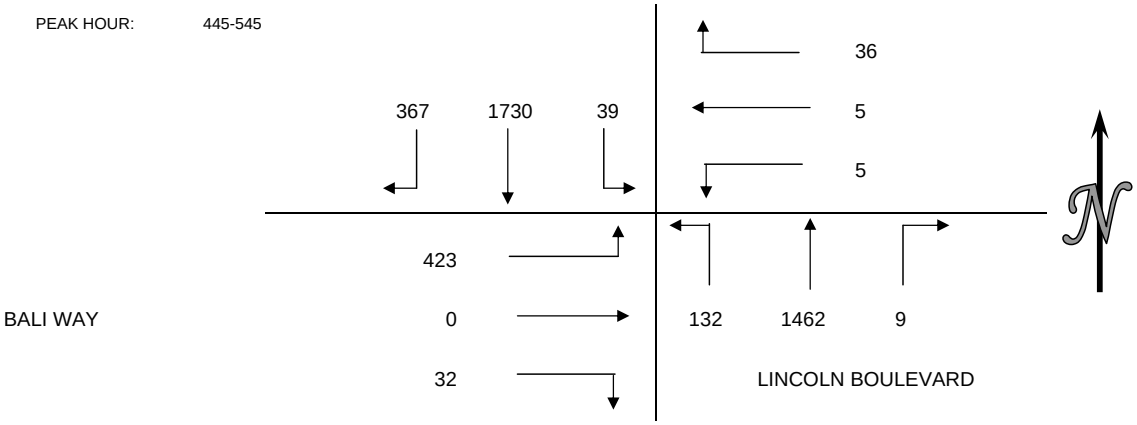
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	BALI WAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	86	405	7	9	1	1	2	295	15	7	4	101	933
415-430	103	401	11	5	2	2	0	326	25	7	1	107	990
430-445	75	363	13	6	0	0	5	294	20	7	1	86	870
445-500	90	449	14	10	2	2	6	339	33	2	0	87	1034
500-515	101	398	5	5	2	1	3	396	29	17	0	113	1070
515-530	81	414	12	7	1	0	0	357	32	4	0	117	1025
530-545	95	469	8	14	0	2	0	370	38	9	0	106	1111
545-600	70	422	8	3	1	1	1	231	38	5	4	92	876
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	354	1618	45	30	5	5	13	1254	93	23	6	381	3827
415-515	369	1611	43	26	6	5	14	1355	107	33	2	393	3964
430-530	347	1624	44	28	5	3	14	1386	114	30	1	403	3999
445-545	367	1730	39	36	5	5	9	1462	132	32	0	423	4240
500-600	347	1703	33	29	4	4	4	1354	137	35	4	428	4082

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	2	4
415-430	0	0	4	3	7
430-445	0	0	1	0	1
445-500	0	0	3	0	3
500-515	0	0	4	0	4
515-530	0	0	3	0	3
530-545	0	0	1	0	1
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	10	5	15
415-515	0	0	12	3	15
430-530	0	0	11	0	11
445-545	0	0	11	0	11
500-600	0	0	8	1	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	3	3
415-430	0	0	2	1	3
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	3	3
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	3	4	7
415-515	0	0	3	2	5
430-530	0	0	1	1	2
445-545	0	0	1	4	5
500-600	1	0	0	4	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

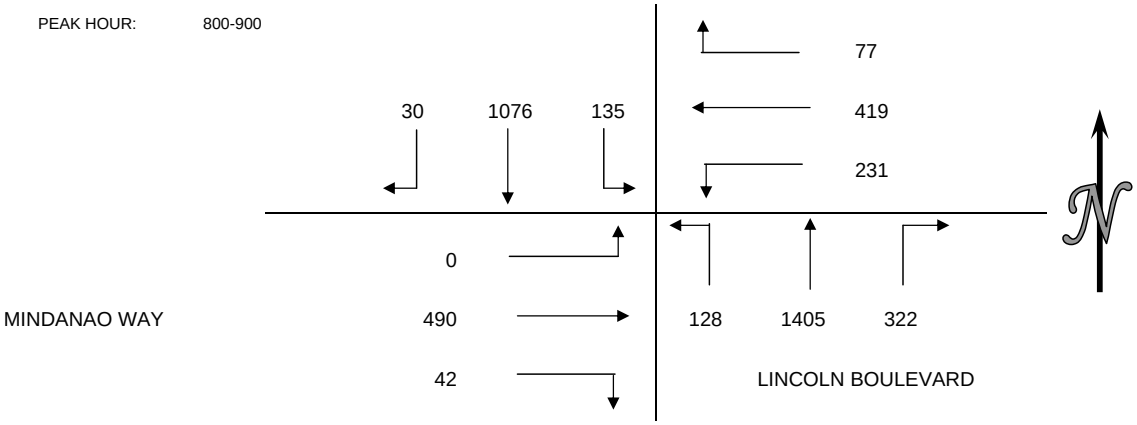
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W MINDANAO WAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	5	134	4	5	61	20	20	272	37	20	83	0	661
715-730	4	154	12	3	66	33	42	322	21	14	103	0	774
730-745	7	192	17	14	74	39	58	371	26	6	102	0	906
745-800	7	205	33	10	91	47	84	390	32	12	125	0	1036
800-815	6	229	27	17	92	54	79	366	26	11	104	0	1011
815-830	2	259	27	21	124	50	72	310	35	10	135	0	1045
830-845	12	307	44	22	110	60	82	348	35	12	124	0	1156
845-900	10	281	37	17	93	67	89	381	32	9	127	0	1143
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	23	685	66	32	292	139	204	1355	116	52	413	0	3377
715-815	24	780	89	44	323	173	263	1449	105	43	434	0	3727
730-830	22	885	104	62	381	190	293	1437	119	39	466	0	3998
745-845	27	1000	131	70	417	211	317	1414	128	45	488	0	4248
800-900	30	1076	135	77	419	231	322	1405	128	42	490	0	4355

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	3	8	0	15
715-730	2	1	4	1	8
730-745	4	6	6	3	19
745-800	2	6	7	3	18
800-815	6	7	7	2	22
815-830	4	14	9	3	30
830-845	6	7	14	8	35
845-900	5	9	7	4	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	12	16	25	7	60
715-815	14	20	24	9	67
730-830	16	33	29	11	89
745-845	18	34	37	16	105
800-900	21	37	37	17	112

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	0	2	0	2
730-745	0	0	0	2	2
745-800	0	3	4	2	9
800-815	0	5	0	2	7
815-830	0	0	1	0	1
830-845	0	2	1	1	4
845-900	0	4	3	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	8	4	15
715-815	0	8	6	6	20
730-830	0	8	5	6	19
745-845	0	10	6	5	21
800-900	0	11	5	3	19

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

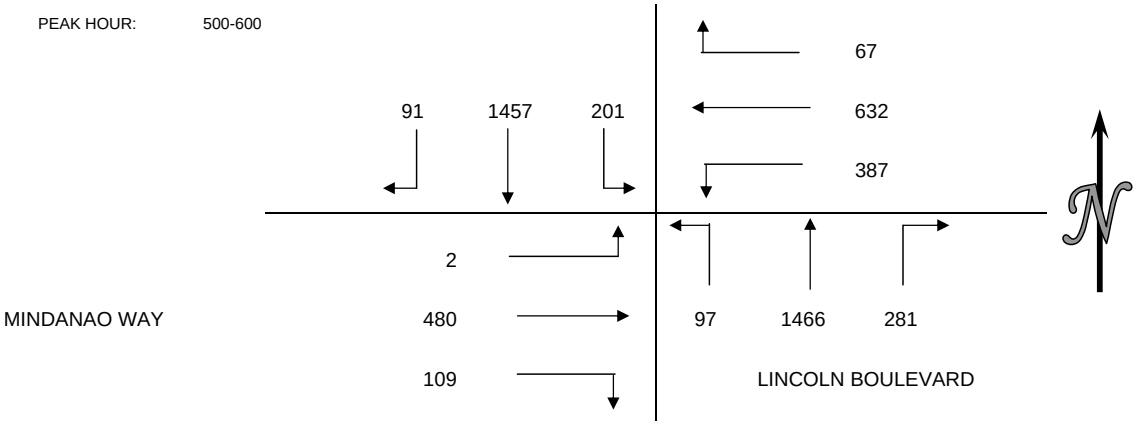
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W MINDANAO WAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	10	327	49	18	108	96	81	318	25	28	138	1	1199
415-430	18	344	33	21	131	102	61	323	22	40	145	0	1240
430-445	9	366	48	15	134	98	70	337	19	31	127	0	1254
445-500	19	311	41	26	143	111	59	308	27	27	138	0	1210
500-515	24	327	50	20	152	88	75	363	25	24	144	0	1292
515-530	24	388	60	13	130	92	69	400	32	25	106	0	1339
530-545	23	379	47	14	157	102	64	374	20	22	117	1	1320
545-600	20	363	44	20	193	105	73	329	20	38	113	1	1319
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	56	1348	171	80	516	407	271	1286	93	126	548	1	4903
415-515	70	1348	172	82	560	399	265	1331	93	122	554	0	4996
430-530	76	1392	199	74	559	389	273	1408	103	107	515	0	5095
445-545	90	1405	198	73	582	393	267	1445	104	98	505	1	5161
500-600	91	1457	201	67	632	387	281	1466	97	109	480	2	5270

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	9	10	25	4	48
415-430	5	12	22	6	45
430-445	8	14	9	6	37
445-500	12	12	16	2	42
500-515	3	11	16	2	32
515-530	14	19	17	8	58
530-545	10	11	24	5	50
545-600	3	9	14	2	28
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	34	48	72	18	172
415-515	28	49	63	16	156
430-530	37	56	58	18	169
445-545	39	53	73	17	182
500-600	30	50	71	17	168

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	4	2	2	10
415-430	2	3	0	1	6
430-445	0	0	2	0	2
445-500	1	3	3	0	7
500-515	2	2	1	0	5
515-530	1	0	3	3	7
530-545	5	5	4	3	17
545-600	9	1	2	1	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	10	7	3	25
415-515	5	8	6	1	20
430-530	4	5	9	3	21
445-545	9	10	11	6	36
500-600	17	8	10	7	42

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

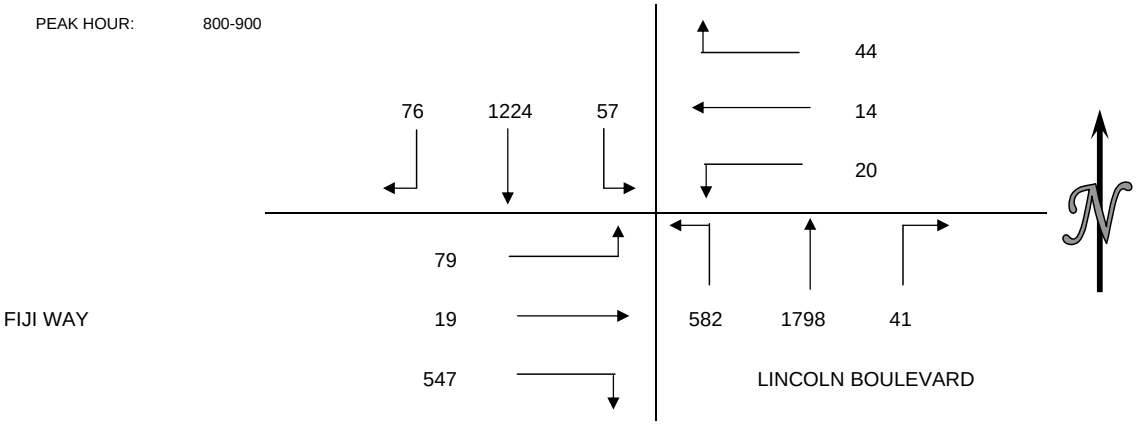
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	FIJI WAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	16	149	9	5	3	2	6	328	99	65	0	17	699
715-730	12	177	4	7	3	1	5	419	128	69	3	20	848
730-745	13	222	11	3	5	3	7	421	124	111	2	13	935
745-800	11	241	10	2	6	3	8	464	146	114	3	22	1030
800-815	18	278	12	13	2	4	14	429	119	104	3	17	1013
815-830	19	284	18	13	2	4	8	411	133	130	4	18	1044
830-845	13	342	13	10	3	5	5	475	173	154	3	23	1219
845-900	26	320	14	8	7	7	14	483	157	159	9	21	1225
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	52	789	34	17	17	9	26	1632	497	359	8	72	3512
715-815	54	918	37	25	16	11	34	1733	517	398	11	72	3826
730-830	61	1025	51	31	15	14	37	1725	522	459	12	70	4022
745-845	61	1145	53	38	13	16	35	1779	571	502	13	80	4306
800-900	76	1224	57	44	14	20	41	1798	582	547	19	79	4501

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	0	0	0	4
715-730	6	0	0	4	10
730-745	5	3	0	3	11
745-800	15	4	0	5	24
800-815	3	0	0	2	5
815-830	9	2	0	2	13
830-845	5	1	0	1	7
845-900	6	1	0	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	30	7	0	12	49
715-815	29	7	0	14	50
730-830	32	9	0	12	53
745-845	32	7	0	10	49
800-900	23	4	0	6	33

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	3	0	3	10
715-730	1	0	0	0	1
730-745	0	0	0	1	1
745-800	0	2	0	3	5
800-815	1	0	0	0	1
815-830	1	4	0	2	7
830-845	0	2	0	3	5
845-900	2	3	0	3	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	5	0	7	17
715-815	2	2	0	4	8
730-830	2	6	0	6	14
745-845	2	8	0	8	18
800-900	4	9	0	8	21

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

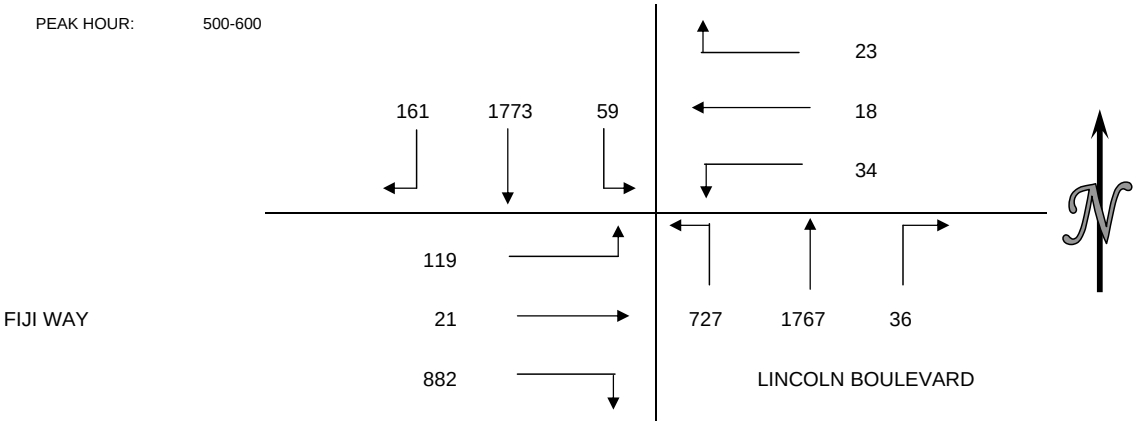
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	FIJI WAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	39	422	17	9	6	7	9	391	149	186	4	39	1278
415-430	30	388	17	3	2	4	7	444	146	211	2	40	1294
430-445	25	469	11	3	4	4	8	393	127	181	5	27	1257
445-500	35	413	6	4	4	5	7	394	148	168	1	21	1206
500-515	32	457	19	5	3	10	8	428	166	198	6	29	1361
515-530	42	412	15	5	4	6	8	454	177	213	5	27	1368
530-545	36	447	16	6	8	9	9	468	205	251	5	32	1492
545-600	51	457	9	7	3	9	11	417	179	220	5	31	1399
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	129	1692	51	19	16	20	31	1622	570	746	12	127	5035
415-515	122	1727	53	15	13	23	30	1659	587	758	14	117	5118
430-530	134	1751	51	17	15	25	31	1669	618	760	17	104	5192
445-545	145	1729	56	20	19	30	32	1744	696	830	17	109	5427
500-600	161	1773	59	23	18	34	36	1767	727	882	21	119	5620

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	5	0	6	17
415-430	9	1	0	1	11
430-445	6	0	0	0	6
445-500	7	2	0	0	9
500-515	5	0	0	0	5
515-530	8	4	0	3	15
530-545	8	1	0	1	10
545-600	14	0	0	1	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	28	8	0	7	43
415-515	27	3	0	1	31
430-530	26	6	0	3	35
445-545	28	7	0	4	39
500-600	35	5	0	5	45

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	1	0	1	5
415-430	0	4	0	3	7
430-445	0	0	0	0	0
445-500	1	0	0	0	1
500-515	1	0	0	2	3
515-530	5	1	0	1	7
530-545	1	0	0	2	3
545-600	2	4	0	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	5	0	4	13
415-515	2	4	0	5	11
430-530	7	1	0	3	11
445-545	8	1	0	5	14
500-600	9	5	0	7	21

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

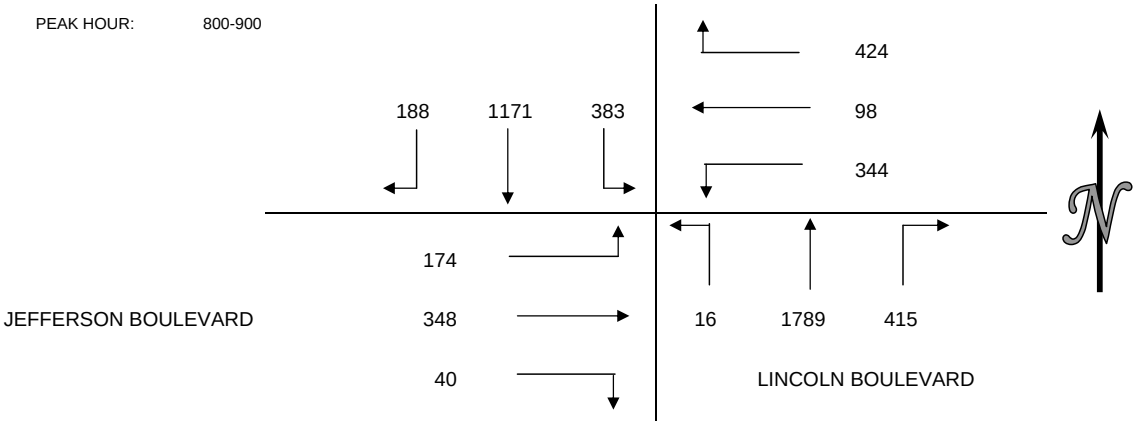
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W JEFFERSON BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	35	197	35	52	13	36	56	365	0	4	35	22	850
715-730	28	211	37	76	19	42	73	394	1	4	52	26	963
730-745	38	244	50	67	18	45	71	470	0	6	76	28	1113
745-800	50	237	69	90	16	72	89	482	0	10	74	34	1223
800-815	39	274	97	115	22	78	107	483	2	14	82	36	1349
815-830	41	251	74	88	20	90	109	424	6	5	88	36	1232
830-845	56	322	96	107	25	87	115	453	4	15	77	49	1406
845-900	52	324	116	114	31	89	84	429	4	6	101	53	1403
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	151	889	191	285	66	195	289	1711	1	24	237	110	4149
715-815	155	966	253	348	75	237	340	1829	3	34	284	124	4648
730-830	168	1006	290	360	76	285	376	1859	8	35	320	134	4917
745-845	186	1084	336	400	83	327	420	1842	12	44	321	155	5210
800-900	188	1171	383	424	98	344	415	1789	16	40	348	174	5390

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	1	1	1	5
715-730	0	0	4	0	4
730-745	2	3	5	3	13
745-800	2	1	6	1	10
800-815	0	3	0	0	3
815-830	1	2	2	1	6
830-845	2	2	6	2	12
845-900	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	5	16	5	32
715-815	4	7	15	4	30
730-830	5	9	13	5	32
745-845	5	8	14	4	31
800-900	3	7	11	3	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	1	0	3
715-730	0	1	2	0	3
730-745	0	3	1	2	6
745-800	0	2	4	0	6
800-815	0	5	3	1	9
815-830	0	0	0	1	1
830-845	0	2	0	2	4
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	8	8	2	18
715-815	0	11	10	3	24
730-830	0	10	8	4	22
745-845	0	9	7	4	20
800-900	0	9	3	4	16

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

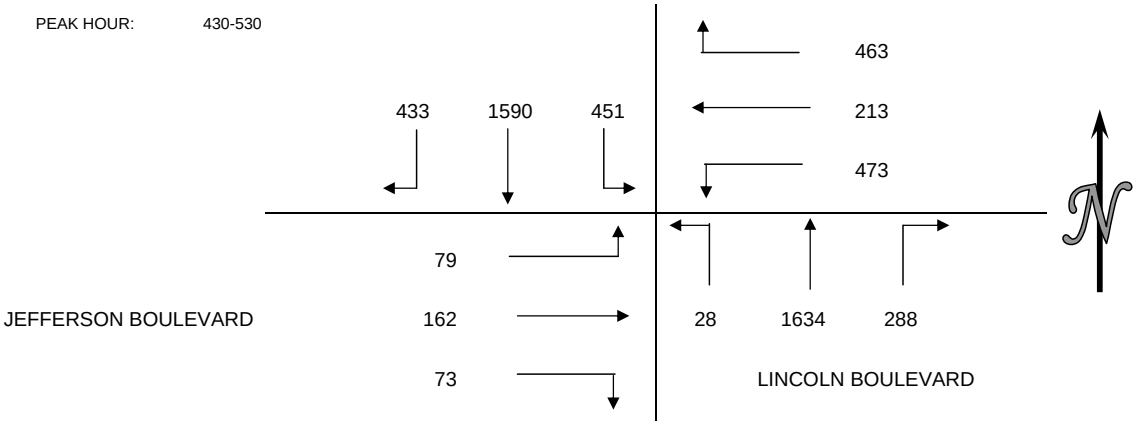
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	JEFFERSON BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	95	380	105	112	46	100	84	383	8	9	52	17	1391
415-430	100	367	93	92	34	94	53	357	8	14	53	26	1291
430-445	92	374	104	117	53	102	65	393	7	13	36	22	1378
445-500	125	420	148	110	54	146	80	413	6	24	38	17	1581
500-515	104	391	108	117	68	103	74	424	6	19	46	17	1477
515-530	112	405	91	119	38	122	69	404	9	17	42	23	1451
530-545	121	353	107	111	72	93	75	371	2	13	21	8	1347
545-600	103	427	111	144	79	133	73	390	3	15	33	17	1528
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	412	1541	450	431	187	442	282	1546	29	60	179	82	5641
415-515	421	1552	453	436	209	445	272	1587	27	70	173	82	5727
430-530	433	1590	451	463	213	473	288	1634	28	73	162	79	5887
445-545	462	1569	454	457	232	464	298	1612	23	73	147	65	5856
500-600	440	1576	417	491	257	451	291	1589	20	64	142	65	5803

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	3	5	2	12
415-430	1	2	4	2	9
430-445	1	0	9	3	13
445-500	1	5	7	1	14
500-515	1	2	3	2	8
515-530	1	5	8	1	15
530-545	1	2	5	1	9
545-600	2	2	0	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	10	25	8	48
415-515	4	9	23	8	44
430-530	4	12	27	7	50
445-545	4	14	23	5	46
500-600	5	11	16	6	38

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	1	3	2	1	7
430-445	1	0	0	1	2
445-500	0	2	0	1	3
500-515	0	1	1	2	4
515-530	0	2	0	0	2
530-545	0	2	0	0	2
545-600	1	1	1	3	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	5	2	4	13
415-515	2	6	3	5	16
430-530	1	5	1	4	11
445-545	0	7	1	3	11
500-600	1	6	2	5	14

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

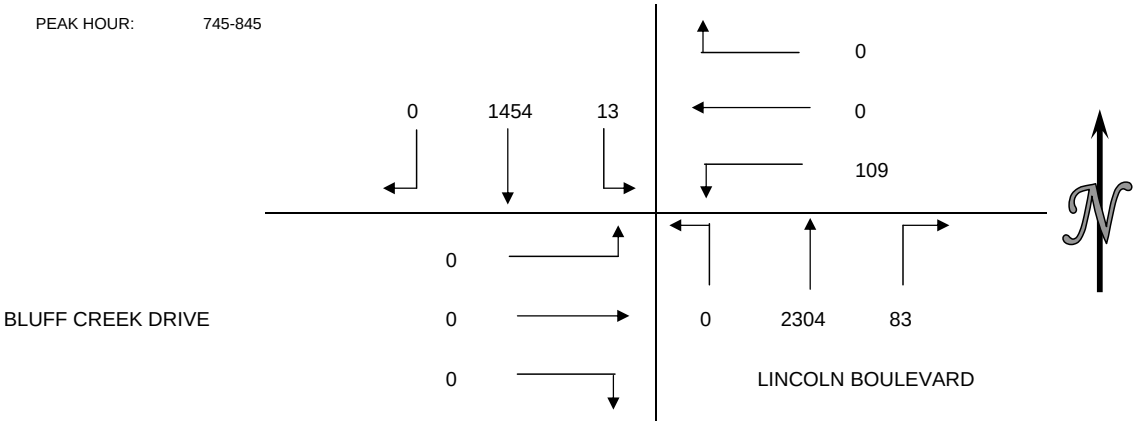
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	BLUFF CREEK DRIVE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	147	4	0	0	14	10	424	0	0	0	0	599
715-730	0	208	0	0	0	18	9	505	0	0	0	0	740
730-745	0	276	2	0	0	22	20	577	0	0	0	0	897
745-800	0	327	3	0	0	24	21	601	0	0	0	0	976
800-815	0	335	6	0	0	29	17	545	0	0	0	0	932
815-830	0	362	0	0	0	18	13	543	0	0	0	0	936
830-845	0	430	4	0	0	38	32	615	0	0	0	0	1119
845-900	0	409	6	0	0	33	24	501	0	0	0	0	973
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	958	9	0	0	78	60	2107	0	0	0	0	3212
715-815	0	1146	11	0	0	93	67	2228	0	0	0	0	3545
730-830	0	1300	11	0	0	93	71	2266	0	0	0	0	3741
745-845	0	1454	13	0	0	109	83	2304	0	0	0	0	3963
800-900	0	1536	16	0	0	118	86	2204	0	0	0	0	3960

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	4	0	0	4
715-730	1	0	0	0	1
730-745	1	6	0	0	7
745-800	1	1	0	0	2
800-815	3	3	0	0	6
815-830	2	0	0	0	2
830-845	1	0	0	0	1
845-900	1	3	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	11	0	0	14
715-815	6	10	0	0	16
730-830	7	10	0	0	17
745-845	7	4	0	0	11
800-900	7	6	0	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	2	0	0	0	2
730-745	0	2	0	0	2
745-800	1	2	0	0	3
800-815	1	3	0	0	4
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	6	0	0	9
715-815	4	7	0	0	11
730-830	2	7	0	0	9
745-845	2	7	0	0	9
800-900	1	7	0	0	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

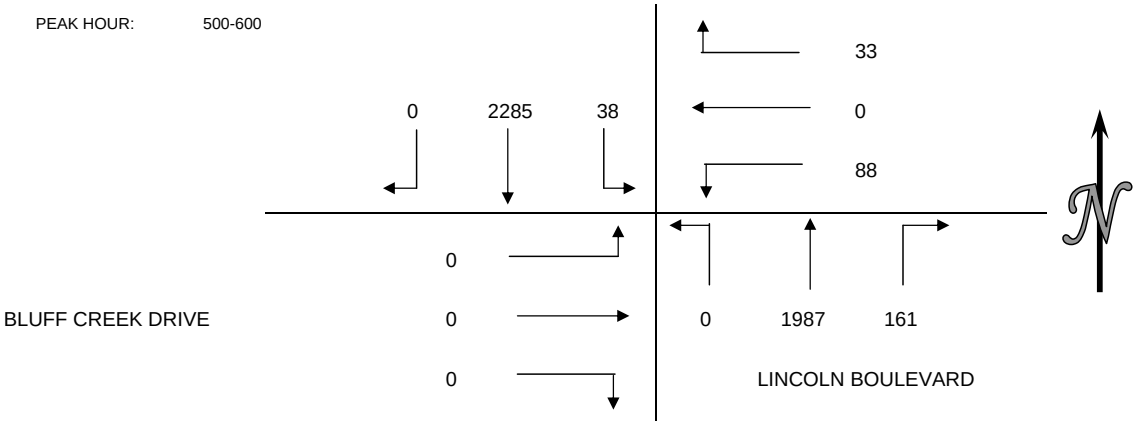
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W BLUFF CREEK DRIVE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	498	9	7	0	26	25	447	0	0	0	0	1012
415-430	0	481	9	9	0	24	22	432	0	0	0	0	977
430-445	0	525	11	7	0	17	38	486	0	0	0	0	1084
445-500	0	521	4	5	0	20	20	431	0	0	0	0	1001
500-515	0	563	7	10	0	18	36	494	0	0	0	0	1128
515-530	0	551	12	8	0	13	38	510	0	0	0	0	1132
530-545	0	576	12	11	0	21	42	534	0	0	0	0	1196
545-600	0	595	7	4	0	36	45	449	0	0	0	0	1136
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	2025	33	28	0	87	105	1796	0	0	0	0	4074
415-515	0	2090	31	31	0	79	116	1843	0	0	0	0	4190
430-530	0	2160	34	30	0	68	132	1921	0	0	0	0	4345
445-545	0	2211	35	34	0	72	136	1969	0	0	0	0	4457
500-600	0	2285	38	33	0	88	161	1987	0	0	0	0	4592

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	1	0	0	6
415-430	4	0	0	0	4
430-445	6	2	0	0	8
445-500	7	0	0	0	7
500-515	4	0	0	0	4
515-530	0	1	0	0	1
530-545	1	2	0	0	3
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	22	3	0	0	25
415-515	21	2	0	0	23
430-530	17	3	0	0	20
445-545	12	3	0	0	15
500-600	5	5	0	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	4	2	0	0	6
430-445	0	0	0	0	0
445-500	2	7	0	0	9
500-515	1	1	0	0	2
515-530	0	1	0	0	1
530-545	0	4	0	0	4
545-600	1	2	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	9	0	0	15
415-515	7	10	0	0	17
430-530	3	9	0	0	12
445-545	3	13	0	0	16
500-600	2	8	0	0	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

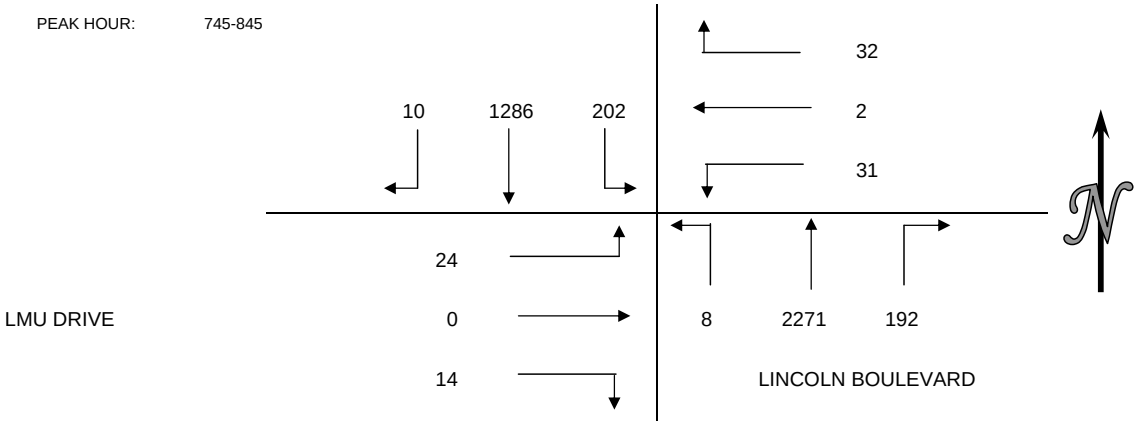
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W LMU DRIVE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	179	18	3	0	4	15	497	1	2	0	3	723
715-730	1	205	24	5	1	6	19	543	2	4	1	2	813
730-745	3	282	15	7	0	2	28	573	1	2	0	3	916
745-800	3	335	37	12	0	7	43	579	1	2	0	4	1023
800-815	3	283	51	6	0	10	54	576	3	5	0	10	1001
815-830	0	316	53	6	1	4	43	542	2	1	0	4	972
830-845	4	352	61	8	1	10	52	574	2	6	0	6	1076
845-900	3	330	47	5	0	6	75	495	5	5	0	2	973
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	8	1001	94	27	1	19	105	2192	5	10	1	12	3475
715-815	10	1105	127	30	1	25	144	2271	7	13	1	19	3753
730-830	9	1216	156	31	1	23	168	2270	7	10	0	21	3912
745-845	10	1286	202	32	2	31	192	2271	8	14	0	24	4072
800-900	10	1281	212	25	2	30	224	2187	12	17	0	22	4022

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	2	6	0	0	8
730-745	4	3	0	0	7
745-800	1	0	0	0	1
800-815	0	1	0	0	1
815-830	2	0	0	0	2
830-845	0	1	0	0	1
845-900	3	1	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	9	0	0	16
715-815	7	10	0	0	17
730-830	7	4	0	0	11
745-845	3	2	0	0	5
800-900	5	3	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	2	0	1	3
730-745	0	2	0	0	2
745-800	0	2	0	0	2
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	0	3	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	6	0	1	7
715-815	0	6	1	1	8
730-830	0	4	1	0	5
745-845	0	4	1	0	5
800-900	0	5	1	0	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

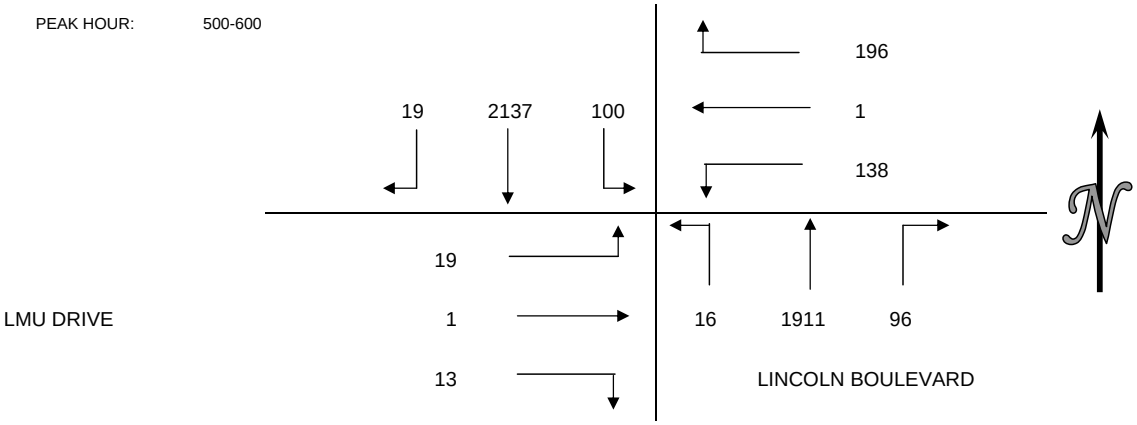
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W LMU DRIVE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	3	522	47	53	0	57	26	446	4	3	0	3	1164
415-430	4	479	20	26	0	25	14	385	5	1	0	2	961
430-445	5	548	33	31	2	27	17	441	4	4	0	3	1115
445-500	6	495	42	30	0	24	18	427	5	2	0	0	1049
500-515	3	521	33	63	0	54	17	459	6	5	1	6	1168
515-530	4	519	20	53	0	28	21	496	0	4	0	6	1151
530-545	4	562	17	44	0	36	37	506	6	2	0	6	1220
545-600	8	535	30	36	1	20	21	450	4	2	0	1	1108
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	18	2044	142	140	2	133	75	1699	18	10	0	8	4289
415-515	18	2043	128	150	2	130	66	1712	20	12	1	11	4293
430-530	18	2083	128	177	2	133	73	1823	15	15	1	15	4483
445-545	17	2097	112	190	0	142	93	1888	17	13	1	18	4588
500-600	19	2137	100	196	1	138	96	1911	16	13	1	19	4647

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	1	3
415-430	0	1	0	3	4
430-445	0	2	1	3	6
445-500	1	0	0	0	1
500-515	3	1	0	1	5
515-530	1	2	0	0	3
530-545	1	0	0	1	2
545-600	0	2	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	4	1	7	14
415-515	4	4	1	7	16
430-530	5	5	1	4	15
445-545	6	3	0	2	11
500-600	5	5	0	3	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	1	2	0	0	3
500-515	1	1	0	0	2
515-530	1	4	0	0	5
530-545	0	3	0	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	3	0	0	4
415-515	2	3	0	0	5
430-530	3	7	0	0	10
445-545	3	10	0	0	13
500-600	2	8	0	0	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

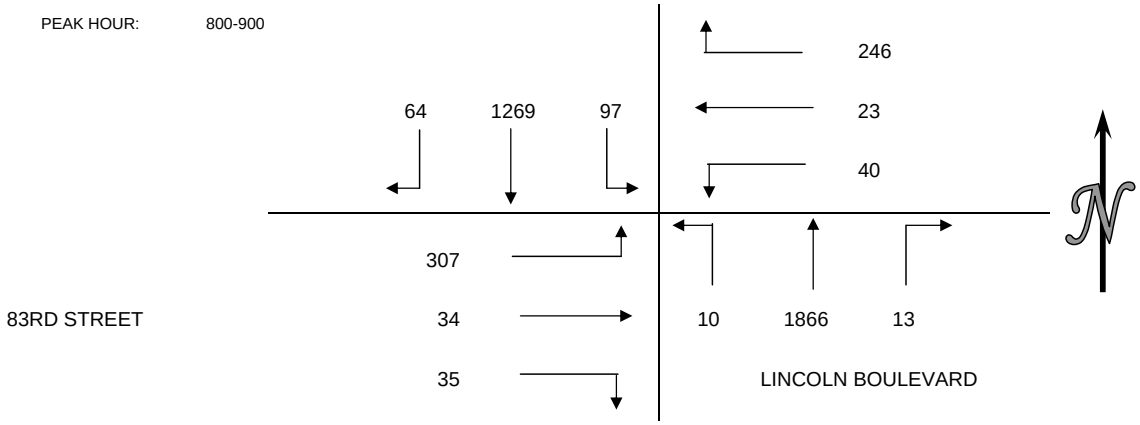
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W 83RD STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	164	11	31	2	2	1	390	1	4	9	52	677
715-730	12	182	15	37	3	4	3	425	2	10	15	60	768
730-745	15	241	14	45	9	10	3	475	0	13	6	49	880
745-800	18	307	18	48	8	10	2	496	4	2	6	67	986
800-815	9	260	22	51	7	9	0	484	4	8	6	79	939
815-830	18	301	18	63	7	11	2	453	3	9	7	88	980
830-845	23	370	30	58	4	12	5	502	1	9	11	67	1092
845-900	14	338	27	74	5	8	6	427	2	9	10	73	993
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	55	894	58	161	22	26	9	1786	7	29	36	228	3311
715-815	54	990	69	181	27	33	8	1880	10	33	33	255	3573
730-830	60	1109	72	207	31	40	7	1908	11	32	25	283	3785
745-845	68	1238	88	220	26	42	9	1935	12	28	30	301	3997
800-900	64	1269	97	246	23	40	13	1866	10	35	34	307	4004

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	4	0	0	4
730-745	0	1	11	0	12
745-800	0	3	2	3	8
800-815	0	4	8	2	14
815-830	0	5	4	0	9
830-845	0	3	7	6	16
845-900	0	2	2	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	8	14	4	26
715-815	0	12	21	5	38
730-830	0	13	25	5	43
745-845	0	15	21	11	47
800-900	0	14	21	9	44

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	1	2	0	3
800-815	0	0	1	0	1
815-830	0	0	0	2	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	3	1	5
715-815	0	1	3	1	5
730-830	0	1	3	2	6
745-845	0	1	3	2	6
800-900	0	0	1	2	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

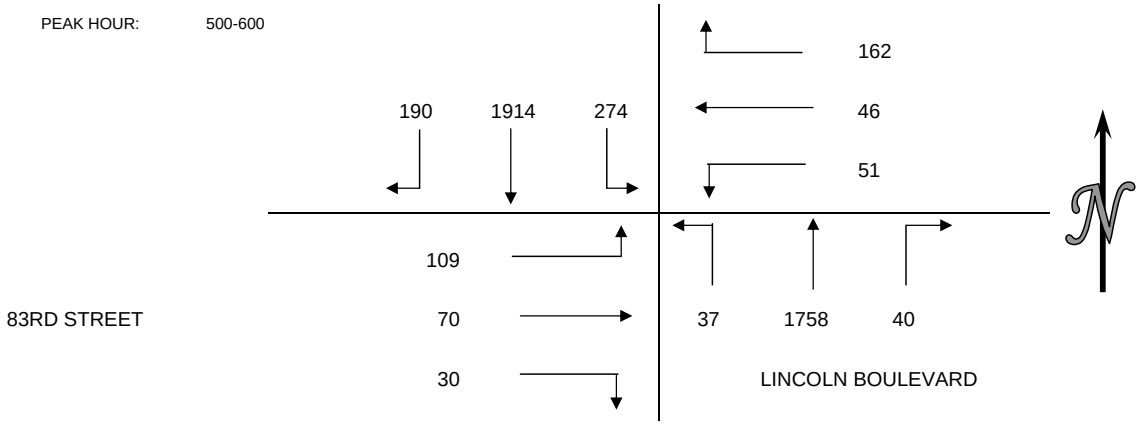
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W 83RD STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	41	439	51	28	7	3	5	400	7	7	13	23	1024
415-430	35	424	52	46	10	5	4	353	3	12	15	19	978
430-445	33	461	60	40	9	7	7	362	8	5	17	31	1040
445-500	34	433	57	42	11	15	6	395	10	5	9	20	1037
500-515	52	494	64	29	9	10	10	447	8	9	18	26	1176
515-530	44	450	51	44	18	11	10	474	5	9	20	29	1165
530-545	40	464	71	37	9	11	9	401	11	7	16	31	1107
545-600	54	506	88	52	10	19	11	436	13	5	16	23	1233
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	143	1757	220	156	37	30	22	1510	28	29	54	93	4079
415-515	154	1812	233	157	39	37	27	1557	29	31	59	96	4231
430-530	163	1838	232	155	47	43	33	1678	31	28	64	106	4418
445-545	170	1841	243	152	47	47	35	1717	34	30	63	106	4485
500-600	190	1914	274	162	46	51	40	1758	37	30	70	109	4681

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	0	1	2	2	5
430-445	0	2	1	1	4
445-500	0	2	5	3	10
500-515	0	5	5	3	13
515-530	0	3	4	0	7
530-545	0	11	8	1	20
545-600	0	4	2	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	5	9	7	21
415-515	0	10	13	9	32
430-530	0	12	15	7	34
445-545	0	21	22	7	50
500-600	0	23	19	6	48

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	5	5
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	1	2
500-515	0	1	0	0	1
515-530	0	1	2	1	4
530-545	0	5	3	0	8
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	6	7
415-515	0	1	1	1	3
430-530	0	2	3	2	7
445-545	0	7	6	2	15
500-600	0	8	6	1	15

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

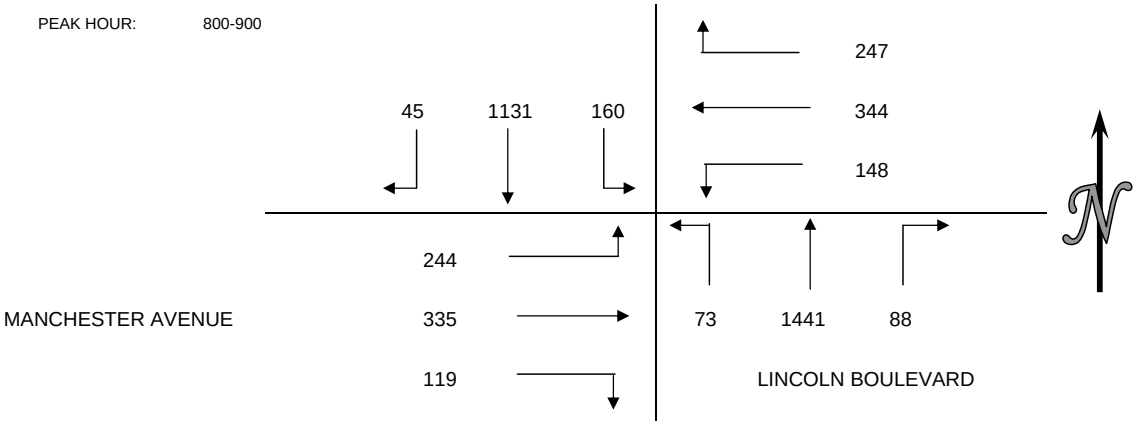
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 22, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W MANCHESTER AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	8	169	11	37	38	11	6	308	12	18	33	25	676
715-730	5	221	19	59	59	23	10	360	19	27	35	32	869
730-745	11	239	16	62	106	27	17	340	38	37	66	45	1004
745-800	15	258	23	39	94	11	9	392	25	48	141	56	1111
800-815	8	242	35	73	98	25	7	311	19	30	110	63	1021
815-830	6	279	44	46	86	42	24	376	12	39	66	62	1082
830-845	13	338	34	71	65	39	26	423	10	22	60	45	1146
845-900	18	272	47	57	95	42	31	331	32	28	99	74	1126
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	39	887	69	197	297	72	42	1400	94	130	275	158	3660
715-815	39	960	93	233	357	86	43	1403	101	142	352	196	4005
730-830	40	1018	118	220	384	105	57	1419	94	154	383	226	4218
745-845	42	1117	136	229	343	117	66	1502	66	139	377	226	4360
800-900	45	1131	160	247	344	148	88	1441	73	119	335	244	4375

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	8	4	0	3	15
715-730	5	5	4	3	17
730-745	11	12	11	5	39
745-800	15	3	1	10	29
800-815	8	2	3	6	19
815-830	6	4	5	5	20
830-845	13	9	12	5	39
845-900	18	2	2	1	23
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	39	24	16	21	100
715-815	39	22	19	24	104
730-830	40	21	20	26	107
745-845	42	18	21	26	107
800-900	45	17	22	17	101

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	1	1	1	0	3
745-800	0	0	0	0	0
800-815	0	2	0	0	2
815-830	0	3	3	1	7
830-845	1	2	2	0	5
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	2	1	0	4
715-815	1	3	1	0	5
730-830	1	6	4	1	12
745-845	1	7	5	1	14
800-900	1	7	5	1	14

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

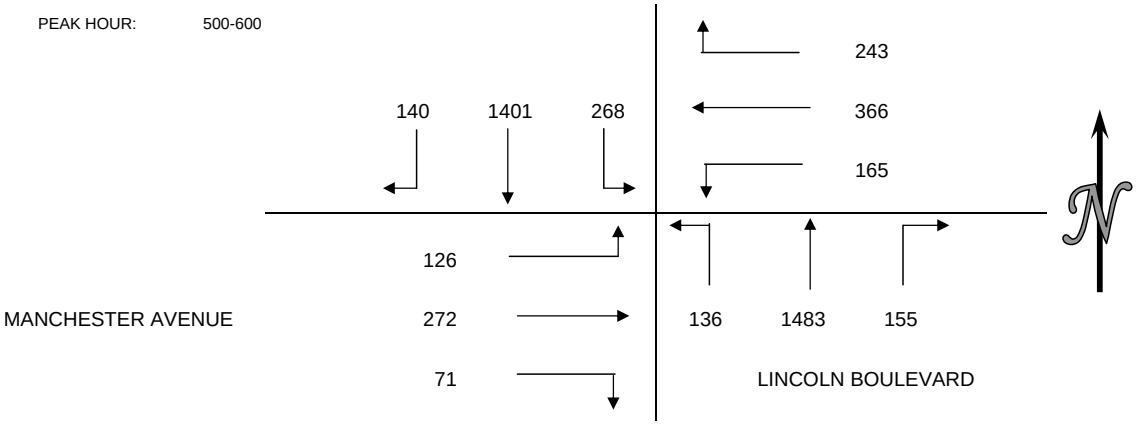
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BOULEVARD
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	20	328	73	53	84	54	33	297	19	21	64	43	1089
415-430	26	342	70	59	83	50	41	286	17	14	87	35	1110
430-445	29	337	46	46	77	46	39	319	16	23	65	32	1075
445-500	32	317	49	51	87	39	41	342	25	18	85	26	1112
500-515	38	341	69	56	76	44	39	346	32	18	52	26	1137
515-530	26	340	56	65	99	40	34	382	38	17	58	28	1183
530-545	35	365	74	56	94	38	45	373	26	13	80	34	1233
545-600	41	355	69	66	97	43	37	382	40	23	82	38	1273
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	107	1324	238	209	331	189	154	1244	77	76	301	136	4386
415-515	125	1337	234	212	323	179	160	1293	90	73	289	119	4434
430-530	125	1335	220	218	339	169	153	1389	111	76	260	112	4507
445-545	131	1363	248	228	356	161	159	1443	121	66	275	114	4665
500-600	140	1401	268	243	366	165	155	1483	136	71	272	126	4826

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	11	11	5	6	33
415-430	3	8	4	3	18
430-445	13	4	10	17	44
445-500	17	18	8	16	59
500-515	10	2	4	8	24
515-530	10	7	6	10	33
530-545	6	6	10	10	32
545-600	3	6	10	9	28
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	44	41	27	42	154
415-515	43	32	26	44	145
430-530	50	31	28	51	160
445-545	43	33	28	44	148
500-600	29	21	30	37	117

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	0	0	4	9
415-430	0	1	2	1	4
430-445	0	1	2	1	4
445-500	0	0	0	2	2
500-515	3	0	0	0	3
515-530	5	2	3	5	15
530-545	0	2	1	0	3
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	2	4	8	19
415-515	3	2	4	4	13
430-530	8	3	5	8	24
445-545	8	4	4	7	23
500-600	8	5	5	5	23

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

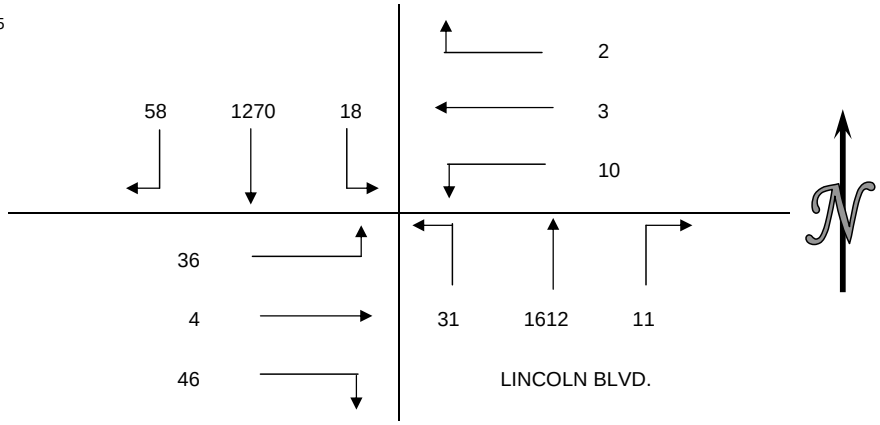
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LINCOLN BLVD.
	E/W	LA TIJERA BLVD.
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	201	7	0	1	1	2	298	3	3	1	4	521
715-730	3	232	0	1	1	1	2	302	1	9	1	10	563
730-745	5	297	1	2	0	0	8	373	4	9	1	12	712
745-800	7	333	5	0	0	5	3	424	5	14	1	7	804
800-815	18	310	5	2	1	4	4	394	5	11	3	10	767
815-830	15	286	4	0	0	0	2	379	8	12	0	7	713
830-845	18	341	4	0	2	1	2	415	13	9	0	12	817
845-900	33	291	5	1	2	1	4	310	17	17	2	11	694
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	15	1063	13	3	2	7	15	1397	13	35	4	33	2600
715-815	33	1172	11	5	2	10	17	1493	15	43	6	39	2846
730-830	45	1226	15	4	1	9	17	1570	22	46	5	36	2996
745-845	58	1270	18	2	3	10	11	1612	31	46	4	36	3101
800-900	84	1228	18	3	5	6	12	1498	43	49	5	40	2991

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	1	0	2
715-730	1	0	1	0	2
730-745	1	0	0	0	1
745-800	2	0	0	0	2
800-815	2	0	2	0	4
815-830	1	1	0	0	2
830-845	0	0	2	0	2
845-900	2	0	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	2	0	7
715-815	6	0	3	0	9
730-830	6	1	2	0	9
745-845	5	1	4	0	10
800-900	5	1	5	0	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	2	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	0	0	2	0	2
730-830	0	0	2	0	2
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

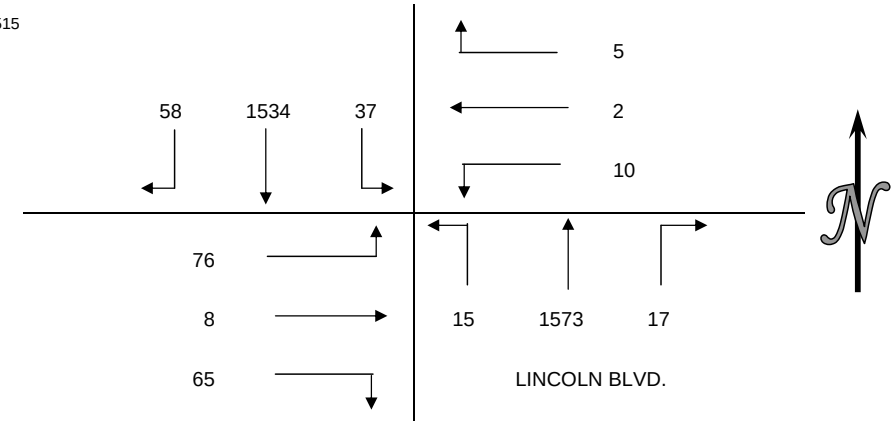
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 22, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LINCOLN BLVD.
	E/W	LA TIJIERA BLVD.
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	16	343	8	0	1	1	2	298	3	9	2	18	701
415-430	22	434	8	1	1	1	2	327	1	16	3	25	841
430-445	15	353	16	2	0	0	8	398	4	19	2	25	842
445-500	8	360	4	0	0	5	3	444	5	11	1	11	852
500-515	13	387	9	2	1	4	4	404	5	19	2	15	865
515-530	6	393	4	0	0	0	2	369	8	13	2	17	814
530-545	10	398	2	0	2	1	2	415	13	15	1	9	868
545-600	7	383	9	1	2	1	4	310	17	9	1	6	750
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	61	1490	36	3	2	7	15	1467	13	55	8	79	3236
415-515	58	1534	37	5	2	10	17	1573	15	65	8	76	3400
430-530	42	1493	33	4	1	9	17	1615	22	62	7	68	3373
445-545	37	1538	19	2	3	10	11	1632	31	58	6	52	3399
500-600	36	1561	24	3	5	6	12	1498	43	56	6	47	3297

PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	1	3
415-430	7	0	0	0	7
430-445	4	0	0	0	4
445-500	5	0	2	0	7
500-515	6	0	2	0	8
515-530	4	0	0	0	4
530-545	4	0	3	0	7
545-600	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	16	0	4	1	21
415-515	22	0	4	0	26
430-530	19	0	4	0	23
445-545	19	0	7	0	26
500-600	14	0	7	0	21

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	1	0	1	0	2
445-500	2	0	0	0	2
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	1	0	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	1	0	4
415-515	3	0	1	0	4
430-530	3	0	1	0	4
445-545	3	0	0	0	3
500-600	1	0	0	0	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

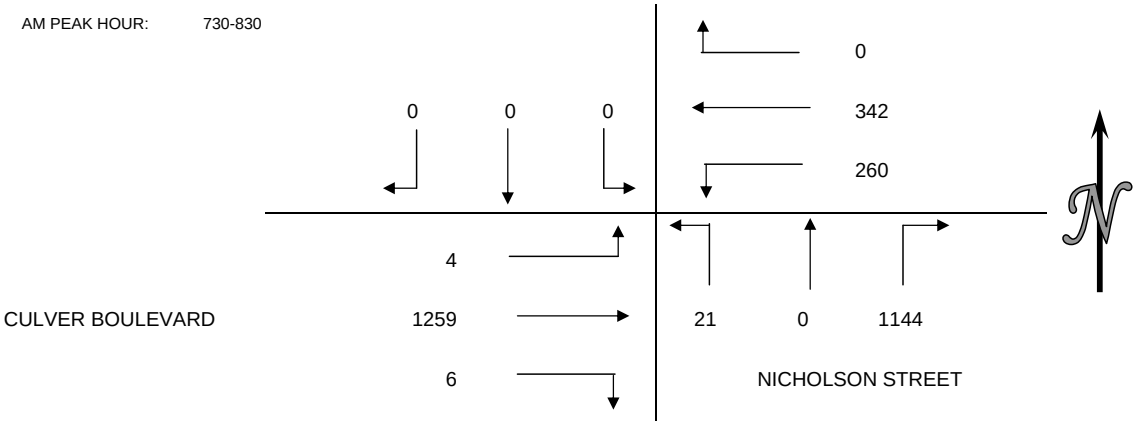
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NICHOLSON STREET
	E/W	CULVER BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	1	31	32	212	0	2	0	193	0	471
715-730	0	0	0	0	57	29	222	0	2	0	254	0	564
730-745	0	0	0	0	63	37	253	0	2	2	293	0	650
745-800	0	0	0	0	88	68	298	0	1	2	301	1	759
800-815	0	0	0	0	105	92	321	0	11	2	314	0	845
815-830	0	0	0	0	86	63	272	0	7	0	351	3	782
830-845	0	0	1	1	60	38	222	0	5	0	304	0	631
845-900	0	0	0	0	57	43	161	0	10	8	316	0	595
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	1	239	166	985	0	7	4	1041	1	2444
715-815	0	0	0	0	313	226	1094	0	16	6	1162	1	2818
730-830	0	0	0	0	342	260	1144	0	21	6	1259	4	3036
745-845	0	0	1	1	339	261	1113	0	24	4	1270	4	3017
800-900	0	0	1	1	308	236	976	0	33	10	1285	3	2853

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	1	3	5
730-745	0	0	3	3	6
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	3	3
830-845	0	0	2	0	2
845-900	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	4	6	11
715-815	1	0	5	6	12
730-830	0	0	4	6	10
745-845	0	0	3	3	6
800-900	0	0	5	3	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	0	0	3	0	3
730-830	0	0	3	0	3
745-845	0	0	3	0	3
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

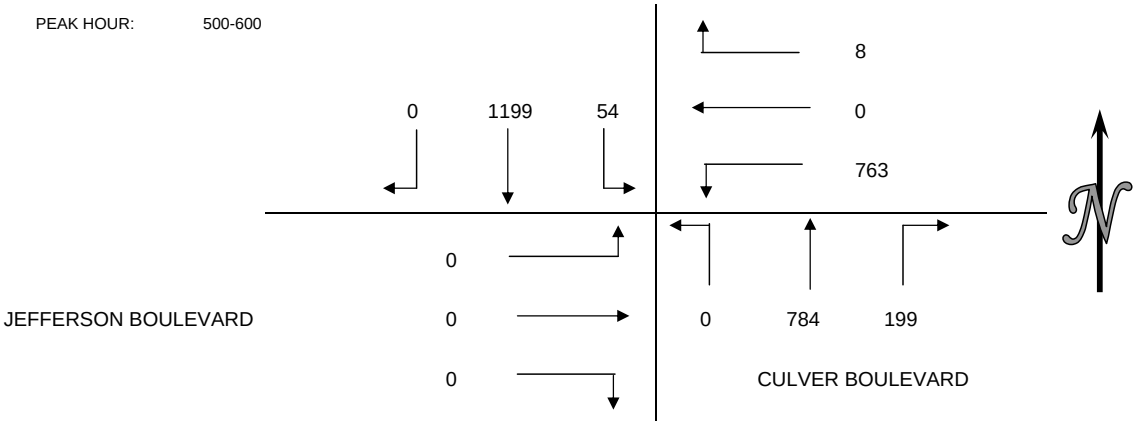
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	CULVER BOULEVARD
	E/W	JEFFERSON BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	173	10	3	0	140	54	189	0	0	0	0	569
415-430	0	229	13	1	0	167	58	179	0	0	0	0	647
430-445	0	236	13	3	0	138	70	194	0	0	0	0	654
445-500	0	238	12	0	0	160	67	173	0	0	0	0	650
500-515	0	297	16	2	0	179	62	193	0	0	0	0	749
515-530	0	282	12	1	0	182	55	178	0	0	0	0	710
530-545	0	326	14	3	0	219	37	200	0	0	0	0	799
545-600	0	294	12	2	0	183	45	213	0	0	0	0	749
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	876	48	7	0	605	249	735	0	0	0	0	2520
415-515	0	1000	54	6	0	644	257	739	0	0	0	0	2700
430-530	0	1053	53	6	0	659	254	738	0	0	0	0	2763
445-545	0	1143	54	6	0	740	221	744	0	0	0	0	2908
500-600	0	1199	54	8	0	763	199	784	0	0	0	0	3007

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

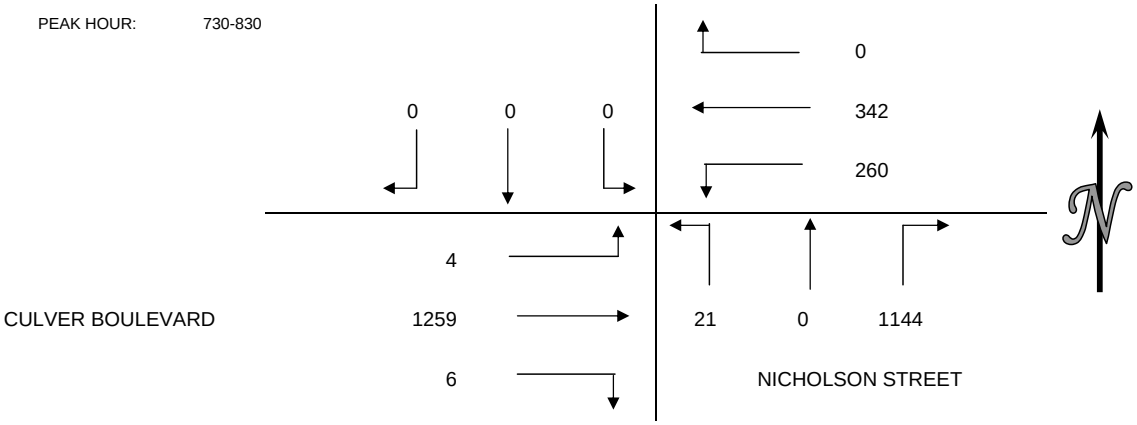
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NICHOLSON STREET
	E/W	CULVER BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	1	31	32	212	0	2	0	193	0	471
715-730	0	0	0	0	57	29	222	0	2	0	254	0	564
730-745	0	0	0	0	63	37	253	0	2	2	293	0	650
745-800	0	0	0	0	88	68	298	0	1	2	301	1	759
800-815	0	0	0	0	105	92	321	0	11	2	314	0	845
815-830	0	0	0	0	86	63	272	0	7	0	351	3	782
830-845	0	0	1	1	60	38	222	0	5	0	304	0	631
845-900	0	0	0	0	57	43	161	0	10	8	316	0	595
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	1	239	166	985	0	7	4	1041	1	2444
715-815	0	0	0	0	313	226	1094	0	16	6	1162	1	2818
730-830	0	0	0	0	342	260	1144	0	21	6	1259	4	3036
745-845	0	0	1	1	339	261	1113	0	24	4	1270	4	3017
800-900	0	0	1	1	308	236	976	0	33	10	1285	3	2853

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	1	3	5
730-745	0	0	3	3	6
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	3	3
830-845	0	0	2	0	2
845-900	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	4	6	11
715-815	1	0	5	6	12
730-830	0	0	4	6	10
745-845	0	0	3	3	6
800-900	0	0	5	3	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	0	0	3	0	3
730-830	0	0	3	0	3
745-845	0	0	3	0	3
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

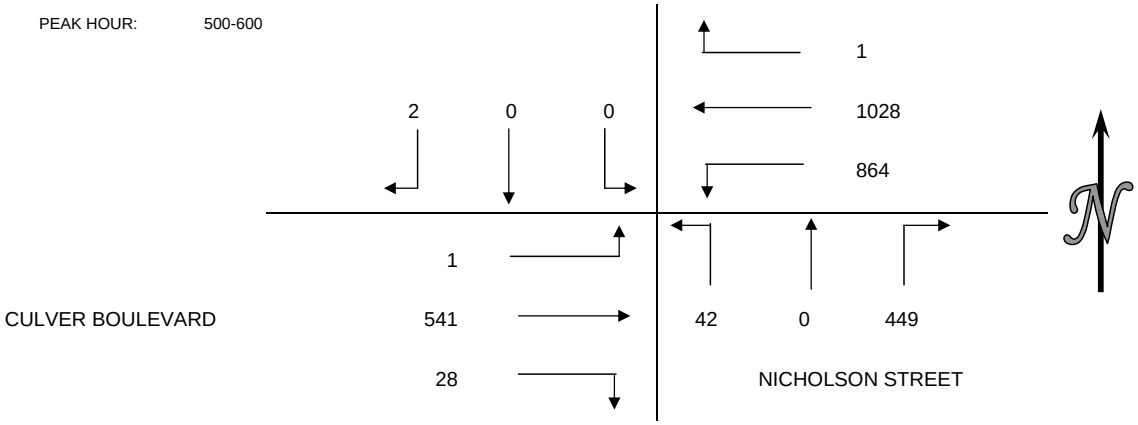
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 27, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S NICHOLSON STREET
E/W CULVER BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	1	2	190	141	109	0	13	6	137	0	599
415-430	0	0	1	0	208	139	112	0	12	4	116	0	592
430-445	0	0	0	1	231	199	124	0	11	6	139	0	711
445-500	1	0	2	0	201	158	95	0	12	13	123	1	606
500-515	1	0	0	0	255	195	128	0	8	9	110	0	706
515-530	0	0	0	1	232	229	115	0	10	4	143	1	735
530-545	0	0	0	0	279	248	97	0	7	12	166	0	809
545-600	1	0	0	0	262	192	109	0	17	3	122	0	706
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	1	0	4	3	830	637	440	0	48	29	515	1	2508
415-515	2	0	3	1	895	691	459	0	43	32	488	1	2615
430-530	2	0	2	2	919	781	462	0	41	32	515	2	2758
445-545	2	0	2	1	967	830	435	0	37	38	542	2	2856
500-600	2	0	0	1	1028	864	449	0	42	28	541	1	2956

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	2	0	0	1	3
545-600	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	0	1
415-515	1	0	0	0	1
430-530	0	0	3	0	3
445-545	2	0	3	1	6
500-600	5	0	3	1	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

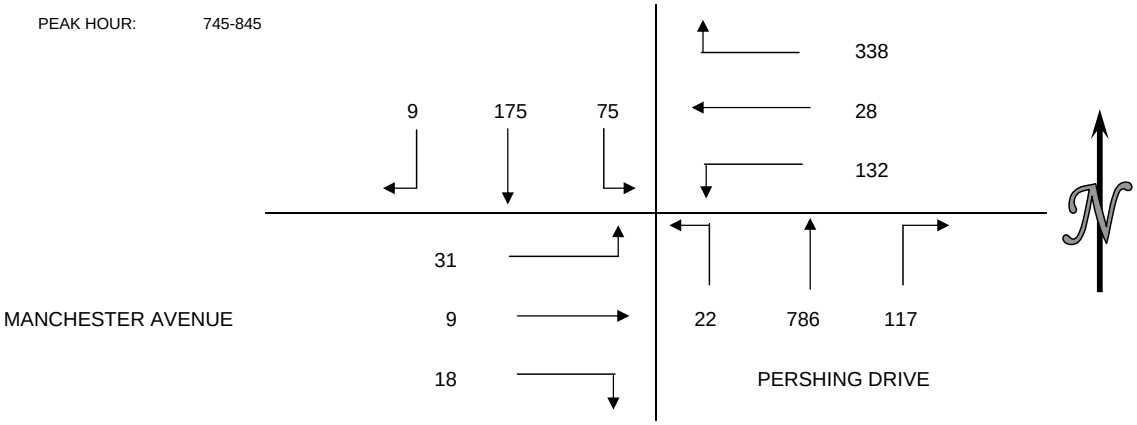
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 27, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S PERSHING DRIVE
E/W MANCHESTER AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	16	7	57	5	20	16	151	2	3	5	6	288
715-730	1	23	10	71	3	23	16	141	6	2	2	7	305
730-745	3	41	14	78	3	22	27	182	7	3	1	10	391
745-800	0	64	23	69	5	22	28	194	1	7	0	12	425
800-815	5	37	11	80	9	40	23	221	11	3	4	5	449
815-830	3	29	16	85	5	29	22	175	5	4	3	8	384
830-845	1	45	25	104	9	41	44	196	5	4	2	6	482
845-900	0	47	23	105	2	21	18	167	4	4	4	6	401
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	4	144	54	275	16	87	87	668	16	15	8	35	1409
715-815	9	165	58	298	20	107	94	738	25	15	7	34	1570
730-830	11	171	64	312	22	113	100	772	24	17	8	35	1649
745-845	9	175	75	338	28	132	117	786	22	18	9	31	1740
800-900	9	158	75	374	25	131	107	759	25	15	13	25	1716

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	5	1	0	6
715-730	0	3	3	0	6
730-745	0	0	2	0	2
745-800	0	4	4	0	8
800-815	0	1	2	0	3
815-830	0	5	6	0	11
830-845	0	5	9	0	14
845-900	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	12	10	0	22
715-815	0	8	11	0	19
730-830	0	10	14	0	24
745-845	0	15	21	0	36
800-900	0	12	18	0	30

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	2	0	0	2
730-745	0	0	2	0	2
745-800	0	2	3	0	5
800-815	0	0	1	0	1
815-830	0	3	0	0	3
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	5	5	0	10
715-815	0	4	6	0	10
730-830	0	5	6	0	11
745-845	0	6	4	0	10
800-900	0	4	1	0	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

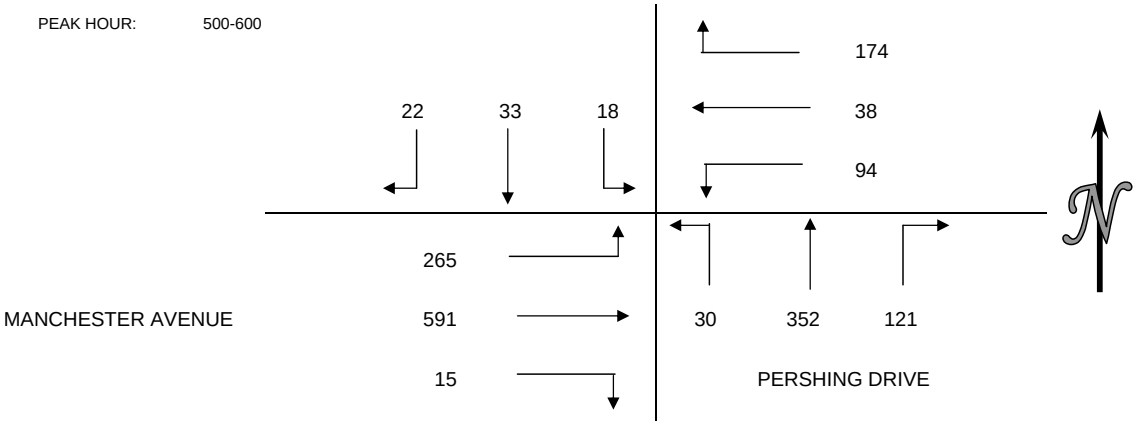
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	PERSHING DRIVE
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	4	13	4	47	14	25	25	91	4	3	60	35	325
415-430	6	6	9	53	6	27	32	94	6	3	99	70	411
430-445	3	6	1	66	14	36	28	93	4	3	117	49	420
445-500	4	15	6	44	10	23	21	84	5	4	137	74	427
500-515	8	9	6	50	15	27	22	99	8	2	120	59	425
515-530	2	8	3	40	5	21	36	90	11	8	154	77	455
530-545	4	7	3	40	10	23	36	81	8	1	150	68	431
545-600	8	9	6	44	8	23	27	82	3	4	167	61	442
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	17	40	20	210	44	111	106	362	19	13	413	228	1583
415-515	21	36	22	213	45	113	103	370	23	12	473	252	1683
430-530	17	38	16	200	44	107	107	366	28	17	528	259	1727
445-545	18	39	18	174	40	94	115	354	32	15	561	278	1738
500-600	22	33	18	174	38	94	121	352	30	15	591	265	1753

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	2	0	3
415-430	1	0	8	3	12
430-445	0	3	7	0	10
445-500	1	0	8	2	11
500-515	0	3	3	3	9
515-530	6	3	3	2	14
530-545	0	0	3	4	7
545-600	0	0	1	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	4	25	5	36
415-515	2	6	26	8	42
430-530	7	9	21	7	44
445-545	7	6	17	11	41
500-600	6	6	10	11	33

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	1	2
415-430	0	0	1	4	5
430-445	0	1	3	0	4
445-500	0	0	0	1	1
500-515	0	1	1	1	3
515-530	0	0	0	1	1
530-545	0	1	1	3	5
545-600	0	0	1	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	4	6	12
415-515	0	2	5	6	13
430-530	0	2	4	3	9
445-545	0	2	2	6	10
500-600	0	2	3	7	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

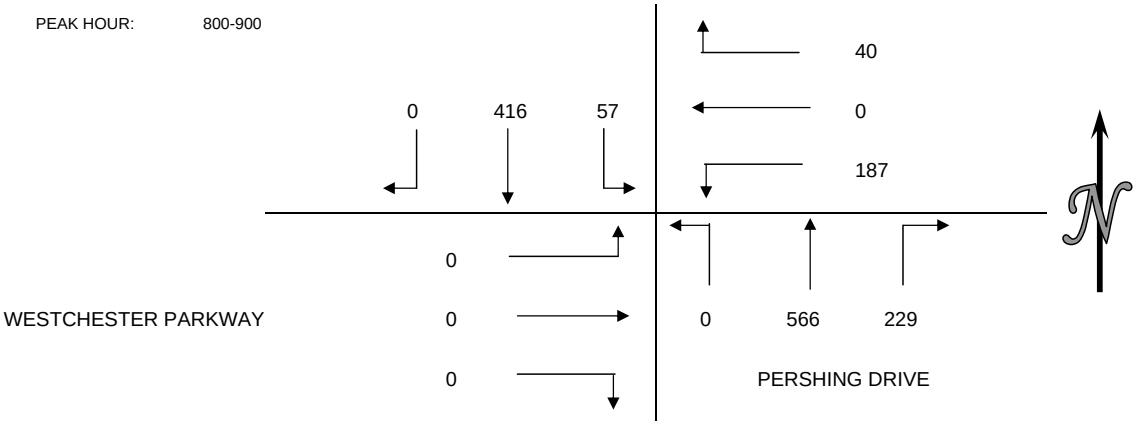
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	PERSHING DRIVE
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	29	2	4	0	8	11	83	0	0	0	0	137
715-730	0	59	6	7	0	39	69	112	0	0	0	0	292
730-745	0	84	16	6	0	38	60	129	0	0	0	0	333
745-800	0	108	21	13	0	59	65	142	0	0	0	0	408
800-815	0	101	17	16	0	50	68	141	0	0	0	0	393
815-830	0	112	10	7	0	40	41	121	0	0	0	0	331
830-845	0	92	13	7	0	45	60	134	0	0	0	0	351
845-900	0	111	17	10	0	52	60	170	0	0	0	0	420
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	280	45	30	0	144	205	466	0	0	0	0	1170
715-815	0	352	60	42	0	186	262	524	0	0	0	0	1426
730-830	0	405	64	42	0	187	234	533	0	0	0	0	1465
745-845	0	413	61	43	0	194	234	538	0	0	0	0	1483
800-900	0	416	57	40	0	187	229	566	0	0	0	0	1495

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	0	0	3
715-730	1	0	0	0	1
730-745	2	0	0	0	2
745-800	1	0	0	0	1
800-815	0	0	0	0	0
815-830	1	1	0	0	2
830-845	1	0	0	0	1
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	0	0	0	7
715-815	4	0	0	0	4
730-830	4	1	0	0	5
745-845	3	1	0	0	4
800-900	3	1	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	2	0	2
730-745	3	0	1	0	4
745-800	0	0	2	0	2
800-815	2	2	2	0	6
815-830	0	0	3	0	3
830-845	0	0	2	0	2
845-900	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	6	0	9
715-815	5	2	7	0	14
730-830	5	2	8	0	15
745-845	2	2	9	0	13
800-900	2	2	10	0	14

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

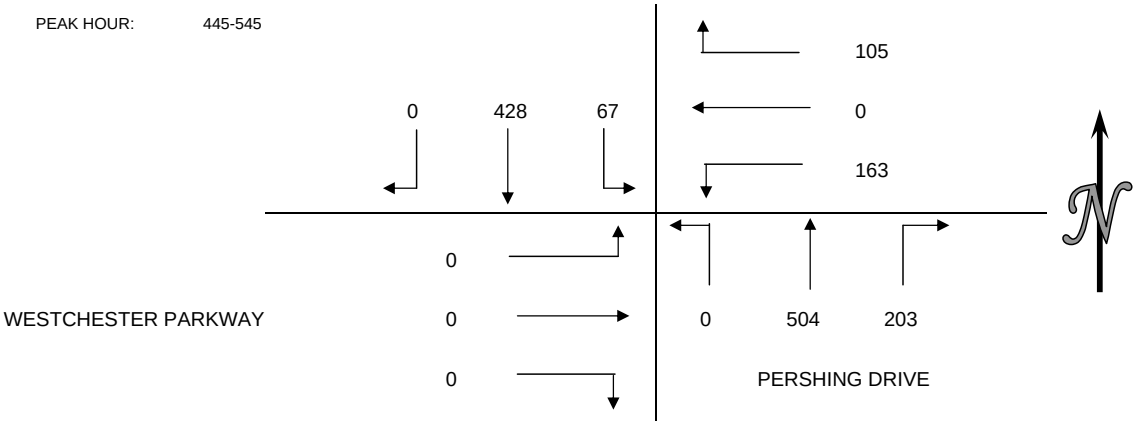
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	PERSHING DRIVE
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	78	18	17	0	47	72	127	0	0	0	0	359
415-430	0	95	17	27	0	27	49	121	0	0	0	0	336
430-445	0	96	18	18	0	41	61	107	0	0	0	0	341
445-500	0	91	21	24	0	32	64	117	0	0	0	0	349
500-515	0	104	17	22	0	46	53	130	0	0	0	0	372
515-530	0	120	6	38	0	46	46	135	0	0	0	0	391
530-545	0	113	23	21	0	39	40	122	0	0	0	0	358
545-600	0	106	12	18	0	33	34	124	0	0	0	0	327
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	360	74	86	0	147	246	472	0	0	0	0	1385
415-515	0	386	73	91	0	146	227	475	0	0	0	0	1398
430-530	0	411	62	102	0	165	224	489	0	0	0	0	1453
445-545	0	428	67	105	0	163	203	504	0	0	0	0	1470
500-600	0	443	58	99	0	164	173	511	0	0	0	0	1448

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	1	0	4
415-430	3	1	0	0	4
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	1	1	0	0	2
530-545	0	0	0	0	0
545-600	3	0	1	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	2	1	0	9
415-515	5	1	0	0	6
430-530	3	1	0	0	4
445-545	2	1	0	0	3
500-600	5	1	1	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	2	0	3
415-430	0	1	0	0	1
430-445	1	0	3	0	4
445-500	3	0	3	0	6
500-515	1	0	4	0	5
515-530	4	0	4	0	8
530-545	1	0	5	0	6
545-600	3	2	6	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	1	8	0	14
415-515	5	1	10	0	16
430-530	9	0	14	0	23
445-545	9	0	16	0	25
500-600	9	2	19	0	30

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

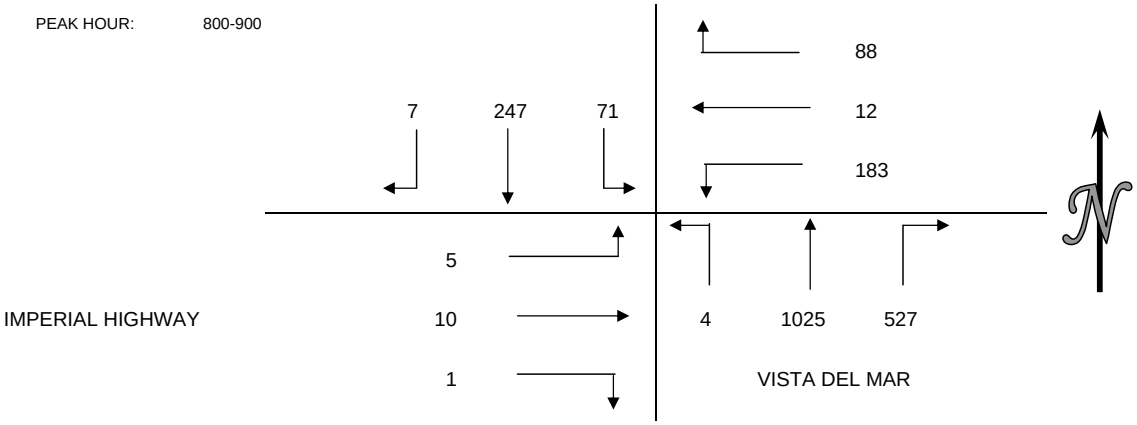
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S VISTA DEL MAR
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	51	10	32	2	50	79	146	0	0	1	0	373
715-730	1	21	13	28	0	56	99	165	1	0	3	1	388
730-745	3	66	13	37	1	45	118	201	1	1	5	4	495
745-800	0	49	17	21	0	49	92	197	0	0	6	1	432
800-815	1	60	18	27	4	42	114	255	0	1	2	1	525
815-830	2	71	21	14	0	49	133	235	0	0	0	1	526
830-845	2	50	13	24	4	51	147	262	1	0	4	2	560
845-900	2	66	19	23	4	41	133	273	3	0	4	1	569
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	6	187	53	118	3	200	388	709	2	1	15	6	1688
715-815	5	196	61	113	5	192	423	818	2	2	16	7	1840
730-830	6	246	69	99	5	185	457	888	1	2	13	7	1978
745-845	5	230	69	86	8	191	486	949	1	1	12	5	2043
800-900	7	247	71	88	12	183	527	1025	4	1	10	5	2180

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	1	0	2
715-730	3	1	0	0	4
730-745	2	2	0	0	4
745-800	1	1	0	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	4	1	0	12
715-815	6	4	0	0	10
730-830	3	3	0	0	6
745-845	1	1	0	0	2
800-900	3	0	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	8	0	10
715-730	3	1	2	1	7
730-745	5	0	4	0	9
745-800	2	0	1	2	5
800-815	5	0	1	1	7
815-830	4	0	2	0	6
830-845	5	3	6	3	17
845-900	1	2	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	3	15	3	31
715-815	15	1	8	4	28
730-830	16	0	8	3	27
745-845	16	3	10	6	35
800-900	15	5	9	4	33

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

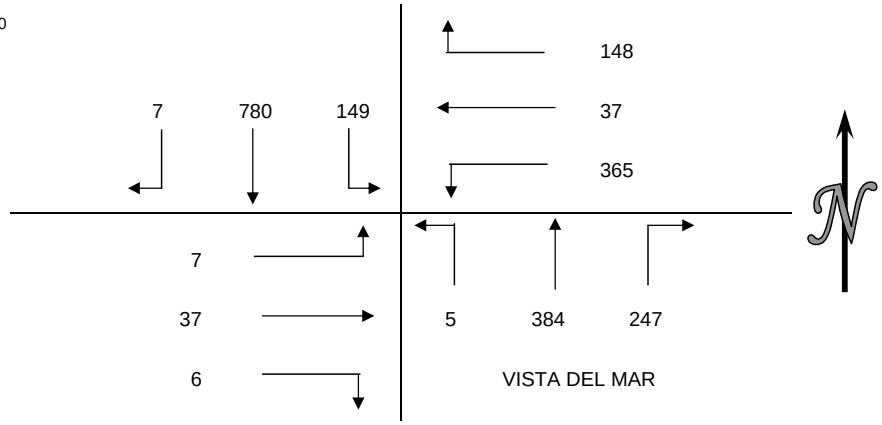
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S VISTA DEL MAR
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	1	158	30	34	7	78	79	74	2	0	12	2	477
415-430	3	135	30	33	10	82	69	66	1	0	9	2	440
430-445	1	174	41	49	11	64	51	83	2	3	11	1	491
445-500	2	180	30	28	13	89	74	99	1	3	11	4	534
500-515	2	204	36	30	12	101	60	96	2	2	9	4	558
515-530	3	168	30	41	6	84	62	114	0	0	3	2	513
530-545	2	205	42	31	8	93	61	101	2	3	10	1	559
545-600	0	203	41	46	11	87	64	73	1	1	15	0	542
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	7	647	131	144	41	313	273	322	6	6	43	9	1942
415-515	8	693	137	140	46	336	254	344	6	8	40	11	2023
430-530	8	726	137	148	42	338	247	392	5	8	34	11	2096
445-545	9	757	138	130	39	367	257	410	5	8	33	11	2164
500-600	7	780	149	148	37	365	247	384	5	6	37	7	2172

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	0	0	3
415-430	2	1	3	3	9
430-445	2	0	0	0	2
445-500	2	1	0	0	3
500-515	1	0	0	0	1
515-530	5	0	0	0	5
530-545	5	4	0	0	9
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	3	3	3	17
415-515	7	2	3	3	15
430-530	10	1	0	0	11
445-545	13	5	0	0	18
500-600	12	4	0	0	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	0	1	0	5
415-430	2	0	1	0	3
430-445	6	0	3	0	9
445-500	3	0	2	0	5
500-515	6	1	1	0	8
515-530	11	1	7	1	20
530-545	17	1	7	2	27
545-600	10	3	2	0	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	15	0	7	0	22
415-515	17	1	7	0	25
430-530	26	2	13	1	42
445-545	37	3	17	3	60
500-600	44	6	17	3	70

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

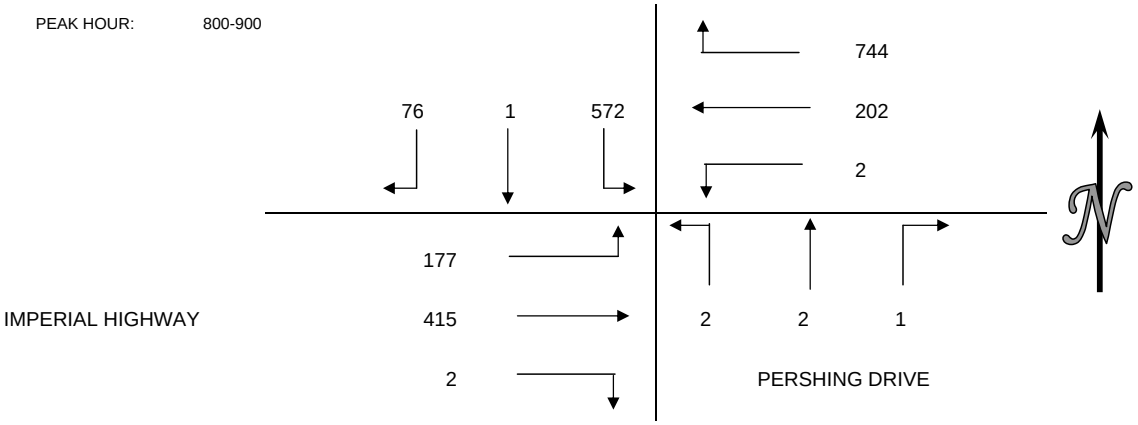
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S PERSHING DRIVE
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	2	114	179	63	4	2	0	2	2	68	16	472
715-730	13	0	116	187	58	1	0	0	1	0	87	27	490
730-745	19	2	161	203	61	3	0	0	0	1	105	34	589
745-800	24	0	120	196	50	0	0	0	0	1	90	29	510
800-815	22	1	140	188	50	1	0	2	2	1	97	43	547
815-830	17	0	156	176	44	0	1	0	0	0	104	40	538
830-845	17	0	137	187	55	1	0	0	0	0	116	46	559
845-900	20	0	139	193	53	0	0	0	0	1	98	48	552
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	76	4	511	765	232	8	2	0	3	4	350	106	2061
715-815	78	3	537	774	219	5	0	2	3	3	379	133	2136
730-830	82	3	577	763	205	4	1	2	2	3	396	146	2184
745-845	80	1	553	747	199	2	1	2	2	2	407	158	2154
800-900	76	1	572	744	202	2	1	2	2	2	415	177	2196

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	2	0	1	2	5
745-800	1	0	1	1	3
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	1	0	0	1	2
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	3	3	9
715-815	3	0	2	3	8
730-830	3	0	2	3	8
745-845	2	0	1	2	5
800-900	1	0	1	1	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	3	1	6
715-730	2	0	2	3	7
730-745	2	0	3	0	5
745-800	0	0	6	2	8
800-815	0	0	3	0	3
815-830	2	1	1	0	4
830-845	0	0	2	2	4
845-900	1	0	3	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	0	14	6	26
715-815	4	0	14	5	23
730-830	4	1	13	2	20
745-845	2	1	12	4	19
800-900	3	1	9	4	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

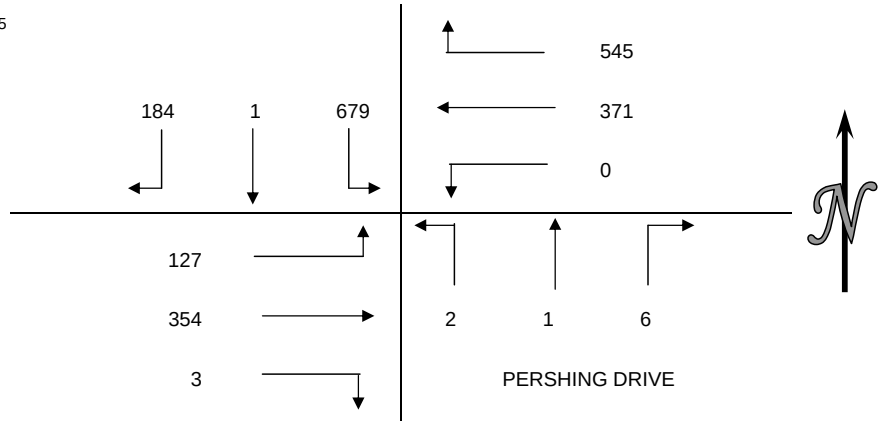
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	PERSHING DRIVE
	E/W	IMPERIAL HIGHWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	37	1	194	119	86	0	4	0	1	2	95	36	575
415-430	45	0	209	108	85	0	3	0	0	0	96	20	566
430-445	34	0	145	101	85	0	0	3	0	0	101	14	483
445-500	39	1	152	123	97	0	1	0	1	1	93	26	534
500-515	44	0	174	127	89	0	3	1	0	0	88	35	561
515-530	59	0	180	139	89	0	1	0	0	0	75	37	580
530-545	42	0	173	156	96	0	1	0	1	2	98	29	598
545-600	32	0	127	124	95	0	0	0	0	0	99	43	520
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	155	2	700	451	353	0	8	3	2	3	385	96	2158
415-515	162	1	680	459	356	0	7	4	1	1	378	95	2144
430-530	176	1	651	490	360	0	5	4	1	1	357	112	2158
445-545	184	1	679	545	371	0	6	1	2	3	354	127	2273
500-600	177	0	654	546	369	0	5	1	1	2	360	144	2259

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	6	2	11
415-430	0	0	2	1	3
430-445	0	0	3	0	3
445-500	0	0	2	1	3
500-515	0	0	0	1	1
515-530	1	0	3	1	5
530-545	0	0	2	0	2
545-600	0	0	5	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	13	4	20
415-515	0	0	7	3	10
430-530	1	0	8	3	12
445-545	1	0	7	3	11
500-600	1	0	10	2	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	2	3	7
415-430	1	0	2	2	5
430-445	1	0	1	5	7
445-500	2	0	6	2	10
500-515	0	0	2	6	8
515-530	0	0	8	9	17
530-545	0	0	4	13	17
545-600	2	0	6	9	17
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	0	11	12	29
415-515	4	0	11	15	30
430-530	3	0	17	22	42
445-545	2	0	20	30	52
500-600	2	0	20	37	59

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

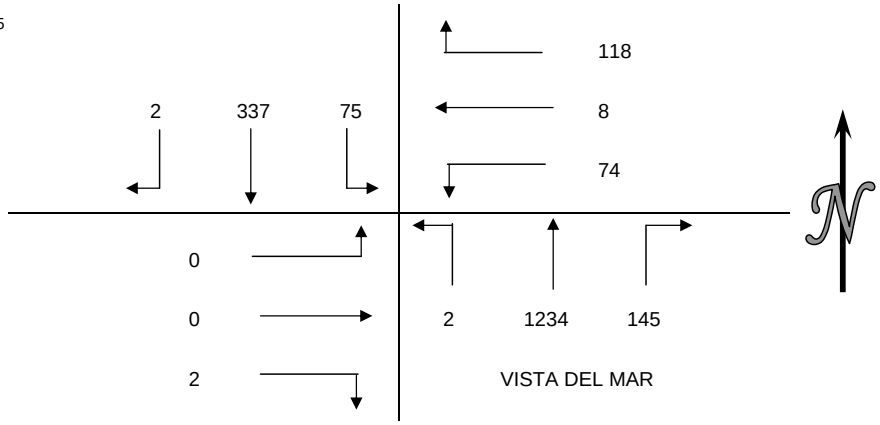
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	VISTA DEL MAR
	E/W	GRAND AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	59	9	13	1	12	16	177	1	1	1	2	293
715-730	1	71	5	23	0	10	25	242	0	0	1	0	378
730-745	2	72	17	22	0	7	24	295	0	0	1	2	442
745-800	1	93	28	32	0	14	31	324	0	0	0	0	523
800-815	0	77	16	31	2	18	34	272	2	1	0	0	453
815-830	0	83	21	31	4	17	41	333	0	1	0	0	531
830-845	1	84	10	24	2	25	39	305	0	0	0	0	490
845-900	0	83	28	29	0	32	39	301	0	0	0	2	514
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	5	295	59	90	1	43	96	1038	1	1	3	4	1636
715-815	4	313	66	108	2	49	114	1133	2	1	2	2	1796
730-830	3	325	82	116	6	56	130	1224	2	2	1	2	1949
745-845	2	337	75	118	8	74	145	1234	2	2	0	0	1997
800-900	1	327	75	115	8	92	153	1211	2	2	0	2	1988

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	17	1	1	1	20
715-730	7	1	0	0	8
730-745	5	1	1	1	8
745-800	5	3	2	2	12
800-815	1	0	0	0	1
815-830	15	0	0	1	16
830-845	5	1	0	0	6
845-900	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	34	6	4	4	48
715-815	18	5	3	3	29
730-830	26	4	3	4	37
745-845	26	4	2	3	35
800-900	23	1	0	1	25

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	4	1	1	9
715-730	4	0	5	0	9
730-745	2	0	1	2	5
745-800	3	0	2	0	5
800-815	4	0	2	0	6
815-830	2	5	1	4	12
830-845	6	1	1	0	8
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	12	4	9	3	28
715-815	13	0	10	2	25
730-830	11	5	6	6	28
745-845	15	6	6	4	31
800-900	12	6	4	4	26

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

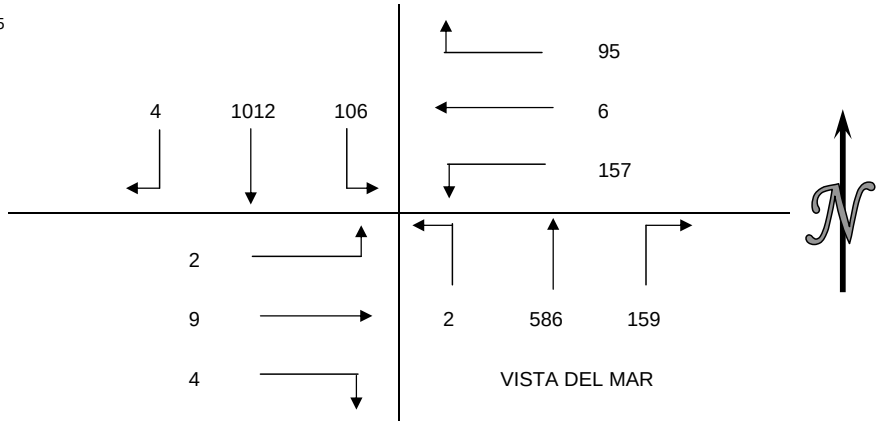
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	VISTA DEL MAR
	E/W	GRAND AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	226	27	9	2	23	20	125	0	1	1	2	436
415-430	2	192	22	15	2	44	29	108	1	1	2	1	419
430-445	0	229	24	22	3	33	41	121	1	0	3	2	479
445-500	0	269	29	20	3	31	49	156	0	0	3	1	561
500-515	3	210	26	29	0	47	29	159	2	0	1	1	507
515-530	0	261	18	24	2	33	44	146	0	1	3	0	532
530-545	1	272	33	22	1	46	37	125	0	3	2	0	542
545-600	1	234	32	24	3	30	39	144	0	1	2	2	512
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	2	916	102	66	10	131	139	510	2	2	9	6	1895
415-515	5	900	101	86	8	155	148	544	4	1	9	5	1966
430-530	3	969	97	95	8	144	163	582	3	1	10	4	2079
445-545	4	1012	106	95	6	157	159	586	2	4	9	2	2142
500-600	5	977	109	99	6	156	149	574	2	5	8	3	2093

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	7	0	0	0	7
415-430	9	0	1	0	10
430-445	2	0	0	0	2
445-500	6	0	0	0	6
500-515	3	0	0	0	3
515-530	1	0	0	1	2
530-545	15	2	0	0	17
545-600	14	0	0	0	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	24	0	1	0	25
415-515	20	0	1	0	21
430-530	12	0	0	1	13
445-545	25	2	0	1	28
500-600	33	2	0	1	36

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	0	4	1	11
415-430	4	0	3	0	7
430-445	7	0	4	0	11
445-500	18	0	2	1	21
500-515	10	1	1	0	12
515-530	10	1	1	1	13
530-545	22	0	4	0	26
545-600	5	0	6	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	35	0	13	2	50
415-515	39	1	10	1	51
430-530	45	2	8	2	57
445-545	60	2	8	2	72
500-600	47	2	12	1	62

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

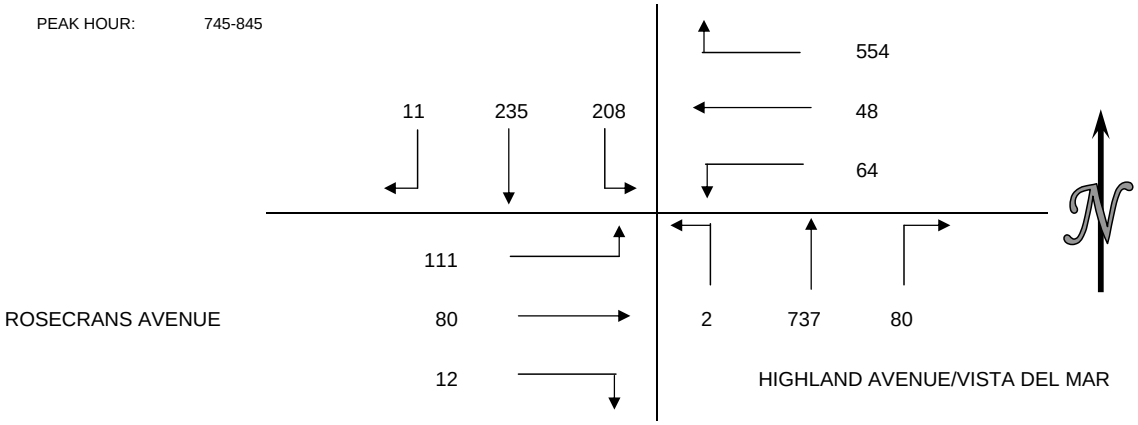
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 12, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HIGHLAND AVENUE/VISTA DEL MAR
	E/W	ROSECRANS AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	33	33	87	7	14	22	145	1	2	18	15	378
715-730	3	35	32	97	3	10	12	167	0	1	10	9	379
730-745	1	30	27	103	10	11	20	159	1	3	21	16	402
745-800	2	33	31	128	13	15	19	178	1	3	15	15	453
800-815	3	50	40	146	7	11	20	204	1	1	33	35	551
815-830	3	81	73	126	16	21	20	168	0	4	12	27	551
830-845	3	71	64	154	12	17	21	187	0	4	20	34	587
845-900	5	63	42	100	7	12	16	147	3	1	18	11	425
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	7	131	123	415	33	50	73	649	3	9	64	55	1612
715-815	9	148	130	474	33	47	71	708	3	8	79	75	1785
730-830	9	194	171	503	46	58	79	709	3	11	81	93	1957
745-845	11	235	208	554	48	64	80	737	2	12	80	111	2142
800-900	14	265	219	526	42	61	77	706	4	10	83	107	2114

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	7	6	1	16
715-730	5	9	0	1	15
730-745	2	6	1	3	12
745-800	6	9	8	1	24
800-815	2	4	16	3	25
815-830	1	5	6	6	18
830-845	8	12	5	5	30
845-900	13	11	1	0	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	15	31	15	6	67
715-815	15	28	25	8	76
730-830	11	24	31	13	79
745-845	17	30	35	15	97
800-900	24	32	28	14	98

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	0	0	2	2
730-745	0	0	1	5	6
745-800	0	0	0	8	8
800-815	0	0	0	3	3
815-830	0	1	0	1	2
830-845	0	0	0	0	0
845-900	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	16	18
715-815	0	0	1	18	19
730-830	0	1	1	17	19
745-845	0	1	0	12	13
800-900	0	1	3	4	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

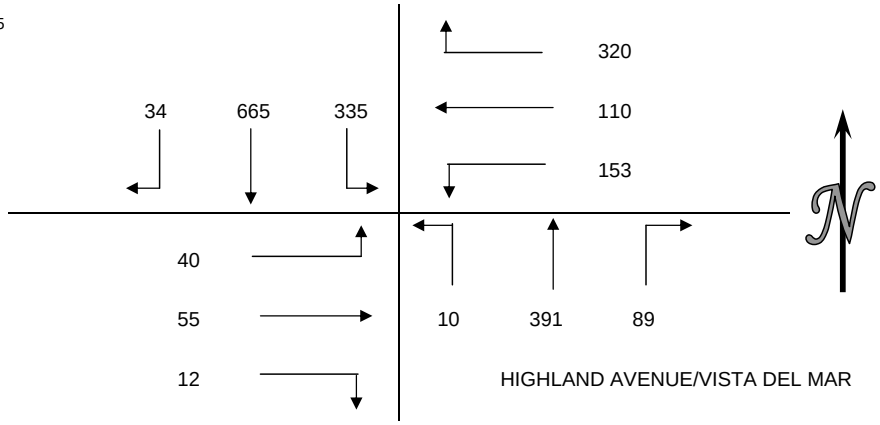
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 12, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	HIGHLAND AVENUE/VISTA DEL MAR
	E/W	ROSECRANS AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	3	151	72	31	17	32	23	92	2	1	9	7	440
415-430	2	142	76	52	9	22	28	103	9	3	11	5	462
430-445	14	180	86	68	26	37	12	88	2	1	10	9	533
445-500	13	184	74	96	24	43	24	108	5	6	12	11	600
500-515	6	150	77	70	24	26	21	99	1	3	8	6	491
515-530	7	168	96	82	27	39	23	83	2	2	23	15	567
530-545	8	163	88	72	35	45	21	101	2	1	12	8	556
545-600	9	145	83	74	30	57	21	90	6	6	11	2	534
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	32	657	308	247	76	134	87	391	18	11	42	32	2035
415-515	35	656	313	286	83	128	85	398	17	13	41	31	2086
430-530	40	682	333	316	101	145	80	378	10	12	53	41	2191
445-545	34	665	335	320	110	153	89	391	10	12	55	40	2214
500-600	30	626	344	298	116	167	86	373	11	12	54	31	2148

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	8	10	5	31
415-430	4	5	7	3	19
430-445	4	15	2	8	29
445-500	14	11	9	0	34
500-515	13	7	4	1	25
515-530	19	9	3	2	33
530-545	9	4	7	4	24
545-600	11	10	19	8	48
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	30	39	28	16	113
415-515	35	38	22	12	107
430-530	50	42	18	11	121
445-545	55	31	23	7	116
500-600	52	30	33	15	130

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	0	2
415-430	0	2	3	0	5
430-445	0	0	1	1	2
445-500	1	1	0	0	2
500-515	0	2	0	0	2
515-530	0	0	0	0	0
530-545	0	1	0	2	3
545-600	0	0	2	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	3	6	1	11
415-515	1	5	4	1	11
430-530	1	3	1	1	6
445-545	1	4	0	2	7
500-600	0	3	2	3	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

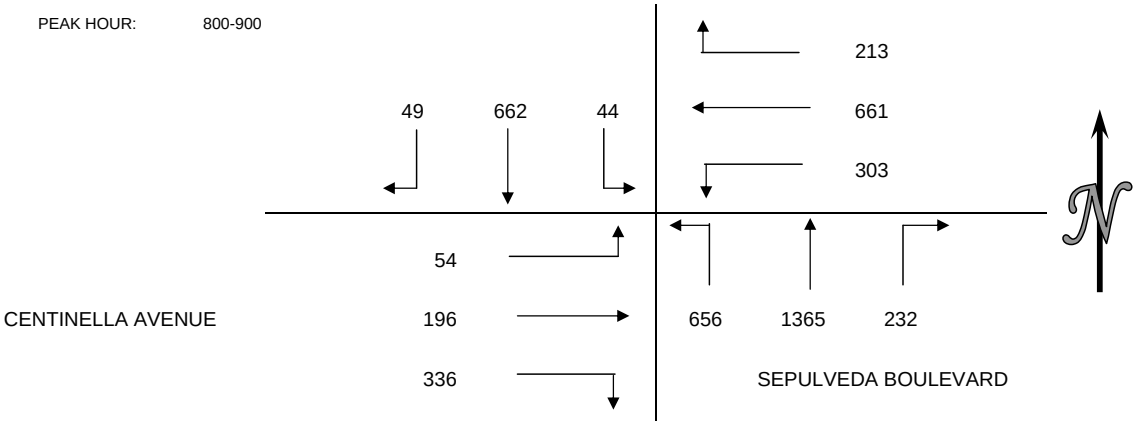
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28TH, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTINELLA AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	60	6	38	146	38	25	225	105	30	34	2	713
715-730	4	98	6	42	160	47	34	265	135	54	22	2	869
730-745	9	119	6	54	169	51	47	339	156	54	31	8	1043
745-800	22	128	9	44	173	66	63	332	142	62	43	10	1094
800-815	10	151	12	58	151	66	62	344	165	74	33	13	1139
815-830	8	176	14	60	191	78	62	346	150	81	52	14	1232
830-845	19	193	10	40	163	81	45	315	179	95	68	18	1226
845-900	12	142	8	55	156	78	63	360	162	86	43	9	1174
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	39	405	27	178	648	202	169	1161	538	200	130	22	3719
715-815	45	496	33	198	653	230	206	1280	598	244	129	33	4145
730-830	49	574	41	216	684	261	234	1361	613	271	159	45	4508
745-845	59	648	45	202	678	291	232	1337	636	312	196	55	4691
800-900	49	662	44	213	661	303	232	1365	656	336	196	54	4771

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	2	0	2	7
715-730	4	0	0	4	8
730-745	10	7	0	2	19
745-800	1	2	0	6	9
800-815	2	2	0	0	4
815-830	6	3	0	8	17
830-845	4	1	0	4	9
845-900	3	5	0	5	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	18	11	0	14	43
715-815	17	11	0	12	40
730-830	19	14	0	16	49
745-845	13	8	0	18	39
800-900	15	11	0	17	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	1	5
715-730	0	4	2	0	6
730-745	0	2	0	2	4
745-800	0	0	0	0	0
800-815	1	0	1	0	2
815-830	1	1	0	0	2
830-845	2	2	0	0	4
845-900	1	2	1	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	8	2	3	15
715-815	1	6	3	2	12
730-830	2	3	1	2	8
745-845	4	3	1	0	8
800-900	5	5	2	0	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

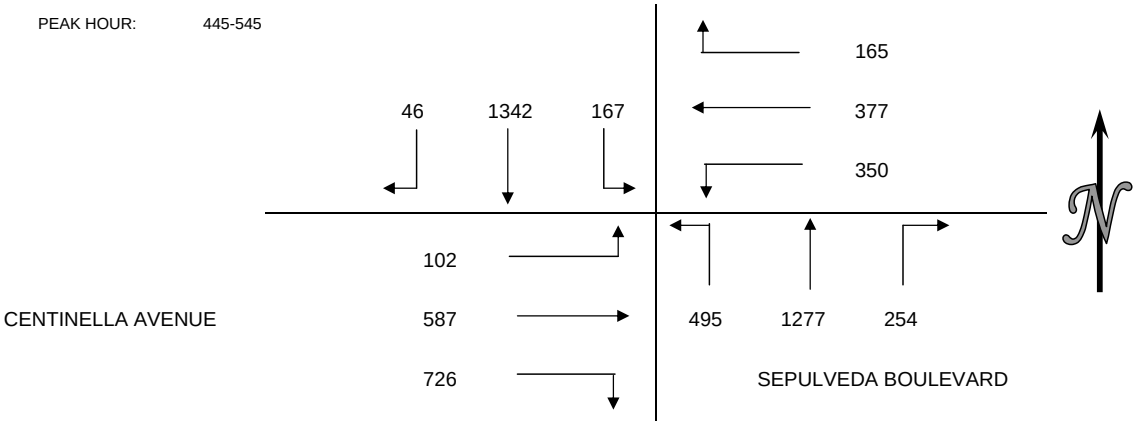
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28TH, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTINELLA AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	10	300	49	34	74	65	55	247	98	162	142	14	1250
415-430	11	266	39	37	64	59	44	211	79	175	126	20	1131
430-445	21	282	22	34	63	65	65	230	109	193	119	25	1228
445-500	22	327	56	47	104	81	56	273	116	170	145	26	1423
500-515	16	298	30	30	83	83	50	330	141	159	128	20	1368
515-530	2	334	32	50	105	95	61	353	124	183	144	22	1505
530-545	6	383	49	38	85	91	87	321	114	214	170	34	1592
545-600	8	325	47	49	71	88	69	301	144	164	129	26	1421
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	64	1175	166	152	305	270	220	961	402	700	532	85	5032
415-515	70	1173	147	148	314	288	215	1044	445	697	518	91	5150
430-530	61	1241	140	161	355	324	232	1186	490	705	536	93	5524
445-545	46	1342	167	165	377	350	254	1277	495	726	587	102	5888
500-600	32	1340	158	167	344	357	267	1305	523	720	571	102	5886

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	8	0	4	12
415-430	4	5	0	4	13
430-445	0	4	0	5	9
445-500	4	12	0	2	18
500-515	2	2	0	8	12
515-530	0	4	0	3	7
530-545	0	3	0	1	4
545-600	1	2	0	6	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	29	0	15	52
415-515	10	23	0	19	52
430-530	6	22	0	18	46
445-545	6	21	0	14	41
500-600	3	11	0	18	32

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	2	2
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	1	0	0	1	2
515-530	0	0	0	1	1
530-545	1	0	2	0	3
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	2	3
415-515	2	0	0	1	3
430-530	1	0	0	2	3
445-545	2	0	2	2	6
500-600	3	0	2	2	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

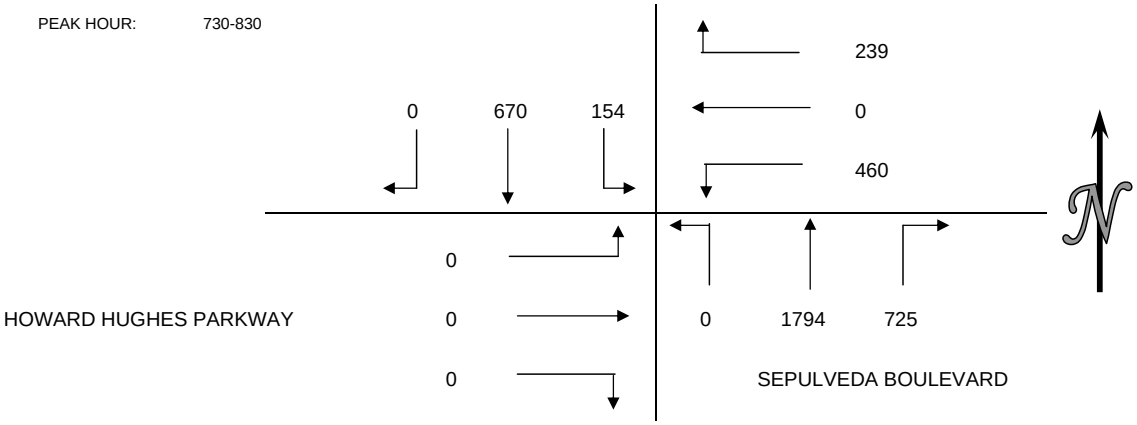
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28TH, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	HOWARD HUGHES PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	90	29	29	0	137	194	328	0	0	0	0	807
715-730	0	127	20	45	0	135	160	344	0	0	0	0	831
730-745	0	147	35	67	0	109	170	402	0	0	0	0	930
745-800	0	142	36	70	0	120	160	440	0	0	0	0	968
800-815	0	178	40	44	0	129	184	499	0	0	0	0	1074
815-830	0	203	43	58	0	102	211	453	0	0	0	0	1070
830-845	0	126	52	47	0	114	170	390	0	0	0	0	899
845-900	0	164	32	63	0	118	120	415	0	0	0	0	912
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	506	120	211	0	501	684	1514	0	0	0	0	3536
715-815	0	594	131	226	0	493	674	1685	0	0	0	0	3803
730-830	0	670	154	239	0	460	725	1794	0	0	0	0	4042
745-845	0	649	171	219	0	465	725	1782	0	0	0	0	4011
800-900	0	671	167	212	0	463	685	1757	0	0	0	0	3955

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	0	0	0	0	0
730-745	0	6	0	0	6
745-800	0	0	0	0	0
800-815	0	4	0	0	4
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	4	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	8	0	0	8
715-815	0	10	0	0	10
730-830	0	10	0	0	10
745-845	0	4	0	0	4
800-900	0	8	0	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	2	0	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	0	0	3
715-815	0	3	0	0	3
730-830	0	2	0	0	2
745-845	0	3	0	0	3
800-900	0	1	0	0	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

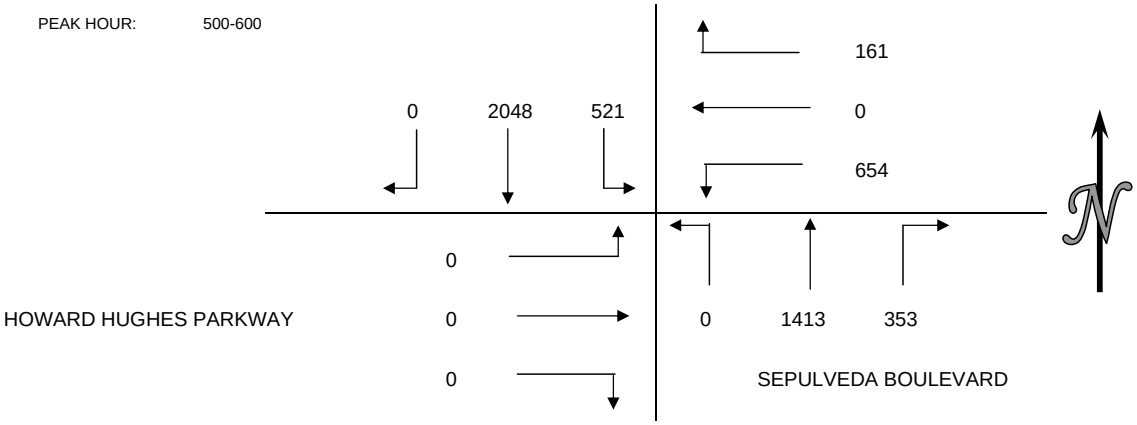
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28TH, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	HOWARD HUGHES PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	368	119	22	0	129	139	361	0	0	0	0	1138
415-430	0	422	97	32	0	124	113	357	0	0	0	0	1145
430-445	0	470	127	34	0	163	80	321	0	0	0	0	1195
445-500	0	462	106	34	0	157	92	383	0	0	0	0	1234
500-515	0	509	140	34	0	148	75	340	0	0	0	0	1246
515-530	0	460	124	52	0	190	95	381	0	0	0	0	1302
530-545	0	551	127	43	0	140	81	351	0	0	0	0	1293
545-600	0	528	130	32	0	176	102	341	0	0	0	0	1309
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	1722	449	122	0	573	424	1422	0	0	0	0	4712
415-515	0	1863	470	134	0	592	360	1401	0	0	0	0	4820
430-530	0	1901	497	154	0	658	342	1425	0	0	0	0	4977
445-545	0	1982	497	163	0	635	343	1455	0	0	0	0	5075
500-600	0	2048	521	161	0	654	353	1413	0	0	0	0	5150

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	5	0	0	5
430-445	0	0	0	0	0
445-500	0	3	0	0	3
500-515	0	2	0	0	2
515-530	0	1	0	0	1
530-545	0	1	0	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	8	0	0	8
415-515	0	10	0	0	10
430-530	0	6	0	0	6
445-545	0	7	0	0	7
500-600	0	4	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	1	0	0	1
430-445	0	0	0	0	0
445-500	0	2	0	0	2
500-515	0	4	0	0	4
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	4	0	0	4
415-515	0	7	0	0	7
430-530	0	7	0	0	7
445-545	0	7	0	0	7
500-600	0	6	0	0	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

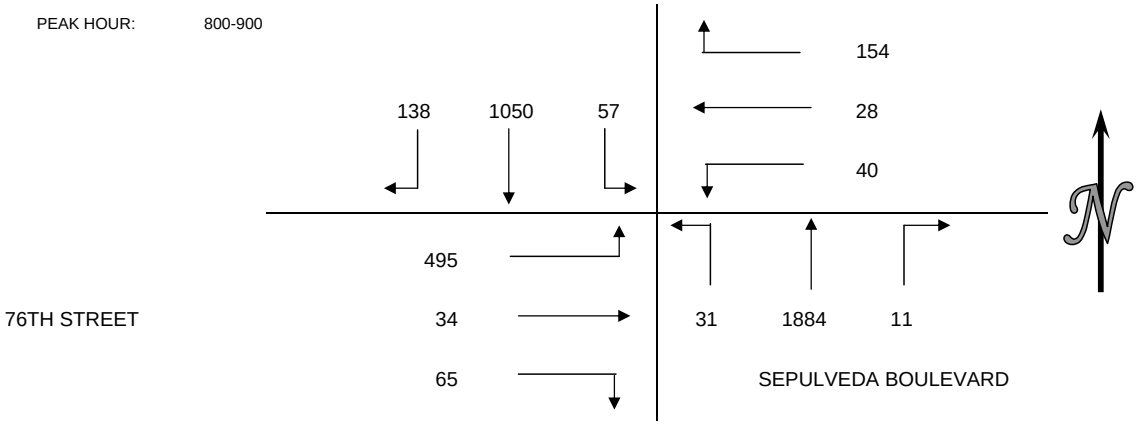
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W 76TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	28	193	6	42	3	4	3	415	4	5	5	75	783
715-730	24	218	9	36	5	7	2	494	10	9	4	113	931
730-745	18	229	6	66	8	8	1	494	7	6	7	94	944
745-800	30	247	14	41	10	2	2	458	2	13	5	122	946
800-815	33	257	21	39	5	6	4	508	7	17	8	116	1021
815-830	25	249	13	40	6	13	1	463	4	13	8	137	972
830-845	37	260	13	43	11	13	3	483	15	14	5	120	1017
845-900	43	284	10	32	6	8	3	430	5	21	13	122	977
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	100	887	35	185	26	21	8	1861	23	33	21	404	3604
715-815	105	951	50	182	28	23	9	1954	26	45	24	445	3842
730-830	106	982	54	186	29	29	8	1923	20	49	28	469	3883
745-845	125	1013	61	163	32	34	10	1912	28	57	26	495	3956
800-900	138	1050	57	154	28	40	11	1884	31	65	34	495	3987

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	3	4	0	7
715-730	2	0	3	1	6
730-745	0	2	1	1	4
745-800	2	0	5	2	9
800-815	1	1	1	1	4
815-830	0	2	3	0	5
830-845	1	3	6	1	11
845-900	0	0	1	3	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	5	13	4	26
715-815	5	3	10	5	23
730-830	3	5	10	4	22
745-845	4	6	15	4	29
800-900	2	6	11	5	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	4	1	0	5
730-745	0	1	0	1	2
745-800	0	1	1	2	4
800-815	1	2	0	0	3
815-830	0	2	0	0	2
830-845	0	1	0	0	1
845-900	0	1	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	7	2	3	12
715-815	1	8	2	3	14
730-830	1	6	1	3	11
745-845	1	6	1	2	10
800-900	1	6	0	2	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

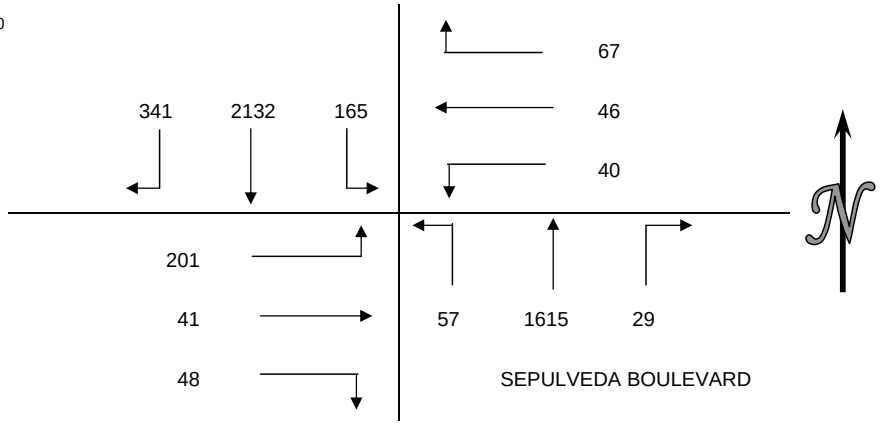
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W 76TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	59	407	30	9	20	12	4	387	11	19	14	48	1020
415-430	59	439	31	11	17	12	16	428	19	9	8	39	1088
430-445	67	482	38	17	9	8	8	388	8	10	9	48	1092
445-500	71	507	44	15	12	16	14	411	16	16	6	38	1166
500-515	81	572	48	17	14	9	6	356	11	11	10	57	1192
515-530	77	503	31	19	12	10	7	372	14	9	6	50	1110
530-545	86	513	47	7	12	10	8	425	14	17	10	42	1191
545-600	97	544	39	24	8	11	8	462	18	11	15	52	1289
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	256	1835	143	52	58	48	42	1614	54	54	37	173	4366
415-515	278	2000	161	60	52	45	44	1583	54	46	33	182	4538
430-530	296	2064	161	68	47	43	35	1527	49	46	31	193	4560
445-545	315	2095	170	58	50	45	35	1564	55	53	32	187	4659
500-600	341	2132	165	67	46	40	29	1615	57	48	41	201	4782

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	3	2	2	8
415-430	0	0	4	0	4
430-445	0	1	1	1	3
445-500	0	2	4	0	6
500-515	0	1	2	3	6
515-530	2	0	2	0	4
530-545	0	1	0	1	2
545-600	0	1	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	6	11	3	21
415-515	0	4	11	4	19
430-530	2	4	9	4	19
445-545	2	4	8	4	18
500-600	2	3	5	5	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	2	3
415-430	0	1	1	1	3
430-445	0	0	0	4	4
445-500	0	2	0	0	2
500-515	0	2	0	0	2
515-530	0	0	0	1	1
530-545	2	0	2	2	6
545-600	0	0	1	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	3	2	7	12
415-515	0	5	1	5	11
430-530	0	4	0	5	9
445-545	2	4	2	3	11
500-600	2	2	3	5	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

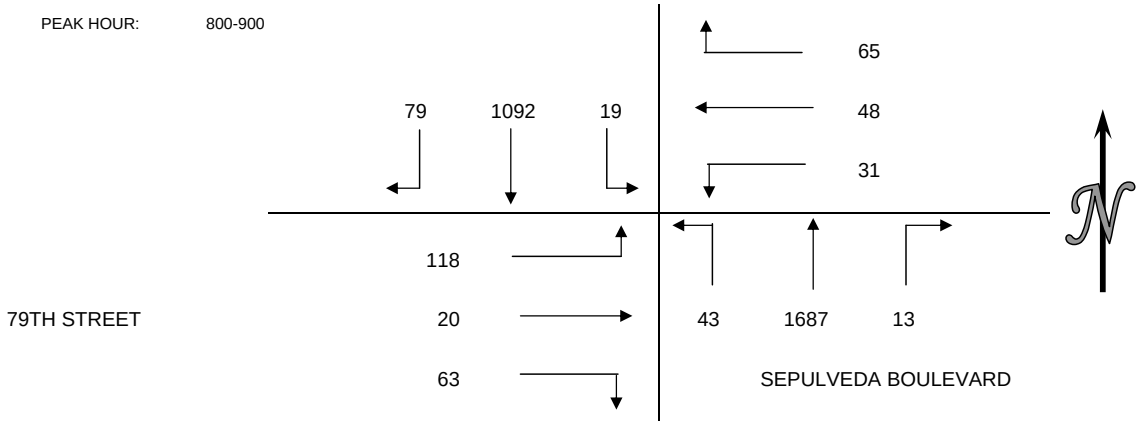
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	79TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	13	183	2	15	6	2	2	366	7	8	8	13	625
715-730	14	202	1	11	2	3	2	400	10	12	6	16	679
730-745	18	228	2	23	9	3	2	451	14	18	7	23	798
745-800	20	206	6	18	11	4	3	465	11	9	9	19	781
800-815	13	229	4	20	15	6	6	422	9	12	8	35	779
815-830	20	289	5	21	13	8	3	447	11	18	5	35	875
830-845	21	257	6	12	13	7	2	411	11	12	2	20	774
845-900	25	317	4	12	7	10	2	407	12	21	5	28	850
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	65	819	11	67	28	12	9	1682	42	47	30	71	2883
715-815	65	865	13	72	37	16	13	1738	44	51	30	93	3037
730-830	71	952	17	82	48	21	14	1785	45	57	29	112	3233
745-845	74	981	21	71	52	25	14	1745	42	51	24	109	3209
800-900	79	1092	19	65	48	31	13	1687	43	63	20	118	3278

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	3	2	8
715-730	0	3	0	1	4
730-745	1	3	1	0	5
745-800	0	4	4	0	8
800-815	0	6	2	1	9
815-830	0	8	1	3	12
830-845	1	7	0	0	8
845-900	1	10	0	1	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	12	8	3	25
715-815	1	16	7	2	26
730-830	1	21	8	4	34
745-845	1	25	7	4	37
800-900	2	31	3	5	41

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	2	0	1	3
745-800	0	0	0	0	0
800-815	1	1	0	0	2
815-830	0	2	0	0	2
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	0	1	5
715-815	1	5	0	1	7
730-830	1	5	0	1	7
745-845	1	3	0	0	4
800-900	1	4	0	0	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

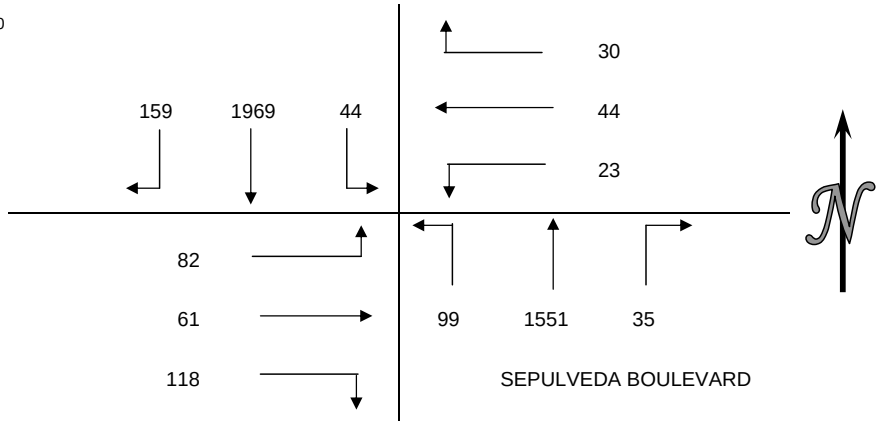
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W 79TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	38	384	12	6	11	4	9	367	20	16	7	30	904
415-430	40	412	9	5	20	6	6	345	25	14	10	28	920
430-445	42	452	9	4	4	7	7	364	17	11	12	36	965
445-500	32	491	18	5	16	4	6	347	23	19	17	26	1004
500-515	29	485	11	3	9	6	5	383	21	19	16	30	1017
515-530	36	483	14	5	10	5	11	388	26	15	8	23	1024
530-545	50	501	12	13	13	3	12	383	23	14	27	18	1069
545-600	44	500	7	9	12	9	7	397	29	70	10	11	1105
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	152	1739	48	20	51	21	28	1423	85	60	46	120	3793
415-515	143	1840	47	17	49	23	24	1439	86	63	55	120	3906
430-530	139	1911	52	17	39	22	29	1482	87	64	53	115	4010
445-545	147	1960	55	26	48	18	34	1501	93	67	68	97	4114
500-600	159	1969	44	30	44	23	35	1551	99	118	61	82	4215

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	1	3
415-430	2	1	0	1	4
430-445	1	3	3	4	11
445-500	1	0	1	0	2
500-515	1	2	0	0	3
515-530	0	0	4	1	5
530-545	0	0	0	1	1
545-600	0	0	4	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	4	6	6	20
415-515	5	6	4	5	20
430-530	3	5	8	5	21
445-545	2	2	5	2	11
500-600	1	2	8	4	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	1	1	0	2
430-445	1	0	2	5	8
445-500	0	3	0	0	3
500-515	0	2	0	0	2
515-530	0	0	0	1	1
530-545	0	0	0	1	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	4	3	6	14
415-515	1	6	3	5	15
430-530	1	5	2	6	14
445-545	0	5	0	2	7
500-600	0	2	0	2	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

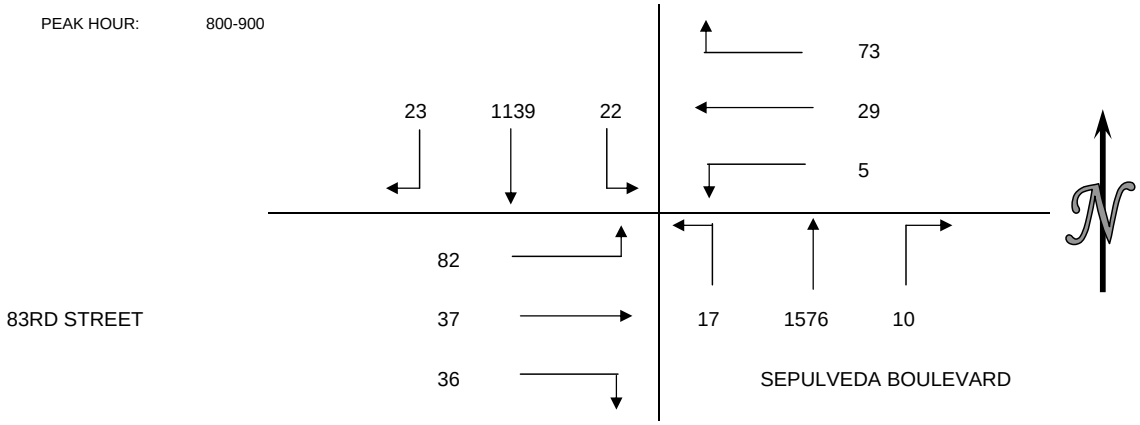
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W 83RD STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	172	1	7	4	0	0	317	3	5	4	15	534
715-730	6	231	3	13	1	1	2	380	2	7	5	19	670
730-745	3	206	0	17	4	0	1	456	6	12	9	19	733
745-800	10	243	7	18	10	0	0	415	4	6	6	16	735
800-815	5	245	3	16	8	0	4	426	5	6	12	31	761
815-830	7	295	7	17	9	2	2	383	3	6	10	18	759
830-845	4	268	4	16	4	3	4	410	5	17	7	18	760
845-900	7	331	8	24	8	0	0	357	4	7	8	15	769
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	25	852	11	55	19	1	3	1568	15	30	24	69	2672
715-815	24	925	13	64	23	1	7	1677	17	31	32	85	2899
730-830	25	989	17	68	31	2	7	1680	18	30	37	84	2988
745-845	26	1051	21	67	31	5	10	1634	17	35	35	83	3015
800-900	23	1139	22	73	29	5	10	1576	17	36	37	82	3049

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	1	2	0	0	3
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	0	0	0	0	0
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	2	0	3	6
715-815	1	2	0	2	5
730-830	1	2	0	3	6
745-845	1	2	0	2	5
800-900	0	0	0	3	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	1	0	0	1	2
745-800	1	2	0	3	6
800-815	0	0	0	0	0
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	4	0	4	10
715-815	2	4	0	4	10
730-830	2	3	0	4	9
745-845	1	3	0	3	7
800-900	0	2	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

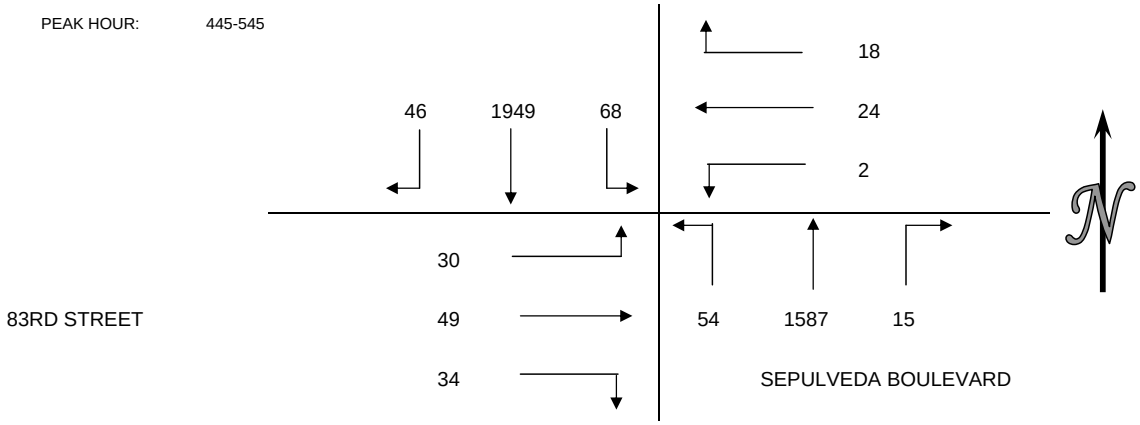
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W 83RD STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	9	382	13	3	3	1	4	333	9	8	12	16	793
415-430	7	423	8	5	5	0	7	351	9	8	7	17	847
430-445	11	443	6	5	6	0	5	380	11	10	7	17	901
445-500	16	471	11	5	4	0	4	390	10	8	15	7	941
500-515	10	467	20	5	6	0	3	386	13	9	10	3	932
515-530	7	501	17	6	2	2	3	396	16	9	9	6	974
530-545	13	510	20	2	12	0	5	415	15	8	15	14	1029
545-600	15	467	10	12	11	1	2	368	12	7	9	8	922
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	43	1719	38	18	18	1	20	1454	39	34	41	57	3482
415-515	44	1804	45	20	21	0	19	1507	43	35	39	44	3621
430-530	44	1882	54	21	18	2	15	1552	50	36	41	33	3748
445-545	46	1949	68	18	24	2	15	1587	54	34	49	30	3876
500-600	45	1945	67	25	31	3	13	1565	56	33	43	31	3857

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	1	0	0	1
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	1	0	0	1	2
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	1	1	3
415-515	0	1	0	1	2
430-530	1	0	0	2	3
445-545	1	0	0	1	2
500-600	1	0	0	1	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	2	2
415-430	1	0	2	2	5
430-445	0	0	0	5	5
445-500	0	0	0	0	0
500-515	0	0	0	1	1
515-530	1	0	1	0	2
530-545	0	0	3	3	6
545-600	1	2	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	2	9	12
415-515	1	0	2	8	11
430-530	1	0	1	6	8
445-545	1	0	4	4	9
500-600	2	2	4	4	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

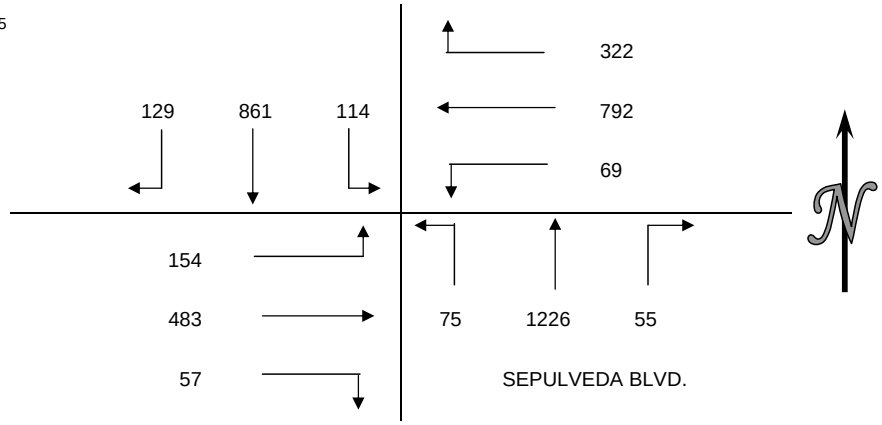
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28TH, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	15	147	10	42	91	18	12	274	16	12	56	16	709
715-730	15	199	25	68	142	7	7	314	8	15	74	23	897
730-745	20	192	14	86	181	21	7	352	12	13	99	32	1029
745-800	33	212	18	79	217	15	11	321	18	8	123	45	1100
800-815	25	198	26	67	184	15	10	309	18	13	153	37	1055
815-830	34	217	33	88	204	17	13	286	19	20	110	36	1077
830-845	37	234	37	88	187	22	21	310	20	16	97	36	1105
845-900	44	241	57	55	169	24	17	282	12	19	120	52	1092
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	83	750	67	275	631	61	37	1261	54	48	352	116	3735
715-815	93	801	83	300	724	58	35	1296	56	49	449	137	4081
730-830	112	819	91	320	786	68	41	1268	67	54	485	150	4261
745-845	129	861	114	322	792	69	55	1226	75	57	483	154	4337
800-900	140	890	153	298	744	78	61	1187	69	68	480	161	4329

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	7	0	4	19	30
715-730	8	3	12	35	58
730-745	10	5	5	17	37
745-800	8	3	3	15	29
800-815	8	1	9	26	44
815-830	8	4	7	19	38
830-845	13	3	13	29	58
845-900	14	4	17	19	54
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	33	11	24	86	154
715-815	34	12	29	93	168
730-830	34	13	24	77	148
745-845	37	11	32	89	169
800-900	43	12	46	93	194

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	2	1	0	0	3
730-745	0	1	1	1	3
745-800	1	0	0	2	3
800-815	0	1	0	0	1
815-830	0	0	2	0	2
830-845	0	0	0	0	0
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	2	1	3	9
715-815	3	3	1	3	10
730-830	1	2	3	3	9
745-845	1	1	2	2	6
800-900	0	1	2	1	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

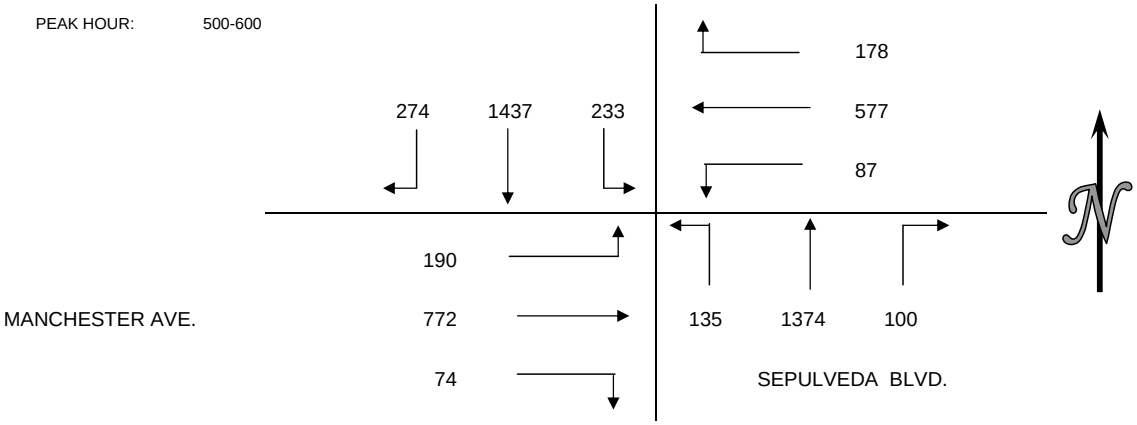
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28TH, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	58	258	52	43	139	37	22	284	25	33	189	68	1208
415-430	61	329	62	37	123	24	26	316	31	15	176	51	1251
430-445	62	349	70	46	153	33	11	285	32	26	208	48	1323
445-500	64	333	56	27	130	36	30	300	38	15	181	50	1260
500-515	65	342	53	32	142	20	32	331	36	14	204	47	1318
515-530	70	384	68	57	167	24	25	354	37	23	203	57	1469
530-545	53	367	71	50	128	23	27	313	29	17	173	44	1295
545-600	86	344	41	39	140	20	16	376	33	20	192	42	1349
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	245	1269	240	153	545	130	89	1185	126	89	754	217	5042
415-515	252	1353	241	142	548	113	99	1232	137	70	769	196	5152
430-530	261	1408	247	162	592	113	98	1270	143	78	796	202	5370
445-545	252	1426	248	166	567	103	114	1298	140	69	761	198	5342
500-600	274	1437	233	178	577	87	100	1374	135	74	772	190	5431

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	9	13	11	38
415-430	4	3	19	9	35
430-445	10	5	16	16	47
445-500	1	2	18	8	29
500-515	7	1	18	20	46
515-530	7	3	16	9	35
530-545	5	2	6	14	27
545-600	4	3	20	4	31
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	20	19	66	44	149
415-515	22	11	71	53	157
430-530	25	11	68	53	157
445-545	20	8	58	51	137
500-600	23	9	60	47	139

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	6	3	10
415-430	0	1	4	2	7
430-445	1	0	3	5	9
445-500	0	1	4	2	7
500-515	1	0	1	0	2
515-530	1	0	1	0	2
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	2	17	12	33
415-515	2	2	12	9	25
430-530	3	1	9	7	20
445-545	2	1	6	2	11
500-600	2	0	2	0	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

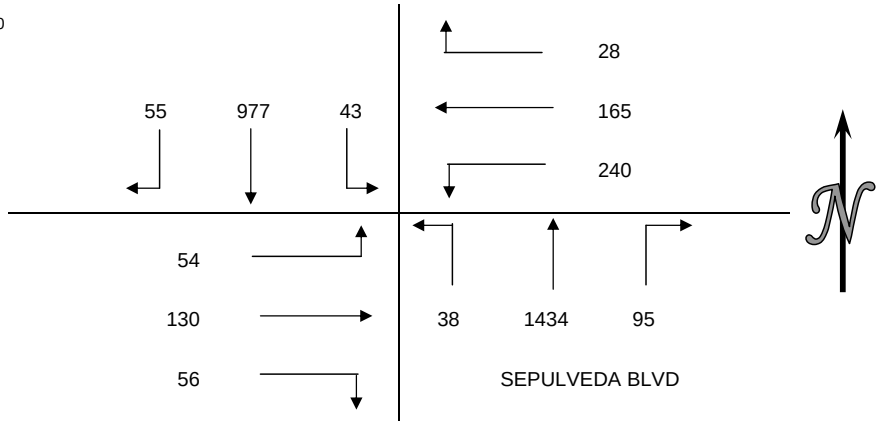
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28TH, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BLVD
E/W LA TIJERA BLVD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	8	163	1	2	17	41	17	317	9	6	32	8	621
715-730	6	220	3	6	35	53	13	310	11	6	14	18	695
730-745	6	218	4	3	26	50	17	332	9	14	33	4	716
745-800	9	211	9	4	52	47	11	227	5	8	21	6	610
800-815	19	258	8	2	53	63	27	447	12	9	41	14	953
815-830	7	214	7	10	23	52	22	346	9	13	36	6	745
830-845	12	242	10	8	38	67	24	300	7	20	18	15	761
845-900	17	263	18	8	51	58	22	341	10	14	35	19	856
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	29	812	17	15	130	191	58	1186	34	34	100	36	2642
715-815	40	907	24	15	166	213	68	1316	37	37	109	42	2974
730-830	41	901	28	19	154	212	77	1352	35	44	131	30	3024
745-845	47	925	34	24	166	229	84	1320	33	50	116	41	3069
800-900	55	977	43	28	165	240	95	1434	38	56	130	54	3315

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	3	2	0	6
715-730	0	4	0	0	4
730-745	0	2	1	2	5
745-800	9	10	1	0	20
800-815	8	7	4	0	19
815-830	3	8	7	5	23
830-845	1	9	1	1	12
845-900	9	10	1	8	28
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	19	4	2	35
715-815	17	23	6	2	48
730-830	20	27	13	7	67
745-845	21	34	13	6	74
800-900	5	0	5	7	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	0	2
715-730	0	1	1	0	2
730-745	0	2	7	0	9
745-800	0	1	0	0	1
800-815	2	0	0	0	2
815-830	0	1	0	0	1
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	5	8	0	14
715-815	2	4	8	0	14
730-830	2	4	7	0	13
745-845	2	2	0	0	4
800-900	3	1	4	1	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

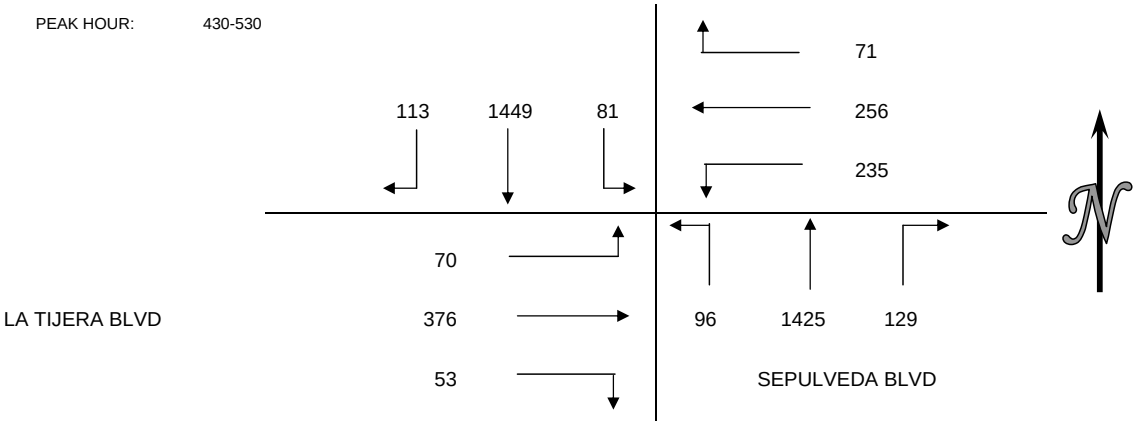
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY 28TH, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BLVD
E/W LA TIJERA BLVD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	26	336	28	19	68	68	34	215	16	9	55	11	885
415-430	32	290	29	15	58	60	26	310	11	10	104	38	983
430-445	20	347	16	16	58	68	22	319	20	10	82	17	995
445-500	32	448	31	23	88	64	48	383	24	14	88	19	1262
500-515	23	236	13	11	41	47	35	357	37	22	122	23	967
515-530	38	418	21	21	69	56	24	366	15	7	84	11	1130
530-545	28	330	16	17	81	56	18	322	32	16	67	8	991
545-600	20	394	14	19	65	58	11	112	14	13	47	21	788
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	110	1421	104	73	272	260	130	1227	71	43	329	85	4125
415-515	107	1321	89	65	245	239	131	1369	92	56	396	97	4207
430-530	113	1449	81	71	256	235	129	1425	96	53	376	70	4354
445-545	121	1432	81	72	279	223	125	1428	108	59	361	61	4350
500-600	109	1378	64	68	256	217	88	1157	98	58	320	63	3876

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	11	3	4	19
415-430	5	7	2	5	19
430-445	2	3	0	2	7
445-500	3	13	0	2	18
500-515	8	4	0	6	18
515-530	7	9	0	1	17
530-545	4	1	0	7	12
545-600	0	7	4	3	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	34	5	13	63
415-515	18	27	2	15	62
430-530	20	29	0	11	60
445-545	22	27	0	16	65
500-600	19	21	4	17	61

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	3	0	5
415-430	0	2	2	0	4
430-445	2	0	0	0	2
445-500	1	1	0	0	2
500-515	0	0	0	1	1
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	4	2	4	1	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	5	5	0	13
415-515	3	3	2	1	9
430-530	4	1	0	1	6
445-545	2	1	0	1	4
500-600	5	2	4	2	13

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

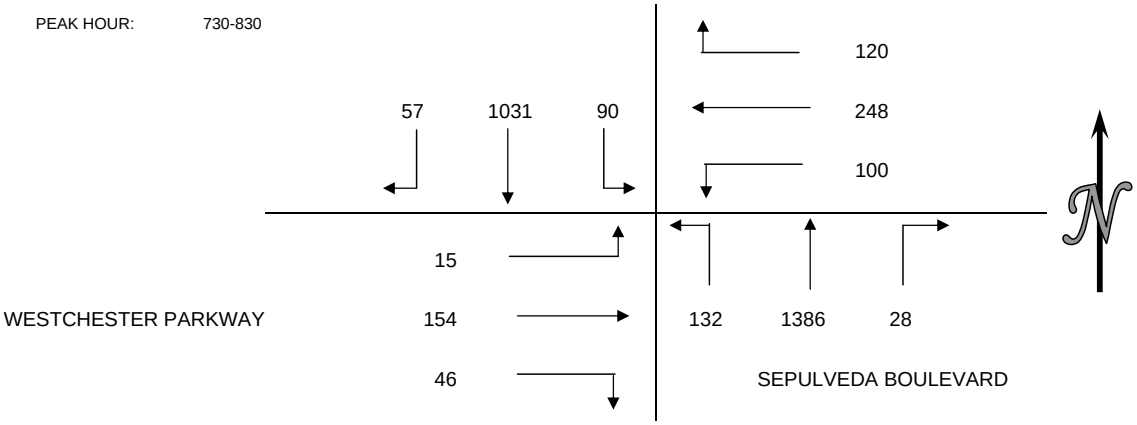
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 27, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	195	7	25	34	19	3	295	21	7	21	3	636
715-730	12	241	16	19	45	20	8	320	29	7	28	1	746
730-745	16	258	24	47	44	22	6	377	29	10	25	2	860
745-800	13	238	19	45	73	26	12	358	34	14	45	4	881
800-815	12	219	25	16	60	24	4	316	41	14	41	5	777
815-830	16	316	22	12	71	28	6	335	28	8	43	4	889
830-845	15	228	23	27	84	24	12	310	35	10	34	1	803
845-900	21	322	27	27	52	28	11	294	35	10	29	3	859
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	47	932	66	136	196	87	29	1350	113	38	119	10	3123
715-815	53	956	84	127	222	92	30	1371	133	45	139	12	3264
730-830	57	1031	90	120	248	100	28	1386	132	46	154	15	3407
745-845	56	1001	89	100	288	102	34	1319	138	46	163	14	3350
800-900	64	1085	97	82	267	104	33	1255	139	42	147	13	3328

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	1	4
715-730	2	1	3	1	7
730-745	2	3	3	1	9
745-800	4	5	5	1	15
800-815	4	4	2	0	10
815-830	2	4	1	0	7
830-845	2	7	2	4	15
845-900	6	8	1	1	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	9	14	4	35
715-815	12	13	13	3	41
730-830	12	16	11	2	41
745-845	12	20	10	5	47
800-900	14	23	6	5	48

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	1	0	0	0	1
730-745	0	3	0	0	3
745-800	1	0	0	0	1
800-815	0	0	0	0	0
815-830	1	1	0	0	2
830-845	0	0	1	0	1
845-900	1	4	2	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	3	1	1	7
715-815	2	3	0	0	5
730-830	2	4	0	0	6
745-845	2	1	1	0	4
800-900	2	5	3	1	11

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

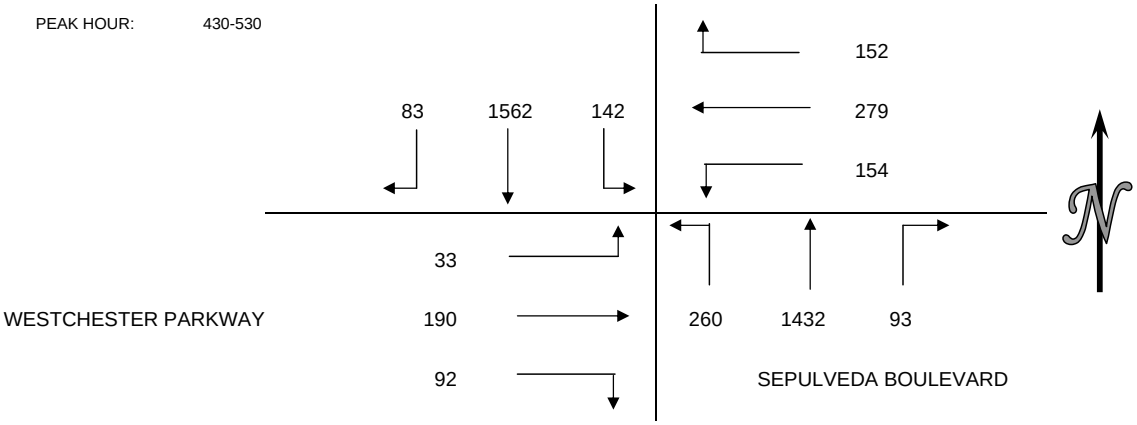
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 27, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WESTCHESTER PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	18	394	39	27	57	48	15	313	47	20	40	16	1034
415-430	15	362	33	35	57	37	12	251	43	23	38	5	911
430-445	23	412	41	40	81	40	20	379	63	28	59	14	1200
445-500	16	368	32	44	60	36	18	321	61	14	38	2	1010
500-515	25	410	38	37	79	49	33	389	65	33	54	9	1221
515-530	19	372	31	31	59	29	22	343	71	17	39	8	1041
530-545	21	391	30	38	63	42	17	329	62	22	35	7	1057
545-600	19	401	46	41	63	38	28	351	5	16	54	12	1074
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	72	1536	145	146	255	161	65	1264	214	85	175	37	4155
415-515	79	1552	144	156	277	162	83	1340	232	98	189	30	4342
430-530	83	1562	142	152	279	154	93	1432	260	92	190	33	4472
445-545	81	1541	131	150	261	156	90	1382	259	86	166	26	4329
500-600	84	1574	145	147	264	158	100	1412	203	88	182	36	4393

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	7	5	5	20
415-430	8	4	8	5	25
430-445	15	11	3	7	36
445-500	6	7	5	6	24
500-515	6	11	6	18	41
515-530	7	15	8	4	34
530-545	5	10	3	16	34
545-600	2	21	3	25	51
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	32	29	21	23	105
415-515	35	33	22	36	126
430-530	34	44	22	35	135
445-545	24	43	22	44	133
500-600	20	57	20	63	160

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	5	1	7
415-430	0	4	0	0	4
430-445	4	1	1	1	7
445-500	2	4	3	0	9
500-515	1	4	1	0	6
515-530	0	0	2	0	2
530-545	0	0	2	1	3
545-600	4	2	1	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	9	9	2	27
415-515	7	13	5	1	26
430-530	7	9	7	1	24
445-545	3	8	8	1	20
500-600	5	6	6	1	18

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

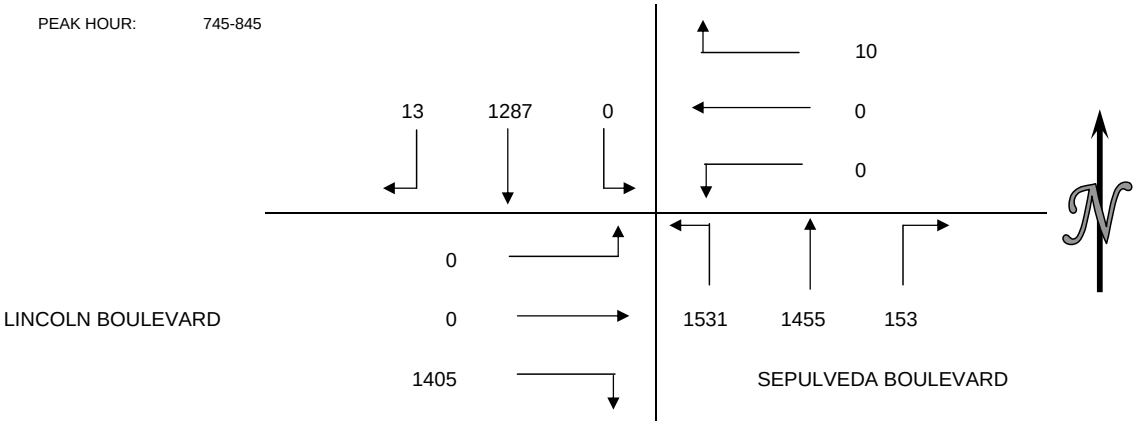
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29TH, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	LINCOLN BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	252	0	1	0	0	26	293	372	223	0	0	1169
715-730	2	247	0	1	0	0	31	404	359	223	0	0	1267
730-745	4	269	0	4	0	0	50	433	417	291	0	0	1468
745-800	5	297	0	4	0	0	40	383	431	320	0	0	1480
800-815	4	319	0	0	0	0	40	347	362	383	0	0	1455
815-830	3	316	0	3	0	0	40	379	356	324	0	0	1421
830-845	1	355	0	3	0	0	33	346	382	378	0	0	1498
845-900	2	321	0	4	0	0	45	383	358	302	0	0	1415
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	13	1065	0	10	0	0	147	1513	1579	1057	0	0	5384
715-815	15	1132	0	9	0	0	161	1567	1569	1217	0	0	5670
730-830	16	1201	0	11	0	0	170	1542	1566	1318	0	0	5824
745-845	13	1287	0	10	0	0	153	1455	1531	1405	0	0	5854
800-900	10	1311	0	10	0	0	158	1455	1458	1387	0	0	5789

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	3	0	0	3
715-730	0	3	0	0	3
730-745	0	1	2	3	6
745-800	0	3	0	1	4
800-815	0	3	0	0	3
815-830	0	1	0	1	2
830-845	0	4	0	1	5
845-900	0	7	2	2	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	10	2	4	16
715-815	0	10	2	4	16
730-830	0	8	2	5	15
745-845	0	11	0	3	14
800-900	0	15	2	4	21

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	1	2
730-745	0	2	1	0	3
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	1	1	5
715-815	0	4	1	1	6
730-830	0	3	1	0	4
745-845	0	1	0	0	1
800-900	0	2	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

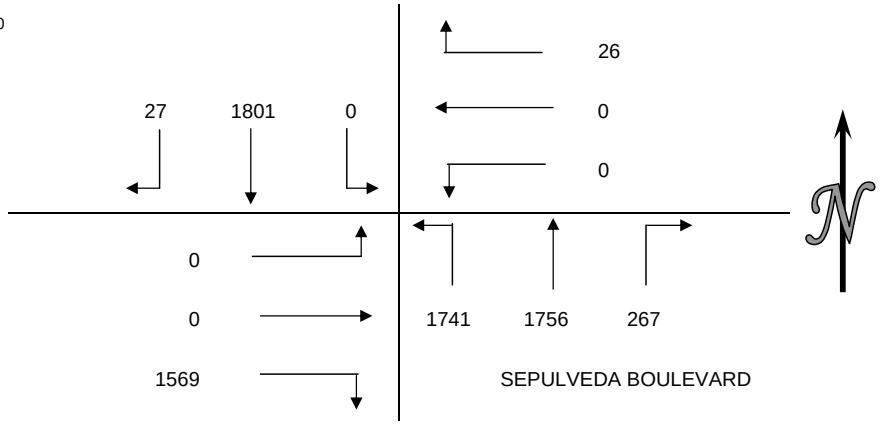
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29TH, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	LINCOLN BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	413	0	4	0	0	69	368	372	386	0	0	1623
415-430	8	418	0	6	0	0	57	353	310	344	0	0	1496
430-445	12	466	0	2	0	0	49	411	346	406	0	0	1692
445-500	8	395	0	5	0	0	76	438	381	404	0	0	1707
500-515	12	478	0	9	0	0	63	415	394	405	0	0	1776
515-530	7	439	0	7	0	0	76	467	434	397	0	0	1827
530-545	5	439	0	8	0	0	69	406	465	357	0	0	1749
545-600	3	445	0	2	0	0	59	468	448	410	0	0	1835
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	39	1692	0	17	0	0	251	1570	1409	1540	0	0	6518
415-515	40	1757	0	22	0	0	245	1617	1431	1559	0	0	6671
430-530	39	1778	0	23	0	0	264	1731	1555	1612	0	0	7002
445-545	32	1751	0	29	0	0	284	1726	1674	1563	0	0	7059
500-600	27	1801	0	26	0	0	267	1756	1741	1569	0	0	7187

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	0	1	4
415-430	0	9	0	3	12
430-445	0	8	1	3	12
445-500	0	5	1	1	7
500-515	0	8	0	2	10
515-530	0	7	1	2	10
530-545	0	2	1	2	5
545-600	0	7	10	9	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	25	2	8	35
415-515	0	30	2	9	41
430-530	0	28	3	8	39
445-545	0	22	3	7	32
500-600	0	24	12	15	51

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	1	1	3
415-430	0	3	0	0	3
430-445	0	0	1	0	1
445-500	0	1	0	0	1
500-515	0	1	0	2	3
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	5	2	1	8
415-515	0	5	1	2	8
430-530	0	2	1	3	6
445-545	0	2	0	3	5
500-600	0	2	0	4	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

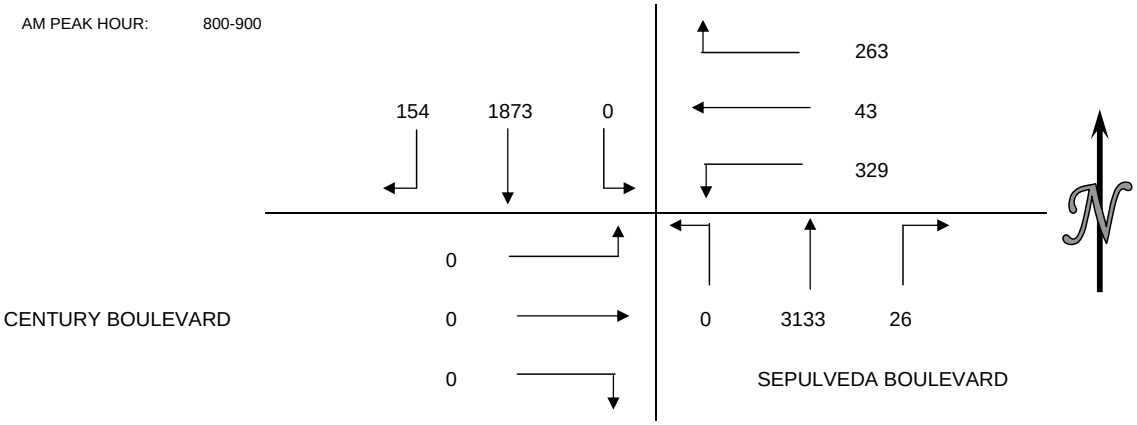
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 3, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	299	0	48	17	71	7	701	0	0	0	0	1163
715-730	26	284	0	27	6	50	2	741	0	0	0	0	1136
730-745	25	397	0	63	13	99	7	808	0	0	0	0	1412
745-800	24	401	0	84	12	76	5	766	0	0	0	0	1368
800-815	50	455	0	82	16	96	7	785	0	0	0	0	1491
815-830	28	467	0	58	11	60	6	766	0	0	0	0	1396
830-845	32	465	0	58	10	94	7	821	0	0	0	0	1487
845-900	44	486	0	65	6	79	6	761	0	0	0	0	1447
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	95	1381	0	222	48	296	21	3016	0	0	0	0	5079
715-815	125	1537	0	256	47	321	21	3100	0	0	0	0	5407
730-830	127	1720	0	287	52	331	25	3125	0	0	0	0	5667
745-845	134	1788	0	282	49	326	25	3138	0	0	0	0	5742
800-900	154	1873	0	263	43	329	26	3133	0	0	0	0	5821

AM PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	18	0	0	10	28
715-730	11	0	0	7	18
730-745	9	0	0	2	11
745-800	7	0	0	5	12
800-815	14	0	0	4	18
815-830	5	0	0	2	7
830-845	12	0	0	4	16
845-900	2	0	0	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	45	0	0	24	69
715-815	41	0	0	18	59
730-830	35	0	0	13	48
745-845	38	0	0	15	53
800-900	33	0	0	12	45

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	1	0	0	1	2
730-745	3	0	0	1	4
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	2	0	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	0	3	8
715-815	4	0	0	2	6
730-830	3	0	0	3	6
745-845	2	0	0	2	4
800-900	2	0	0	2	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

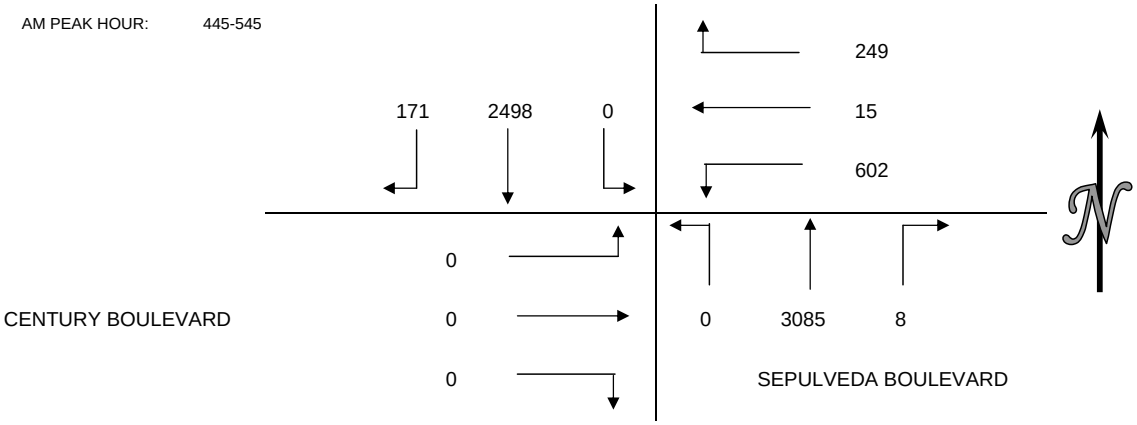
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 3, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	32	574	0	58	18	147	14	667	0	0	0	0	1510
415-430	39	562	0	62	3	139	6	624	0	0	0	0	1435
430-445	28	605	0	56	6	177	5	676	0	0	0	0	1553
445-500	41	563	0	60	4	161	2	733	0	0	0	0	1564
500-515	46	616	0	78	4	150	2	799	0	0	0	0	1695
515-530	42	637	0	58	1	134	2	744	0	0	0	0	1618
530-545	42	682	0	53	6	157	2	809	0	0	0	0	1751
545-600	39	554	0	44	4	122	3	742	0	0	0	0	1508
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	140	2304	0	236	31	624	27	2700	0	0	0	0	6062
415-515	154	2346	0	256	17	627	15	2832	0	0	0	0	6247
430-530	157	2421	0	252	15	622	11	2952	0	0	0	0	6430
445-545	171	2498	0	249	15	602	8	3085	0	0	0	0	6628
500-600	169	2489	0	233	15	563	9	3094	0	0	0	0	6572

AM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	20	0	0	10	30
415-430	12	0	0	2	14
430-445	10	0	0	3	13
445-500	9	0	0	0	9
500-515	6	0	0	2	8
515-530	10	0	0	2	12
530-545	16	0	0	5	21
545-600	5	0	0	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	51	0	0	15	66
415-515	37	0	0	7	44
430-530	35	0	0	7	42
445-545	41	0	0	9	50
500-600	37	0	0	10	47

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	1	2
415-430	0	0	0	0	0
430-445	2	0	0	0	2
445-500	1	0	0	1	2
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	3	0	0	1	4
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	0	0	2	6
415-515	3	0	0	1	4
430-530	3	0	0	1	4
445-545	4	0	0	2	6
500-600	3	0	0	1	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

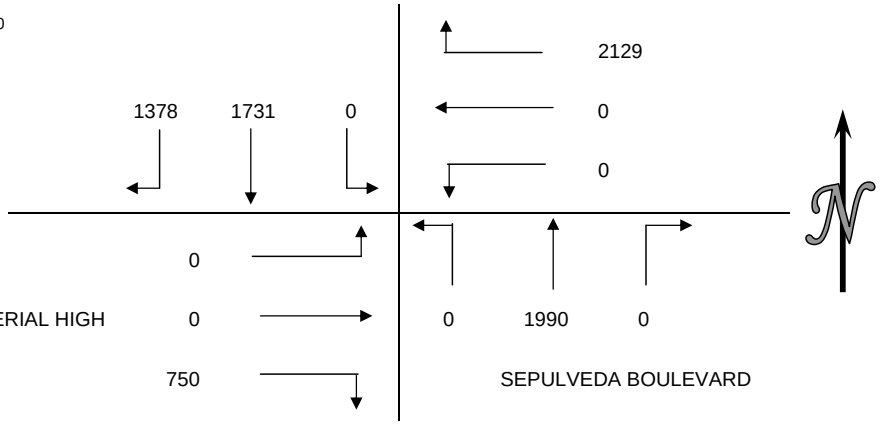
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 5, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W I-105 WB RAMPS N/O IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	302	244	0	495	0	0	0	406	0	185	0	0	1632
715-730	284	282	0	531	0	0	0	481	0	151	0	0	1729
730-745	350	368	0	530	0	0	0	470	0	214	0	0	1932
745-800	335	398	0	559	0	0	0	499	0	223	0	0	2014
800-815	337	403	0	495	0	0	0	528	0	197	0	0	1960
815-830	318	376	0	575	0	0	0	468	0	180	0	0	1917
830-845	356	453	0	517	0	0	0	553	0	167	0	0	2046
845-900	367	499	0	542	0	0	0	441	0	206	0	0	2055
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1271	1292	0	2115	0	0	0	1856	0	773	0	0	7307
715-815	1306	1451	0	2115	0	0	0	1978	0	785	0	0	7635
730-830	1340	1545	0	2159	0	0	0	1965	0	814	0	0	7823
745-845	1346	1630	0	2146	0	0	0	2048	0	767	0	0	7937
800-900	1378	1731	0	2129	0	0	0	1990	0	750	0	0	7978

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

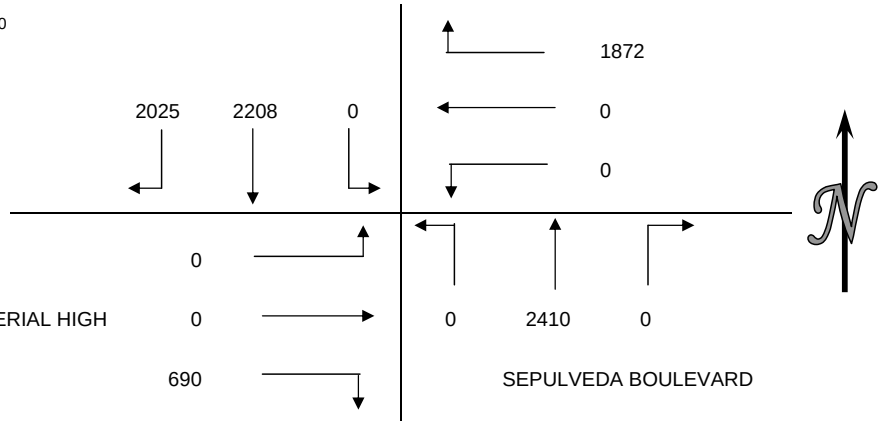
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 5, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W I-105 WB RAMPS N/O IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	505	428	0	389	0	0	0	472	0	108	0	0	1902
415-430	401	471	0	425	0	0	0	523	0	124	0	0	1944
430-445	433	529	0	460	0	0	0	581	0	158	0	0	2161
445-500	460	524	0	544	0	0	0	526	0	166	0	0	2220
500-515	525	512	0	511	0	0	0	605	0	161	0	0	2314
515-530	526	537	0	489	0	0	0	546	0	169	0	0	2267
530-545	516	566	0	435	0	0	0	591	0	174	0	0	2282
545-600	458	593	0	437	0	0	0	668	0	186	0	0	2342
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	1799	1952	0	1818	0	0	0	2102	0	556	0	0	8227
415-515	1819	2036	0	1940	0	0	0	2235	0	609	0	0	8639
430-530	1944	2102	0	2004	0	0	0	2258	0	654	0	0	8962
445-545	2027	2139	0	1979	0	0	0	2268	0	670	0	0	9083
500-600	2025	2208	0	1872	0	0	0	2410	0	690	0	0	9205

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	1	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	1	1
500-600	0	0	0	1	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

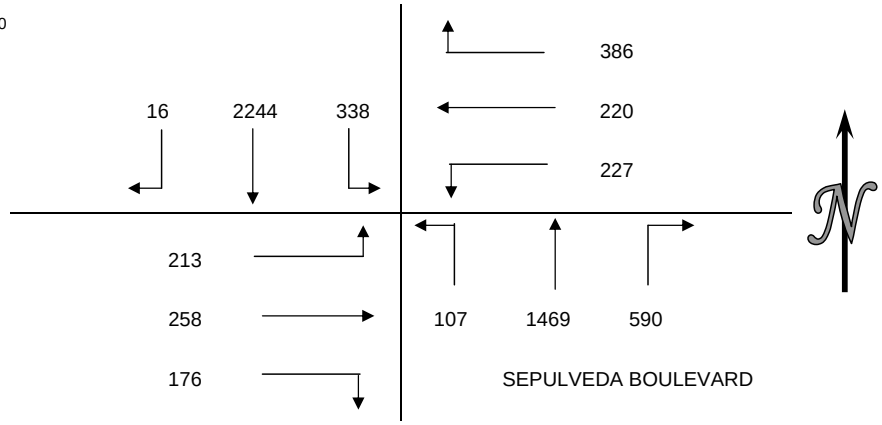
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY AUGUST 5, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	377	69	63	45	42	150	283	16	20	36	33	1136
715-730	1	432	86	88	53	51	148	343	19	33	62	38	1354
730-745	4	480	68	70	66	62	127	339	8	24	55	42	1345
745-800	7	512	92	76	52	69	172	368	17	46	94	51	1556
800-815	3	552	96	91	54	51	137	358	28	45	76	50	1541
815-830	5	548	82	82	54	60	142	395	30	55	72	69	1594
830-845	4	554	74	103	62	53	159	365	15	30	42	42	1503
845-900	4	590	86	110	50	63	152	351	34	46	68	52	1606
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	14	1801	315	297	216	224	597	1333	60	123	247	164	5391
715-815	15	1976	342	325	225	233	584	1408	72	148	287	181	5796
730-830	19	2092	338	319	226	242	578	1460	83	170	297	212	6036
745-845	19	2166	344	352	222	233	610	1486	90	176	284	212	6194
800-900	16	2244	338	386	220	227	590	1469	107	176	258	213	6244

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	2	3
715-730	0	0	0	1	1
730-745	0	0	1	1	2
745-800	0	1	1	1	3
800-815	0	0	4	2	6
815-830	0	1	2	1	4
830-845	0	1	7	0	8
845-900	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	3	5	9
715-815	0	1	6	5	12
730-830	0	2	8	5	15
745-845	0	3	14	4	21
800-900	0	2	13	5	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	1	0	1	0	2
730-745	1	0	5	1	7
745-800	1	0	2	0	3
800-815	0	0	4	0	4
815-830	1	0	2	2	5
830-845	2	0	1	0	3
845-900	2	0	3	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	10	1	14
715-815	3	0	12	1	16
730-830	3	0	13	3	19
745-845	4	0	9	2	15
800-900	5	0	10	3	18

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

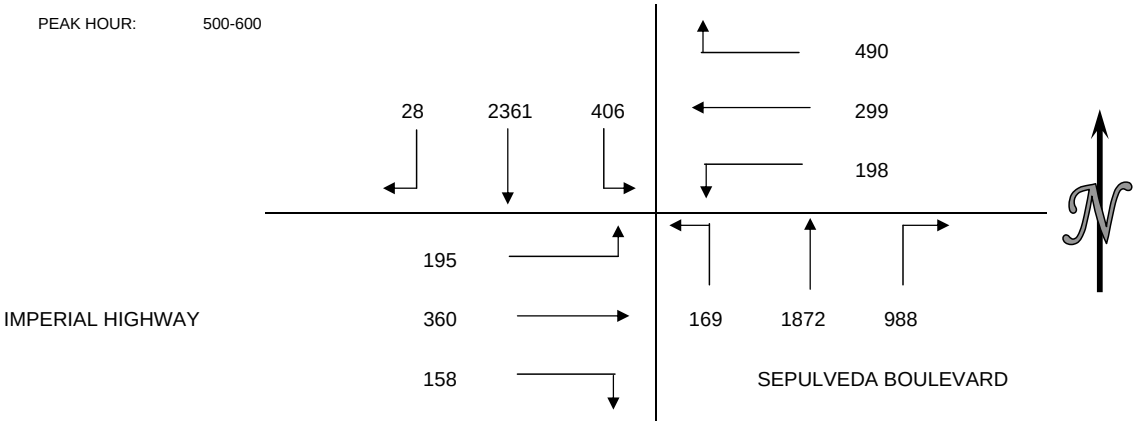
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	IMPERIAL HIGHWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	8	463	77	94	65	30	222	370	35	32	79	37	1512
415-430	10	586	64	83	46	39	260	360	37	46	95	33	1659
430-445	8	560	80	110	54	54	235	405	25	25	74	33	1663
445-500	5	598	102	96	72	47	261	437	32	37	83	32	1802
500-515	6	572	99	130	85	58	253	448	30	42	96	42	1861
515-530	8	568	99	118	73	51	239	482	46	39	101	49	1873
530-545	5	606	92	121	73	49	264	492	43	34	89	45	1913
545-600	9	615	116	121	68	40	232	450	50	43	74	59	1877
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	31	2207	323	383	237	170	978	1572	129	140	331	135	6636
415-515	29	2316	345	419	257	198	1009	1650	124	150	348	140	6985
430-530	27	2298	380	454	284	210	988	1772	133	143	354	156	7199
445-545	24	2344	392	465	303	205	1017	1859	151	152	369	168	7449
500-600	28	2361	406	490	299	198	988	1872	169	158	360	195	7524

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	3	0	5
415-430	0	0	3	2	5
430-445	0	0	2	0	2
445-500	0	1	2	0	3
500-515	0	1	2	0	3
515-530	0	1	2	0	3
530-545	0	1	1	0	2
545-600	0	1	5	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	3	10	2	15
415-515	0	2	9	2	13
430-530	0	3	8	0	11
445-545	0	4	7	0	11
500-600	0	4	10	0	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	3	0	4
415-430	3	0	5	5	13
430-445	5	0	1	0	6
445-500	3	1	0	0	4
500-515	5	0	2	0	7
515-530	4	0	1	0	5
530-545	2	0	0	0	2
545-600	5	0	4	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	12	1	9	5	27
415-515	16	1	8	5	30
430-530	17	1	4	0	22
445-545	14	1	3	0	18
500-600	16	0	7	0	23

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

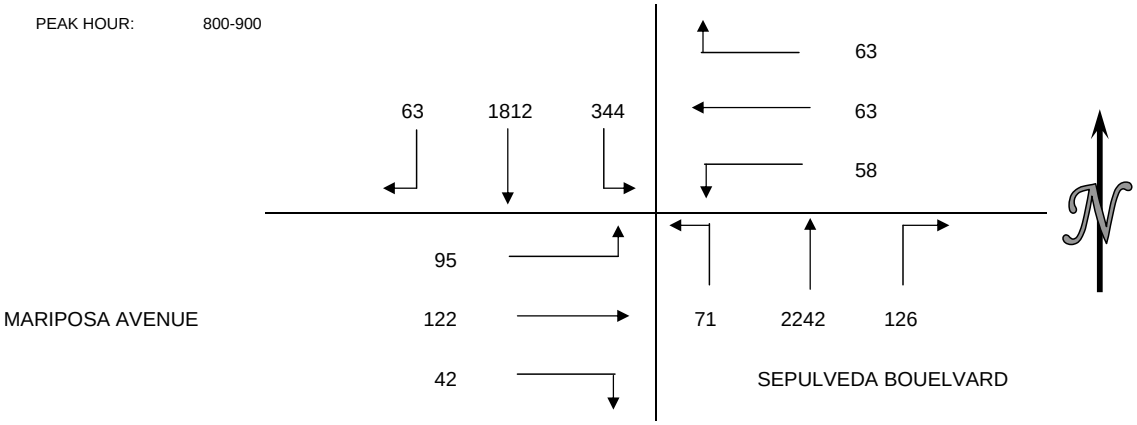
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOUELVARD
E/W MARIPOSA AVENUE
CITY: EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	8	316	47	6	13	13	19	480	6	8	23	34	973
715-730	12	331	61	17	12	11	21	556	11	5	22	12	1071
730-745	13	398	73	13	11	11	18	499	12	14	24	22	1108
745-800	22	480	83	9	9	14	28	465	10	4	33	31	1188
800-815	11	400	68	13	13	12	36	547	10	8	35	27	1180
815-830	12	506	103	8	8	21	27	599	18	9	32	25	1368
830-845	16	438	104	19	19	12	33	530	19	9	32	19	1250
845-900	24	468	69	23	23	13	30	566	24	16	23	24	1303
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	55	1525	264	45	45	49	86	2000	39	31	102	99	4340
715-815	58	1609	285	52	45	48	103	2067	43	31	114	92	4547
730-830	58	1784	327	43	41	58	109	2110	50	35	124	105	4844
745-845	61	1824	358	49	49	59	124	2141	57	30	132	102	4986
800-900	63	1812	344	63	63	58	126	2242	71	42	122	95	5101

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	1	6	3	13
715-730	6	0	9	5	20
730-745	7	0	7	6	20
745-800	9	2	16	8	35
800-815	3	0	9	3	15
815-830	6	0	11	6	23
830-845	7	2	18	6	33
845-900	10	15	13	5	43
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	25	3	38	22	88
715-815	25	2	41	22	90
730-830	25	2	43	23	93
745-845	25	4	54	23	106
800-900	26	17	51	20	114

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	0	0	0	0	0
830-845	2	0	0	0	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	1	0	1	0	2
730-830	1	0	0	0	1
745-845	3	0	0	0	3
800-900	3	0	0	0	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

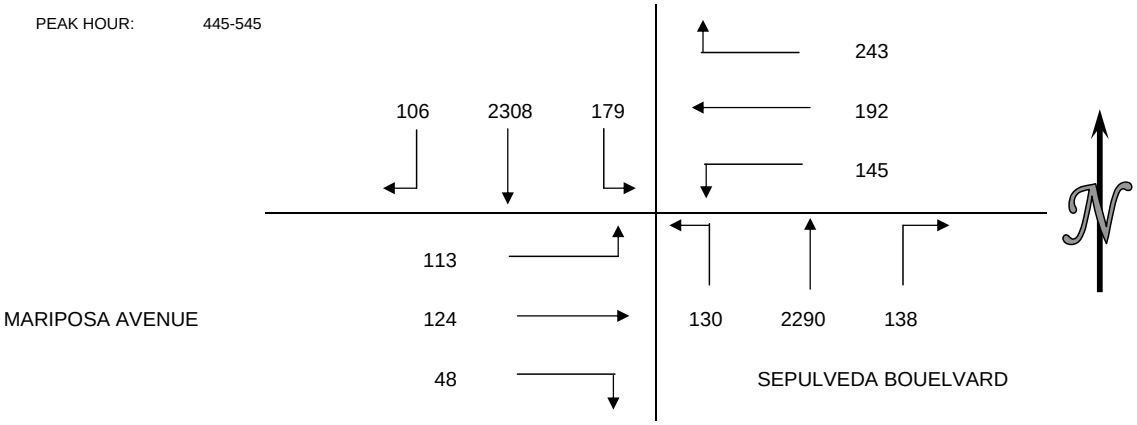
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOUELVARD
	E/W	MARIPOSA AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	27	472	46	40	27	23	22	500	28	9	32	29	1255
415-430	15	552	57	34	32	34	21	473	32	13	28	20	1311
430-445	39	499	46	49	38	22	23	537	25	15	31	23	1347
445-500	23	583	44	42	40	33	30	572	34	12	32	26	1471
500-515	32	538	58	66	53	36	34	551	28	12	30	21	1459
515-530	28	528	34	62	41	30	39	618	31	13	34	32	1490
530-545	23	659	43	73	58	46	35	549	37	11	28	34	1596
545-600	26	548	31	54	49	27	28	484	23	11	23	32	1336
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	104	2106	193	165	137	112	96	2082	119	49	123	98	5384
415-515	109	2172	205	191	163	125	108	2133	119	52	121	90	5588
430-530	122	2148	182	219	172	121	126	2278	118	52	127	102	5767
445-545	106	2308	179	243	192	145	138	2290	130	48	124	113	6016
500-600	109	2273	166	255	201	139	136	2202	119	47	115	119	5881

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	19	25	11	61
415-430	10	7	21	11	49
430-445	3	17	24	9	53
445-500	5	14	24	3	46
500-515	11	4	26	5	46
515-530	6	14	23	6	49
530-545	0	22	36	20	78
545-600	10	14	20	7	51
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	24	57	94	34	209
415-515	29	42	95	28	194
430-530	25	49	97	23	194
445-545	22	54	109	34	219
500-600	27	54	105	38	224

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	1	0	3
415-430	1	0	1	1	3
430-445	1	1	0	0	2
445-500	1	0	2	0	3
500-515	3	0	0	0	3
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	6	0	0	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	1	4	1	11
415-515	6	1	3	1	11
430-530	5	1	2	0	8
445-545	4	0	2	0	6
500-600	9	0	0	0	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

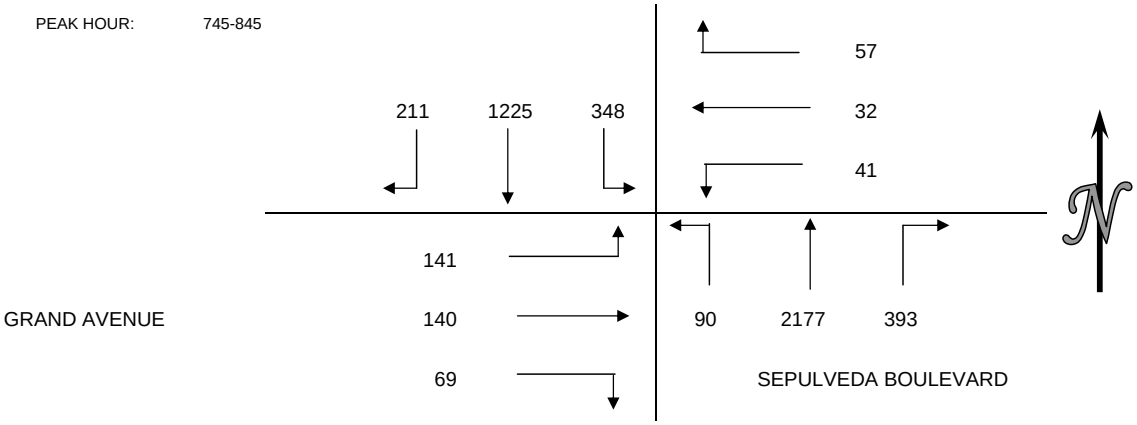
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	GRAND AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	63	287	71	14	7	3	52	518	17	10	16	29	1087
715-730	39	298	34	9	11	6	54	478	26	7	19	24	1005
730-745	48	303	89	13	10	19	77	499	14	10	16	27	1125
745-800	54	282	73	16	6	16	111	537	19	21	37	40	1212
800-815	57	296	103	14	9	8	98	544	19	22	27	29	1226
815-830	60	361	95	15	14	9	82	515	16	13	31	44	1255
830-845	40	286	77	12	3	8	102	581	36	13	45	28	1231
845-900	59	348	100	18	13	9	75	471	20	18	42	29	1202
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	204	1170	267	52	34	44	294	2032	76	48	88	120	4429
715-815	198	1179	299	52	36	49	340	2058	78	60	99	120	4568
730-830	219	1242	360	58	39	52	368	2095	68	66	111	140	4818
745-845	211	1225	348	57	32	41	393	2177	90	69	140	141	4924
800-900	216	1291	375	59	39	34	357	2111	91	66	145	130	4914

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	17	12	0	1	30
715-730	2	18	0	2	22
730-745	11	28	0	4	43
745-800	19	22	0	1	42
800-815	11	21	0	2	34
815-830	7	11	1	3	22
830-845	8	5	2	0	15
845-900	15	12	2	5	34
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	49	80	0	8	137
715-815	43	89	0	9	141
730-830	48	82	1	10	141
745-845	45	59	3	6	113
800-900	41	49	5	10	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	6	0	7
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	3	2	1	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	7	0	8
715-815	0	0	2	0	2
730-830	0	0	1	0	1
745-845	0	0	1	0	1
800-900	3	2	2	0	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

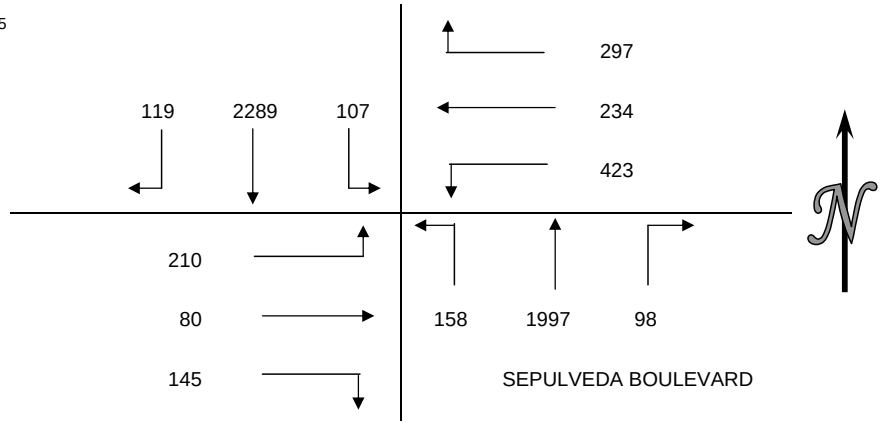
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	GRAND AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	23	464	20	67	59	53	33	407	42	38	26	67	1299
415-430	54	543	35	87	54	62	25	446	37	43	16	55	1457
430-445	15	498	25	52	34	67	33	393	44	35	12	58	1266
445-500	28	567	39	58	54	93	23	474	33	30	20	55	1474
500-515	31	528	27	78	76	114	23	516	40	37	21	62	1553
515-530	27	594	23	71	52	96	27	471	43	33	18	46	1501
530-545	33	600	18	90	52	120	25	536	42	45	21	47	1629
545-600	40	607	16	67	99	103	16	386	27	40	20	51	1472
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	120	2072	119	264	201	275	114	1720	156	146	74	235	5496
415-515	128	2136	126	275	218	336	104	1829	154	145	69	230	5750
430-530	101	2187	114	259	216	370	106	1854	160	135	71	221	5794
445-545	119	2289	107	297	234	423	98	1997	158	145	80	210	6157
500-600	131	2329	84	306	279	433	91	1909	152	155	80	206	6155

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	13	10	0	1	24
415-430	2	18	0	3	23
430-445	13	13	0	3	29
445-500	8	22	1	3	34
500-515	7	9	0	6	22
515-530	16	5	0	1	22
530-545	9	7	0	3	19
545-600	9	11	0	0	20
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	36	63	1	10	110
415-515	30	62	1	15	108
430-530	44	49	1	13	107
445-545	40	43	1	13	97
500-600	41	32	0	10	83

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	0	1
415-515	1	0	0	0	1
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	1	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

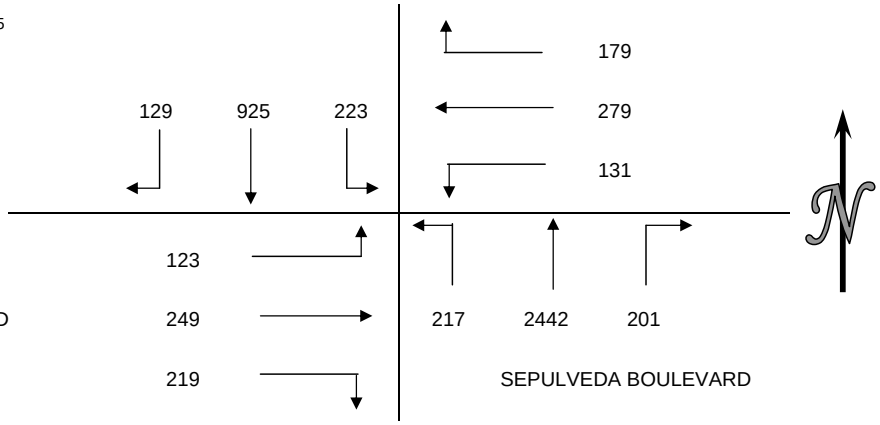
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10. 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W EL SEGUNDO BOULEVARD
CITY: EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	23	205	38	41	50	25	50	507	46	17	36	20	1058
715-730	22	217	71	45	79	29	46	489	55	44	60	34	1191
730-745	29	221	55	38	52	44	59	529	46	33	67	30	1203
745-800	34	207	60	46	87	32	55	563	47	63	70	28	1292
800-815	34	240	51	42	56	24	45	650	54	60	66	35	1357
815-830	40	263	61	45	82	45	47	588	63	55	60	31	1380
830-845	21	215	51	46	54	30	54	641	53	41	53	29	1288
845-900	33	210	42	48	78	38	33	511	73	45	63	28	1202
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	108	850	224	170	268	130	210	2088	194	157	233	112	4744
715-815	119	885	237	171	274	129	205	2231	202	200	263	127	5043
730-830	137	931	227	171	277	145	206	2330	210	211	263	124	5232
745-845	129	925	223	179	279	131	201	2442	217	219	249	123	5317
800-900	128	928	205	181	270	137	179	2390	243	201	242	123	5227

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	7	1	1	3	12
715-730	9	0	0	7	16
730-745	16	0	0	13	29
745-800	17	1	1	14	33
800-815	8	0	0	6	14
815-830	14	0	0	12	26
830-845	10	0	0	10	20
845-900	6	0	0	9	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	49	2	2	37	90
715-815	50	1	1	40	92
730-830	55	1	1	45	102
745-845	49	1	1	42	93
800-900	38	0	0	37	75

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	1	0	0	0	1
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	2	0	0	2
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	2	4
715-815	1	0	0	1	2
730-830	0	2	0	1	3
745-845	0	2	0	0	2
800-900	1	2	0	0	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

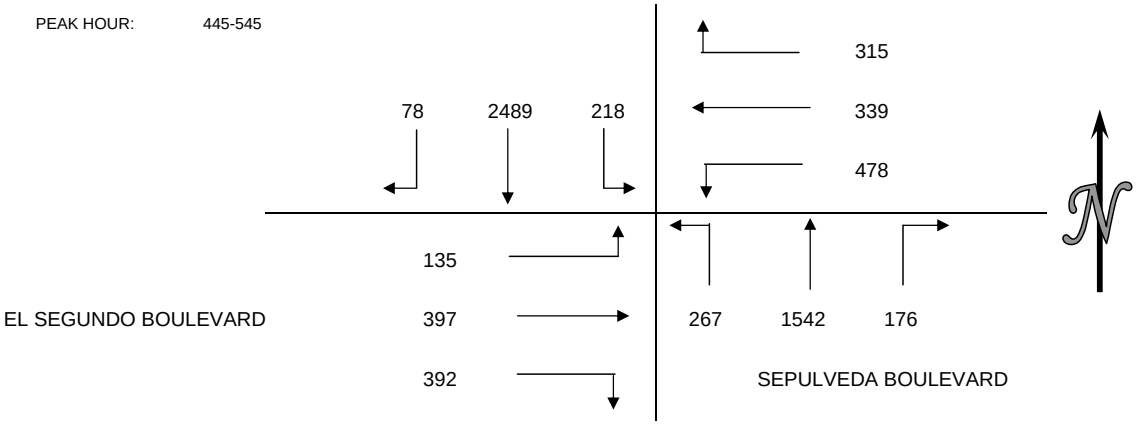
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10. 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W EL SEGUNDO BOULEVARD
CITY: EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	16	510	67	61	61	107	32	327	66	84	133	42	1506
415-430	22	584	49	61	76	120	47	316	72	64	85	28	1524
430-445	19	540	53	49	82	102	56	404	64	85	80	46	1580
445-500	24	580	45	74	103	145	30	368	66	92	92	34	1653
500-515	20	638	56	77	85	108	68	401	66	118	101	49	1787
515-530	19	602	56	69	78	124	40	384	62	100	113	29	1676
530-545	15	669	61	95	73	101	38	389	73	82	91	23	1710
545-600	17	632	53	46	76	108	40	332	50	81	99	17	1551
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	81	2214	214	245	322	474	165	1415	268	325	390	150	6263
415-515	85	2342	203	261	346	475	201	1489	268	359	358	157	6544
430-530	82	2360	210	269	348	479	194	1557	258	395	386	158	6696
445-545	78	2489	218	315	339	478	176	1542	267	392	397	135	6826
500-600	71	2541	226	287	312	441	186	1506	251	381	404	118	6724

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	15	1	0	8	24
415-430	6	2	0	4	12
430-445	5	3	2	5	15
445-500	9	5	0	13	27
500-515	12	3	0	16	31
515-530	4	0	0	2	6
530-545	9	3	1	7	20
545-600	5	0	0	3	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	35	11	2	30	78
415-515	32	13	2	38	85
430-530	30	11	2	36	79
445-545	34	11	1	38	84
500-600	30	6	1	28	65

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	1	0	3
415-430	2	1	0	0	3
430-445	1	1	1	1	4
445-500	0	1	0	0	1
500-515	1	0	0	0	1
515-530	0	0	0	0	0
530-545	0	1	0	0	1
545-600	4	0	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	3	2	1	11
415-515	4	3	1	1	9
430-530	2	2	1	1	6
445-545	1	2	0	0	3
500-600	5	1	0	0	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

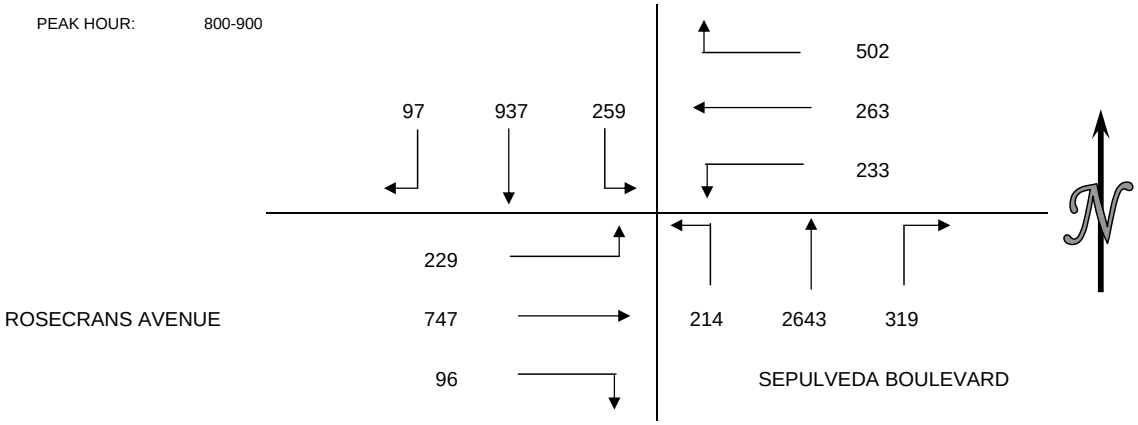
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 11, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W ROSECRANS AVENUE
CITY: EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	122	28	81	46	30	66	665	58	10	178	49	1354
715-730	25	169	29	95	39	40	48	541	15	6	123	33	1163
730-745	18	199	43	107	54	63	53	573	34	24	146	42	1356
745-800	29	226	66	114	48	52	58	628	39	17	161	70	1508
800-815	24	207	53	123	78	70	81	675	65	15	191	65	1647
815-830	20	237	49	115	59	56	74	677	89	26	185	72	1659
830-845	25	258	78	145	76	52	88	690	34	30	175	45	1696
845-900	28	235	79	119	50	55	76	601	26	25	196	47	1537
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	93	716	166	397	187	185	225	2407	146	57	608	194	5381
715-815	96	801	191	439	219	225	240	2417	153	62	621	210	5674
730-830	91	869	211	459	239	241	266	2553	227	82	683	249	6170
745-845	98	928	246	497	261	230	301	2670	227	88	712	252	6510
800-900	97	937	259	502	263	233	319	2643	214	96	747	229	6539

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	2	0	6
715-730	1	0	1	1	3
730-745	0	2	0	0	2
745-800	4	12	0	4	20
800-815	0	4	0	1	5
815-830	5	1	0	4	10
830-845	0	2	1	0	3
845-900	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	16	3	5	31
715-815	5	18	1	6	30
730-830	9	19	0	9	37
745-845	9	19	1	9	38
800-900	6	8	1	5	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	1	0	1	0	2
730-745	0	0	0	0	0
745-800	1	0	1	0	2
800-815	0	0	2	0	2
815-830	1	0	4	1	6
830-845	1	0	2	0	3
845-900	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	2	0	5
715-815	2	0	4	0	6
730-830	2	0	7	1	10
745-845	3	0	9	1	13
800-900	3	0	9	1	13

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

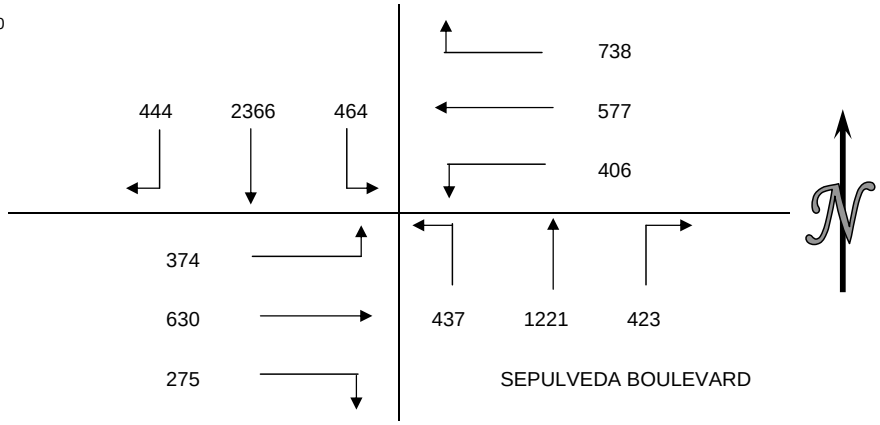
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 11, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	ROSECRANS AVENUE
CITY:		EL SEGUNDO

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	66	527	112	163	88	99	105	263	79	34	188	68	1792
415-430	72	537	90	159	94	75	103	245	110	72	196	76	1829
430-445	74	615	119	173	107	79	88	230	87	47	151	61	1831
445-500	80	551	101	153	114	83	72	253	118	62	147	89	1823
500-515	93	588	147	196	104	98	87	285	96	83	179	100	2056
515-530	96	587	104	172	131	86	102	295	109	61	142	71	1956
530-545	113	546	101	183	192	119	121	323	103	47	134	108	2090
545-600	142	645	112	187	150	103	113	318	129	84	175	95	2253
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	292	2230	422	648	403	336	368	991	394	215	682	294	7275
415-515	319	2291	457	681	419	335	350	1013	411	264	673	326	7539
430-530	343	2341	471	694	456	346	349	1063	410	253	619	321	7666
445-545	382	2272	453	704	541	386	382	1156	426	253	602	368	7925
500-600	444	2366	464	738	577	406	423	1221	437	275	630	374	8355

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	3	2	0	6
415-430	3	2	0	2	7
430-445	2	0	2	0	4
445-500	3	2	4	3	12
500-515	3	2	2	1	8
515-530	2	0	1	0	3
530-545	2	1	1	1	5
545-600	3	2	1	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	7	8	5	29
415-515	11	6	8	6	31
430-530	10	4	9	4	27
445-545	10	5	8	5	28
500-600	10	5	5	2	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	0	0	2
415-430	0	2	1	0	3
430-445	0	0	0	0	0
445-500	1	1	0	0	2
500-515	2	1	1	0	4
515-530	2	0	2	0	4
530-545	0	1	0	0	1
545-600	0	2	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	5	1	0	7
415-515	3	4	2	0	9
430-530	5	2	3	0	10
445-545	5	3	3	0	11
500-600	4	4	4	0	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

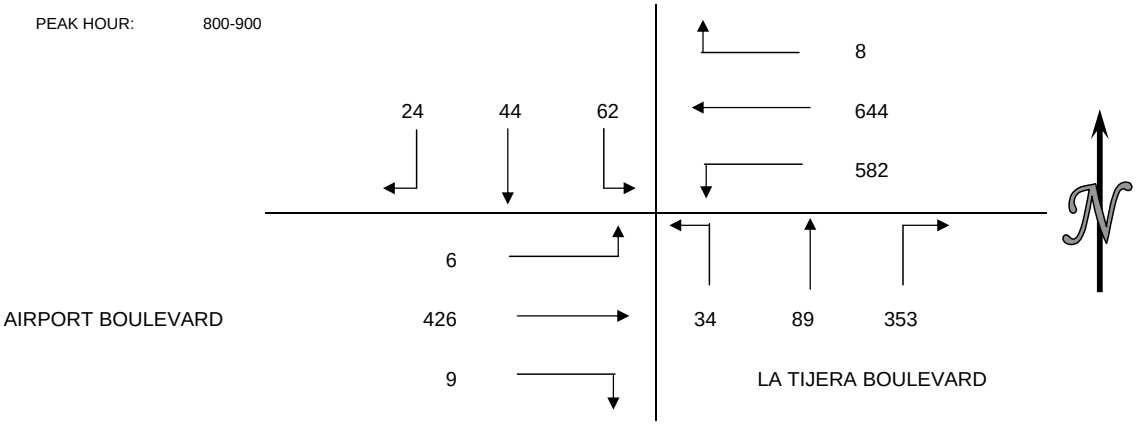
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA TIJERA BOULEVARD
E/W AIRPORT BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	5	6	2	79	95	76	23	1	1	45	0	336
715-730	3	7	8	1	108	106	85	17	5	2	65	2	409
730-745	2	10	12	3	128	133	86	36	8	3	90	1	512
745-800	3	10	20	2	167	132	79	42	10	6	110	3	584
800-815	4	8	21	2	142	140	83	32	5	1	101	0	539
815-830	6	15	15	1	144	144	96	28	12	3	110	2	576
830-845	4	11	12	2	175	172	81	18	4	3	94	2	578
845-900	10	10	14	3	183	126	93	11	13	2	121	2	588
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	11	32	46	8	482	466	326	118	24	12	310	6	1841
715-815	12	35	61	8	545	511	333	127	28	12	366	6	2044
730-830	15	43	68	8	581	549	344	138	35	13	411	6	2211
745-845	17	44	68	7	628	588	339	120	31	13	415	7	2277
800-900	24	44	62	8	644	582	353	89	34	9	426	6	2281

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	2	4	8
715-730	1	1	3	2	7
730-745	1	0	1	1	3
745-800	0	0	1	1	2
800-815	0	0	0	0	0
815-830	0	0	2	1	3
830-845	1	0	1	4	6
845-900	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	7	8	20
715-815	2	1	5	4	12
730-830	1	0	4	3	8
745-845	1	0	4	6	11
800-900	2	0	4	5	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	1	1
800-900	0	0	0	2	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

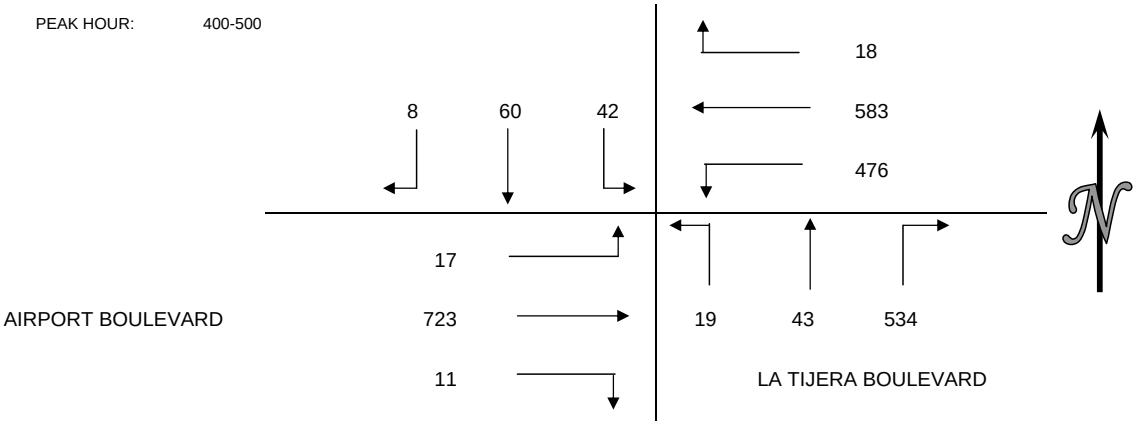
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 4: 00 PM TO 6:00 PM
INTERSECTION: N/S LA TIJERA BOULEVARD
E/W AIRPORT BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	2	15	11	5	143	124	146	12	4	2	173	4	641
415-430	2	15	5	5	137	109	121	9	5	2	189	3	602
430-445	3	20	11	2	181	135	146	9	5	4	197	6	719
445-500	1	10	15	6	122	108	121	13	5	3	164	4	572
500-515	2	21	8	6	135	85	130	28	5	4	196	5	625
515-530	3	18	8	4	136	97	133	44	7	2	162	0	614
530-545	4	23	13	7	147	108	137	15	11	1	192	0	658
545-600	6	11	12	6	130	121	111	16	7	1	177	4	602
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	8	60	42	18	583	476	534	43	19	11	723	17	2534
415-515	8	66	39	19	575	437	518	59	20	13	746	18	2518
430-530	9	69	42	18	574	425	530	94	22	13	719	15	2530
445-545	10	72	44	23	540	398	521	100	28	10	714	9	2469
500-600	15	73	41	23	548	411	511	103	30	8	727	9	2499

PEAK HOUR: 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	0	0	0	0	0
430-445	3	0	0	0	3
445-500	0	0	1	1	2
500-515	1	0	1	2	4
515-530	1	0	1	2	4
530-545	0	0	0	0	0
545-600	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	2	2	7
415-515	4	0	2	3	9
430-530	5	0	3	5	13
445-545	2	0	3	5	10
500-600	2	0	2	6	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	1	0	2	2	5
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	2	0	2
415-515	1	0	3	2	6
430-530	1	0	3	2	6
445-545	1	0	3	2	6
500-600	1	0	3	3	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

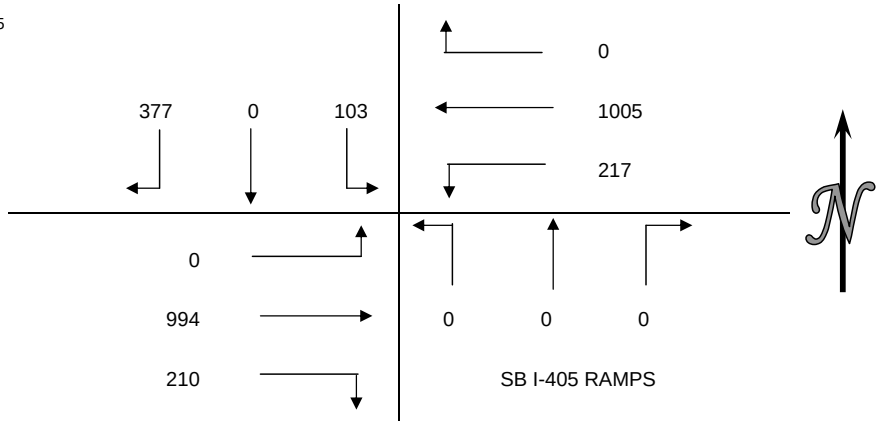
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SB I-405 RAMPS
E/W LA TIJERA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	78	0	24	0	149	18	0	0	0	45	212	0	526
715-730	72	0	23	0	202	53	0	0	0	41	208	0	599
730-745	82	0	21	0	218	55	0	0	0	47	224	0	647
745-800	96	0	34	0	270	54	0	0	0	64	276	0	794
800-815	77	0	20	0	231	58	0	0	0	43	238	0	667
815-830	104	0	23	0	240	49	0	0	0	46	240	0	702
830-845	100	0	26	0	264	56	0	0	0	57	240	0	743
845-900	95	0	23	0	265	59	0	0	0	43	243	0	728
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	328	0	102	0	839	180	0	0	0	197	920	0	2566
715-815	327	0	98	0	921	220	0	0	0	195	946	0	2707
730-830	359	0	98	0	959	216	0	0	0	200	978	0	2810
745-845	377	0	103	0	1005	217	0	0	0	210	994	0	2906
800-900	376	0	92	0	1000	222	0	0	0	189	961	0	2840

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	2	3	0	0	5
730-745	2	3	0	0	5
745-800	2	0	0	0	2
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	2	4	0	0	6
845-900	4	1	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	7	0	0	13
715-815	7	6	0	0	13
730-830	6	3	0	0	9
745-845	6	4	0	0	10
800-900	8	5	0	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	1	0	0	1
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	1	1	0	0	2
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	0	0	3
715-815	1	3	0	0	4
730-830	1	2	0	0	3
745-845	1	1	0	0	2
800-900	1	2	0	0	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

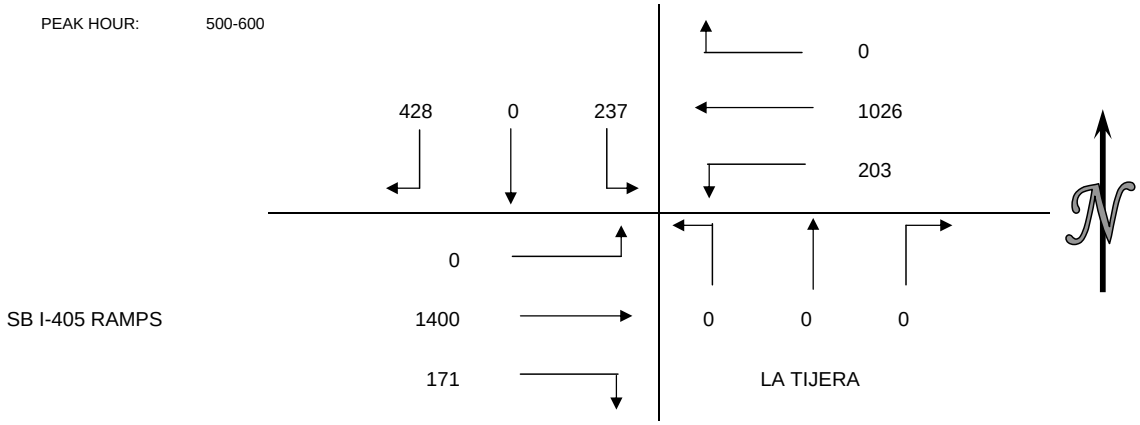
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA TIJERA
E/W SB I-405 RAMPS
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	109	0	46	0	279	40	0	0	0	34	332	0	840
415-430	84	0	44	0	255	45	0	0	0	30	346	0	804
430-445	110	0	70	0	277	48	0	0	0	52	336	0	893
445-500	95	0	43	0	250	39	0	0	0	37	354	0	818
500-515	101	0	57	0	265	43	0	0	0	58	327	0	851
515-530	105	0	58	0	235	57	0	0	0	44	380	0	879
530-545	110	0	59	0	279	55	0	0	0	39	352	0	894
545-600	112	0	63	0	247	48	0	0	0	30	341	0	841
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	398	0	203	0	1061	172	0	0	0	153	1368	0	3355
415-515	390	0	214	0	1047	175	0	0	0	177	1363	0	3366
430-530	411	0	228	0	1027	187	0	0	0	191	1397	0	3441
445-545	411	0	217	0	1029	194	0	0	0	178	1413	0	3442
500-600	428	0	237	0	1026	203	0	0	0	171	1400	0	3465

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	3	0	3
430-445	0	0	2	0	2
445-500	2	0	1	0	3
500-515	4	0	1	0	5
515-530	2	0	1	0	3
530-545	6	0	0	0	6
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	7	0	9
415-515	6	0	7	0	13
430-530	8	0	5	0	13
445-545	14	0	3	0	17
500-600	13	0	2	0	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	0	1
415-515	2	0	0	0	2
430-530	2	0	0	0	2
445-545	2	0	0	0	2
500-600	2	0	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

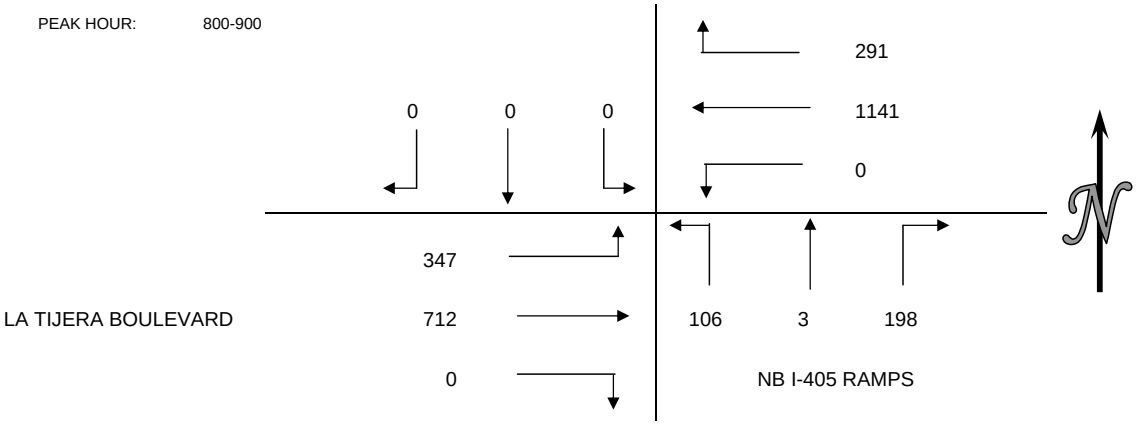
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 28, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S NB I-405 RAMPS
E/W LA TIJERA BOULEVARD
CITY: LOS ANGELES.

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	90	161	0	31	0	19	0	126	104	531
715-730	0	0	0	126	251	0	37	1	18	0	134	90	657
730-745	0	0	0	111	254	0	52	1	20	0	166	104	708
745-800	0	0	0	101	294	0	28	0	13	0	198	80	714
800-815	0	0	0	91	273	0	42	0	26	0	176	83	691
815-830	0	0	0	86	258	0	37	0	23	0	167	94	665
830-845	0	0	0	61	258	0	65	0	25	0	180	86	675
845-900	0	0	0	53	352	0	54	3	32	0	189	84	767
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	428	960	0	148	2	70	0	624	378	2610
715-815	0	0	0	429	1072	0	159	2	77	0	674	357	2770
730-830	0	0	0	389	1079	0	159	1	82	0	707	361	2778
745-845	0	0	0	339	1083	0	172	0	87	0	721	343	2745
800-900	0	0	0	291	1141	0	198	3	106	0	712	347	2798

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	3	0	3
730-745	1	0	3	0	4
745-800	2	0	0	0	2
800-815	2	0	2	0	4
815-830	3	0	0	0	3
830-845	3	0	4	0	7
845-900	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	7	0	10
715-815	5	0	8	0	13
730-830	8	0	5	0	13
745-845	10	0	6	0	16
800-900	9	0	7	0	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	1	0	1
730-745	0	0	1	0	1
745-800	1	0	0	0	1
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	3	0	4
715-815	1	0	3	0	4
730-830	1	0	2	0	3
745-845	1	0	1	0	2
800-900	0	0	2	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

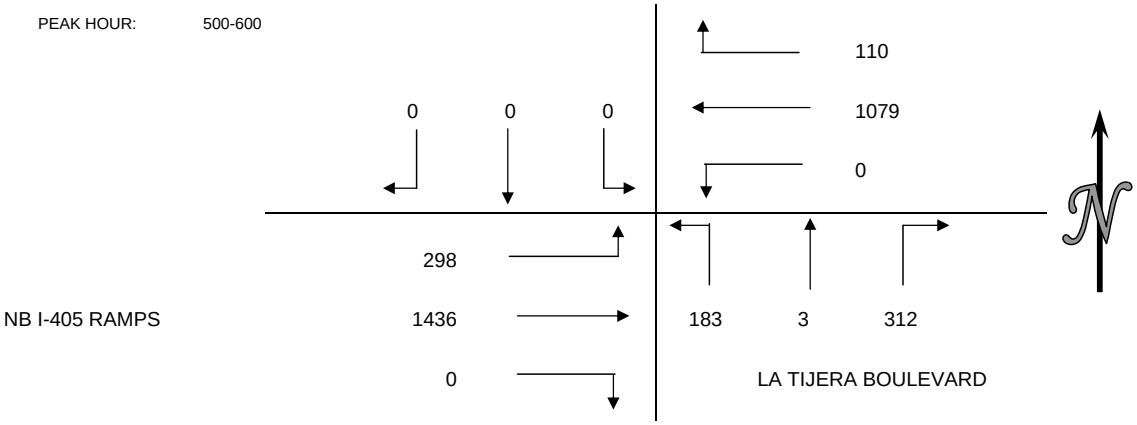
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA TIJERA BOULEVARD
	E/W	NB I-405 RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	20	301	0	79	0	39	0	314	80	833
415-430	0	0	0	29	294	0	39	0	42	0	320	72	796
430-445	0	0	0	25	270	0	53	0	46	0	332	72	798
445-500	0	0	0	24	238	0	86	0	36	0	308	68	760
500-515	0	0	0	20	273	0	88	0	54	0	375	90	900
515-530	0	0	0	36	292	0	70	0	30	0	347	64	839
530-545	0	0	0	28	265	0	74	2	48	0	332	73	822
545-600	0	0	0	26	249	0	80	1	51	0	382	71	860
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	98	1103	0	257	0	163	0	1274	292	3187
415-515	0	0	0	98	1075	0	266	0	178	0	1335	302	3254
430-530	0	0	0	105	1073	0	297	0	166	0	1362	294	3297
445-545	0	0	0	108	1068	0	318	2	168	0	1362	295	3321
500-600	0	0	0	110	1079	0	312	3	183	0	1436	298	3421

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	0	2
415-430	0	0	2	0	2
430-445	1	0	2	0	3
445-500	2	0	1	0	3
500-515	4	0	1	0	5
515-530	-6	0	1	0	-5
530-545	9	0	0	0	9
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	7	0	10
415-515	7	0	6	0	13
430-530	1	0	5	0	6
445-545	9	0	3	0	12
500-600	7	0	2	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	0	0	1
415-515	2	0	0	0	2
430-530	2	0	0	0	2
445-545	2	0	0	0	2
500-600	3	0	0	0	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

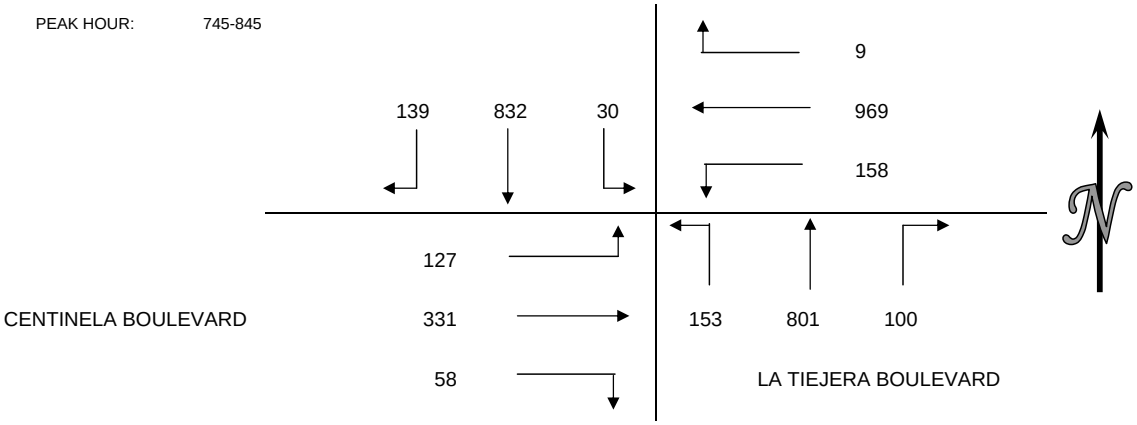
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA TIEJERA BOULEVARD
	E/W	CENTINELA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	17	159	3	1	199	37	5	147	36	8	42	17	671
715-730	22	201	2	1	274	40	17	153	39	14	58	27	848
730-745	29	192	7	0	259	40	19	168	46	16	68	29	873
745-800	36	240	8	3	295	42	22	180	42	8	80	39	995
800-815	31	182	6	1	245	33	23	210	28	15	82	31	887
815-830	32	205	6	2	201	39	24	185	38	22	92	24	870
830-845	40	205	10	3	228	44	31	226	45	13	77	33	955
845-900	27	228	8	3	209	39	26	176	35	14	93	20	878
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	104	792	20	5	1027	159	63	648	163	46	248	112	3387
715-815	118	815	23	5	1073	155	81	711	155	53	288	126	3603
730-830	128	819	27	6	1000	154	88	743	154	61	322	123	3625
745-845	139	832	30	9	969	158	100	801	153	58	331	127	3707
800-900	130	820	30	9	883	155	104	797	146	64	344	108	3590

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	1	0	2	8
715-730	2	1	4	5	12
730-745	6	2	2	6	16
745-800	1	3	0	2	6
800-815	4	0	9	9	22
815-830	2	3	4	3	12
830-845	7	0	1	4	12
845-900	3	1	3	7	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	7	6	15	42
715-815	13	6	15	22	56
730-830	13	8	15	20	56
745-845	14	6	14	18	52
800-900	16	4	17	23	60

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	1	0	0	3
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	1	0	3	4	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	1	0	4
715-815	2	1	1	0	4
730-830	3	1	1	0	5
745-845	1	0	1	0	2
800-900	2	0	3	4	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

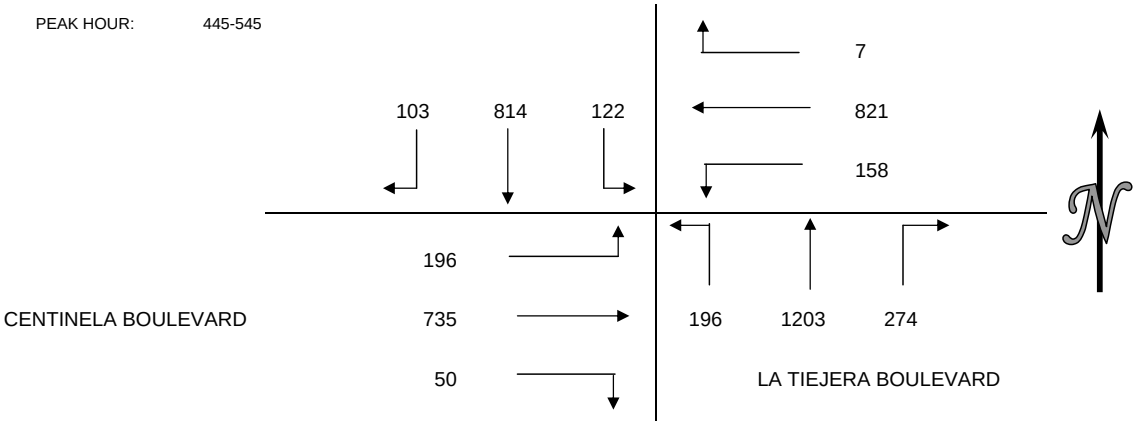
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA TIEJERA BOULEVARD
	E/W	CENTINELA BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	25	166	22	3	134	31	37	228	40	31	183	43	943
415-430	37	210	35	3	179	37	51	287	51	17	142	38	1087
430-445	24	179	33	1	181	42	58	254	31	20	186	37	1046
445-500	29	182	27	3	228	39	66	316	43	14	204	57	1208
500-515	23	233	40	1	185	29	60	268	48	5	154	33	1079
515-530	33	226	34	2	217	47	64	307	35	13	209	48	1235
530-545	18	173	21	1	191	43	84	312	70	18	168	58	1157
545-600	22	186	20	4	201	38	76	275	39	24	158	43	1086
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	115	737	117	10	722	149	212	1085	165	82	715	175	4284
415-515	113	804	135	8	773	147	235	1125	173	56	686	165	4420
430-530	109	820	134	7	811	157	248	1145	157	52	753	175	4568
445-545	103	814	122	7	821	158	274	1203	196	50	735	196	4679
500-600	96	818	115	8	794	157	284	1162	192	60	689	182	4557

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	10	8	9	8	35
415-430	9	8	10	3	30
430-445	6	4	11	10	31
445-500	11	3	3	4	21
500-515	9	2	8	7	26
515-530	4	1	10	16	31
530-545	4	1	5	9	19
545-600	1	2	6	4	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	36	23	33	25	117
415-515	35	17	32	24	108
430-530	30	10	32	37	109
445-545	28	7	26	36	97
500-600	18	6	29	36	89

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	1	2	2	0	5
430-445	2	1	0	0	3
445-500	0	0	1	0	1
500-515	0	0	1	1	2
515-530	2	3	0	0	5
530-545	2	0	0	0	2
545-600	3	0	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	4	3	0	10
415-515	3	3	4	1	11
430-530	4	4	2	1	11
445-545	4	3	2	1	10
500-600	7	3	1	1	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

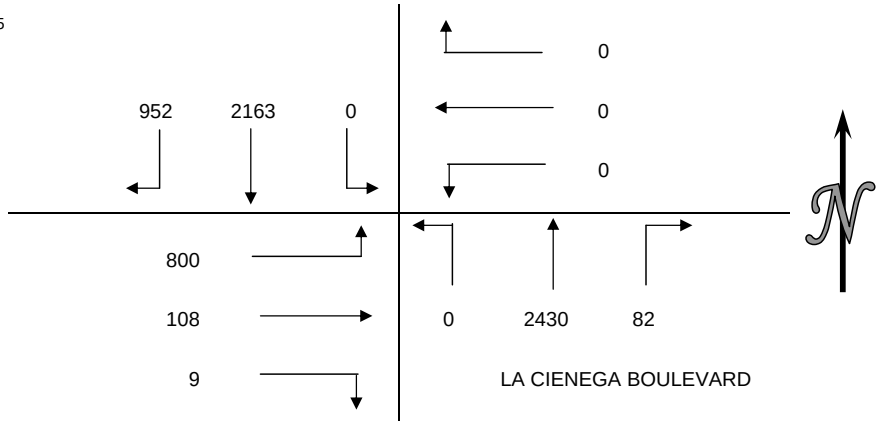
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 20, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W LA TIJERA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	142	362	0	0	0	0	15	528	0	2	31	179	1259
715-730	186	400	0	0	0	0	9	647	0	1	13	213	1469
730-745	257	540	0	0	0	0	14	615	0	1	14	168	1609
745-800	280	590	0	0	0	0	18	676	0	3	32	234	1833
800-815	206	500	0	0	0	0	26	584	0	2	29	178	1525
815-830	219	494	0	0	0	0	19	548	0	2	21	171	1474
830-845	247	579	0	0	0	0	19	622	0	2	26	217	1712
845-900	255	468	0	0	0	0	25	556	0	4	32	211	1551
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	865	1892	0	0	0	0	56	2466	0	7	90	794	6170
715-815	929	2030	0	0	0	0	67	2522	0	7	88	793	6436
730-830	962	2124	0	0	0	0	77	2423	0	8	96	751	6441
745-845	952	2163	0	0	0	0	82	2430	0	9	108	800	6544
800-900	927	2041	0	0	0	0	89	2310	0	10	108	777	6262

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	0	0	0
730-830	0	0	1	0	1
745-845	0	0	2	0	2
800-900	0	0	2	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

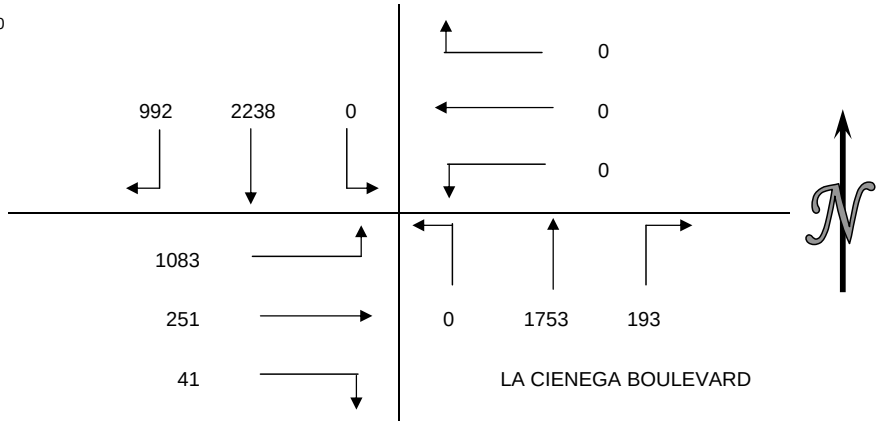
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 20, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W LA TIJERA BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	230	555	0	0	0	0	39	392	0	2	43	199	1460
415-430	235	588	0	0	0	0	35	395	0	4	59	240	1556
430-445	233	616	0	0	0	0	40	431	0	8	50	241	1619
445-500	229	521	0	0	0	0	42	415	0	3	65	264	1539
500-515	242	571	0	0	0	0	46	409	0	11	49	275	1603
515-530	257	529	0	0	0	0	42	447	0	13	67	285	1640
530-545	266	615	0	0	0	0	50	468	0	6	72	252	1729
545-600	227	523	0	0	0	0	55	429	0	11	63	271	1579
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	927	2280	0	0	0	0	156	1633	0	17	217	944	6174
415-515	939	2296	0	0	0	0	163	1650	0	26	223	1020	6317
430-530	961	2237	0	0	0	0	170	1702	0	35	231	1065	6401
445-545	994	2236	0	0	0	0	180	1739	0	33	253	1076	6511
500-600	992	2238	0	0	0	0	193	1753	0	41	251	1083	6551

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	4	0	4
415-430	0	0	0	0	0
430-445	0	0	1	0	1
445-500	0	0	1	0	1
500-515	0	0	2	0	2
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	4	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	6	0	6
415-515	0	0	4	0	4
430-530	0	0	4	0	4
445-545	0	0	4	0	4
500-600	0	0	7	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	2	0	2
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	2	0	2
415-515	0	0	2	0	2
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

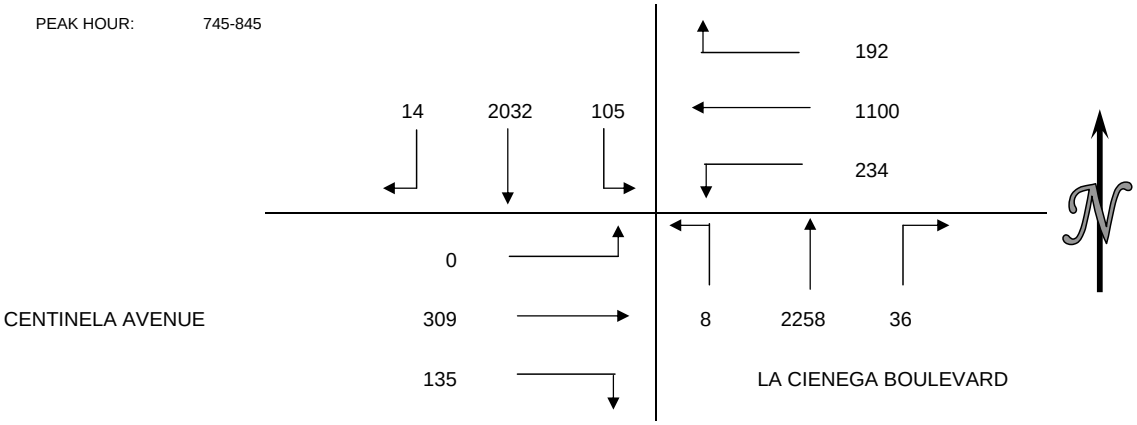
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	CENTINELA AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	421	11	72	256	63	11	625	2	19	37	0	1519
715-730	1	453	14	96	300	66	5	598	7	27	49	0	1616
730-745	1	466	13	76	266	60	4	544	5	33	66	0	1534
745-800	5	538	39	51	315	83	5	566	0	33	65	0	1700
800-815	1	494	20	44	277	51	12	532	5	34	71	0	1541
815-830	2	465	17	34	263	42	10	547	2	36	98	0	1516
830-845	6	535	29	63	245	58	9	613	1	32	75	0	1666
845-900	4	428	33	38	223	46	13	542	3	23	87	0	1440
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	9	1878	77	295	1137	272	25	2333	14	112	217	0	6369
715-815	8	1951	86	267	1158	260	26	2240	17	127	251	0	6391
730-830	9	1963	89	205	1121	236	31	2189	12	136	300	0	6291
745-845	14	2032	105	192	1100	234	36	2258	8	135	309	0	6423
800-900	13	1922	99	179	1008	197	44	2234	11	125	331	0	6163

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	2	3	7
715-730	0	1	7	1	9
730-745	6	1	5	2	14
745-800	4	0	0	0	4
800-815	1	0	5	0	6
815-830	0	0	2	0	2
830-845	3	1	1	1	6
845-900	2	1	3	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	3	14	6	34
715-815	11	2	17	3	33
730-830	11	1	12	2	26
745-845	8	1	8	1	18
800-900	6	2	11	1	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	0	2
715-730	0	0	0	0	0
730-745	0	0	1	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	1	0	3
715-815	0	0	1	0	1
730-830	0	0	1	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

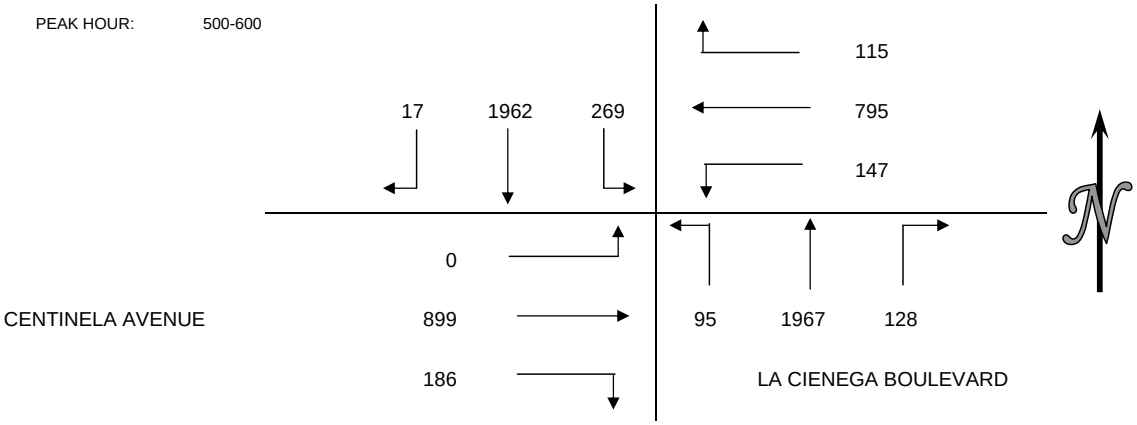
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	CENTINELA AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	7	511	65	35	206	39	37	432	41	41	195	0	1609
415-430	4	441	55	32	172	19	38	391	23	42	213	0	1430
430-445	4	545	47	31	231	40	40	421	22	56	218	0	1655
445-500	4	457	44	63	191	33	43	410	24	65	243	0	1577
500-515	6	570	83	34	221	42	34	478	25	52	236	0	1781
515-530	2	400	38	27	198	26	31	401	20	43	215	0	1401
530-545	4	548	64	28	178	35	34	524	22	45	240	0	1722
545-600	5	444	84	26	198	44	29	564	28	46	208	0	1676
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	19	1954	211	161	800	131	158	1654	110	204	869	0	6271
415-515	18	2013	229	160	815	134	155	1700	94	215	910	0	6443
430-530	16	1972	212	155	841	141	148	1710	91	216	912	0	6414
445-545	16	1975	229	152	788	136	142	1813	91	205	934	0	6481
500-600	17	1962	269	115	795	147	128	1967	95	186	899	0	6580

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	2	8	2	18
415-430	5	1	12	1	19
430-445	10	4	9	1	24
445-500	1	0	5	2	8
500-515	7	2	7	7	23
515-530	0	0	4	0	4
530-545	1	1	4	0	6
545-600	3	0	11	2	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	22	7	34	6	69
415-515	23	7	33	11	74
430-530	18	6	25	10	59
445-545	9	3	20	9	41
500-600	11	3	26	9	49

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	1	0	2
415-430	0	0	3	0	3
430-445	1	0	1	0	2
445-500	0	0	0	0	0
500-515	1	0	1	1	3
515-530	2	0	1	0	3
530-545	0	3	2	2	7
545-600	0	3	0	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	5	0	7
415-515	2	0	5	1	8
430-530	4	0	3	1	8
445-545	3	3	4	3	13
500-600	3	6	4	4	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

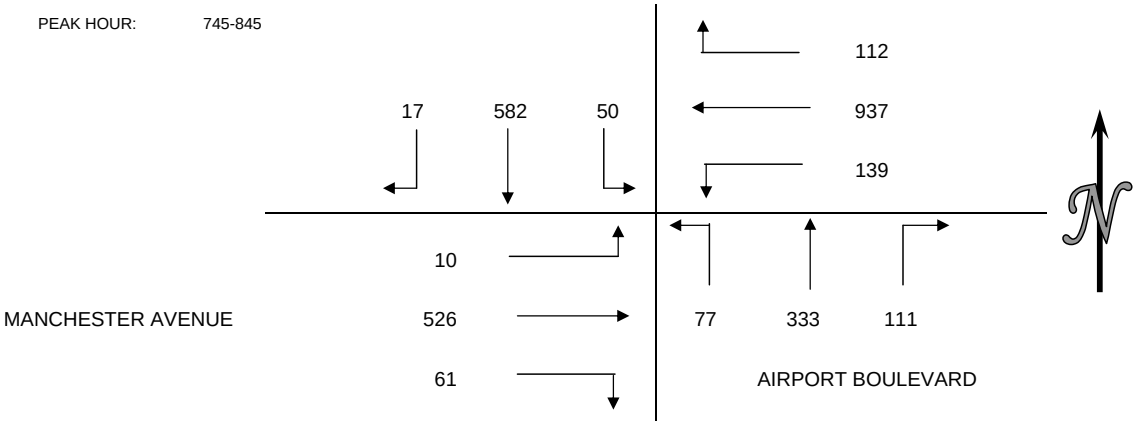
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	90	5	15	182	33	21	78	12	11	77	5	532
715-730	4	112	10	16	219	30	13	76	16	7	111	4	618
730-745	3	115	8	27	293	36	15	93	16	11	97	6	720
745-800	3	139	10	34	263	40	22	90	17	12	113	2	745
800-815	5	140	15	32	223	25	34	84	19	16	134	3	730
815-830	4	153	14	18	225	33	24	83	26	18	148	3	749
830-845	5	150	11	28	226	41	31	76	15	15	131	2	731
845-900	9	127	16	15	219	20	34	91	12	14	138	3	698
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	13	456	33	92	957	139	71	337	61	41	398	17	2615
715-815	15	506	43	109	998	131	84	343	68	46	455	15	2813
730-830	15	547	47	111	1004	134	95	350	78	57	492	14	2944
745-845	17	582	50	112	937	139	111	333	77	61	526	10	2955
800-900	23	570	56	93	893	119	123	334	72	63	551	11	2908

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	4	8	3	17
715-730	3	3	0	2	8
730-745	1	2	7	0	10
745-800	0	1	7	1	9
800-815	1	1	5	4	11
815-830	2	1	2	0	5
830-845	0	1	3	1	5
845-900	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	10	22	6	44
715-815	5	7	19	7	38
730-830	4	5	21	5	35
745-845	3	4	17	6	30
800-900	3	3	13	5	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	1	0	2	0	3
745-800	4	0	0	0	4
800-815	0	1	1	0	2
815-830	0	0	4	0	4
830-845	2	1	3	1	7
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	0	2	0	8
715-815	5	1	3	0	9
730-830	5	1	7	0	13
745-845	6	2	8	1	17
800-900	2	2	8	1	13

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

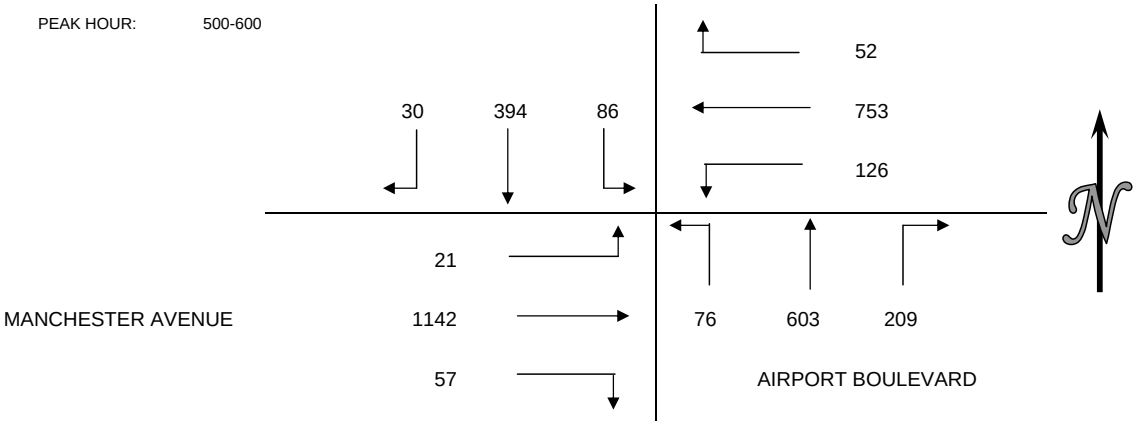
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 28, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	7	120	22	8	176	40	46	132	13	24	245	5	838
415-430	8	103	25	11	167	36	57	131	7	21	265	8	839
430-445	5	98	25	14	171	38	60	130	13	19	302	9	884
445-500	5	87	23	5	163	32	52	143	17	23	274	8	832
500-515	10	91	23	19	174	33	53	171	17	14	285	3	893
515-530	9	89	20	12	218	28	53	154	25	12	300	9	929
530-545	6	102	24	11	191	27	49	153	13	16	289	2	883
545-600	5	112	19	10	170	38	54	125	21	15	268	7	844
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	25	408	95	38	677	146	215	536	50	87	1086	30	3393
415-515	28	379	96	49	675	139	222	575	54	77	1126	28	3448
430-530	29	365	91	50	726	131	218	598	72	68	1161	29	3538
445-545	30	369	90	47	746	120	207	621	72	65	1148	22	3537
500-600	30	394	86	52	753	126	209	603	76	57	1142	21	3549

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	6	2	8
415-430	3	0	3	0	6
430-445	1	0	1	0	2
445-500	0	0	6	0	6
500-515	1	0	2	3	6
515-530	1	0	3	1	5
530-545	1	0	3	0	4
545-600	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	0	16	2	22
415-515	5	0	12	3	20
430-530	3	0	12	4	19
445-545	3	0	14	4	21
500-600	3	0	10	4	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	5	0	6
415-430	0	1	1	0	2
430-445	0	0	4	0	4
445-500	3	0	0	1	4
500-515	1	0	2	0	3
515-530	0	0	1	0	1
530-545	1	0	0	0	1
545-600	2	0	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	1	10	1	16
415-515	4	1	7	1	13
430-530	4	0	7	1	12
445-545	5	0	3	1	9
500-600	4	0	4	1	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

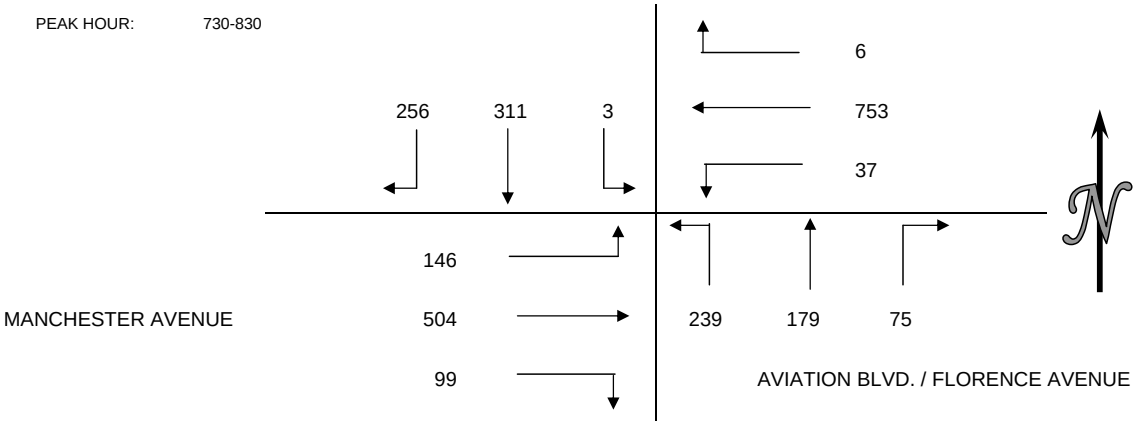
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 17, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AVIATION BLVD. / FLORENCE AVENUE
	E/W	MANCHESTER AVENUE
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	62	87	3	3	122	13	17	23	40	18	81	28	497
715-730	83	86	3	2	165	17	15	27	43	17	90	18	566
730-745	93	111	1	2	207	15	20	46	69	19	104	32	719
745-800	66	71	0	1	162	7	14	54	57	22	124	39	617
800-815	52	61	0	2	181	6	16	38	41	26	120	34	577
815-830	45	68	2	1	203	9	25	41	72	32	156	41	695
830-845	34	56	0	4	162	10	20	40	67	21	128	26	568
845-900	31	68	0	2	218	12	32	32	60	30	160	35	680
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	304	355	7	8	656	52	66	150	209	76	399	117	2399
715-815	294	329	4	7	715	45	65	165	210	84	438	123	2479
730-830	256	311	3	6	753	37	75	179	239	99	504	146	2608
745-845	197	256	2	8	708	32	75	173	237	101	528	140	2457
800-900	162	253	2	9	764	37	93	151	240	109	564	136	2520

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	4	5	4	14
715-730	2	0	0	1	3
730-745	2	2	0	1	5
745-800	1	0	0	0	1
800-815	0	0	0	0	0
815-830	0	0	3	0	3
830-845	0	0	0	0	0
845-900	0	1	3	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	6	5	6	23
715-815	5	2	0	2	9
730-830	3	2	3	1	9
745-845	1	0	3	0	4
800-900	0	1	6	1	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	1	2
715-730	0	2	1	0	3
730-745	2	0	0	2	4
745-800	0	1	1	0	2
800-815	0	1	1	0	2
815-830	0	0	1	0	1
830-845	0	0	1	0	1
845-900	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	4	2	3	11
715-815	2	4	3	2	11
730-830	2	2	3	2	9
745-845	0	2	4	0	6
800-900	1	2	3	0	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

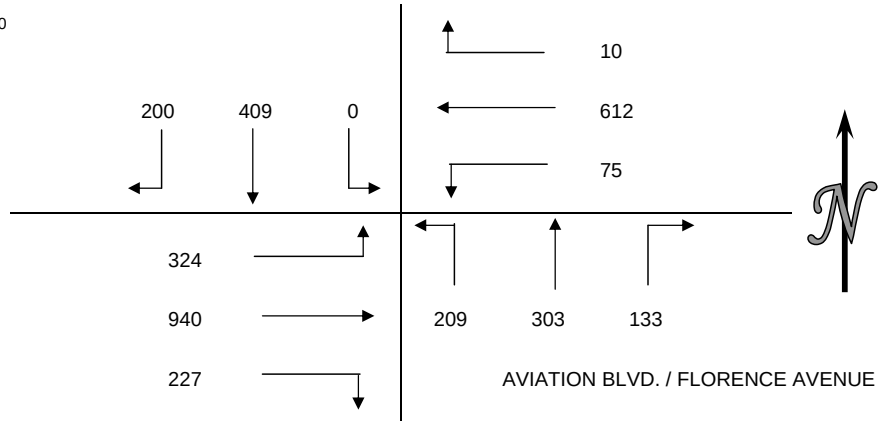
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 17, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AVIATION BLVD. / FLORENCE AVENUE
	E/W	MANCHESTER AVENUE
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	60	89	0	0	134	7	35	72	50	45	243	72	807
415-430	60	115	0	1	158	15	31	56	40	44	235	66	821
430-445	68	96	0	3	182	13	30	73	49	50	212	76	852
445-500	50	124	0	7	150	35	24	56	48	76	247	101	918
500-515	46	104	0	0	135	15	33	77	55	45	225	85	820
515-530	36	85	0	0	145	12	46	97	57	56	256	62	852
530-545	61	53	0	2	122	5	31	84	56	42	278	89	823
545-600	38	61	0	2	106	9	14	58	36	34	228	47	633
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	238	424	0	11	624	70	120	257	187	215	937	315	3398
415-515	224	439	0	11	625	78	118	262	192	215	919	328	3411
430-530	200	409	0	10	612	75	133	303	209	227	940	324	3442
445-545	193	366	0	9	552	67	134	314	216	219	1006	337	3413
500-600	181	303	0	4	508	41	124	316	204	177	987	283	3128

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	5	6	2	17
415-430	2	1	0	0	3
430-445	0	2	1	0	3
445-500	0	0	2	0	2
500-515	0	0	2	0	2
515-530	1	3	1	0	5
530-545	0	1	0	0	1
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	8	9	2	25
415-515	2	3	5	0	10
430-530	1	5	6	0	12
445-545	1	4	5	0	10
500-600	1	4	3	1	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	1	3	0	4
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	1	0	1
515-530	1	0	2	0	3
530-545	0	0	1	0	1
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	4	0	6
415-515	0	1	5	0	6
430-530	1	0	4	0	5
445-545	1	0	5	0	6
500-600	1	1	5	0	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

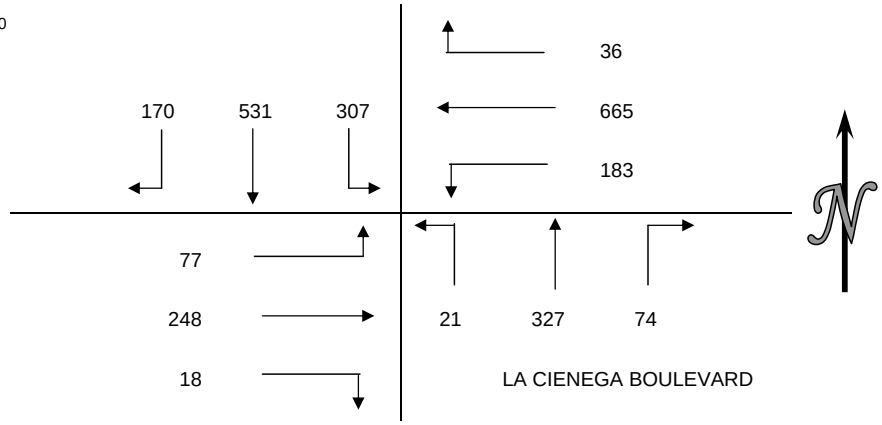
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	FLORENCE AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	45	106	63	10	99	46	9	89	1	5	33	26	532
715-730	56	102	51	13	143	47	14	78	3	14	50	22	593
730-745	36	105	58	6	180	41	17	83	6	4	46	15	597
745-800	43	149	68	13	185	49	16	81	11	3	66	13	697
800-815	48	127	64	7	142	48	17	87	2	7	75	20	644
815-830	43	150	117	10	158	45	24	76	2	4	61	29	719
830-845	39	132	61	10	128	45	16	78	3	4	53	25	594
845-900	45	118	85	4	140	48	21	74	4	11	61	25	636
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	180	462	240	42	607	183	56	331	21	26	195	76	2419
715-815	183	483	241	39	650	185	64	329	22	28	237	70	2531
730-830	170	531	307	36	665	183	74	327	21	18	248	77	2657
745-845	173	558	310	40	613	187	73	322	18	18	255	87	2654
800-900	175	527	327	31	568	186	78	315	11	26	250	99	2593

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	2	0	2
715-730	0	0	0	1	1
730-745	0	0	2	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	4	1	5
715-815	0	0	2	1	3
730-830	0	0	2	0	2
745-845	0	0	1	0	1
800-900	0	0	2	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	0	0	0	0
730-745	0	0	1	0	1
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	1	4
715-815	0	0	2	0	2
730-830	0	0	2	0	2
745-845	0	0	1	0	1
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

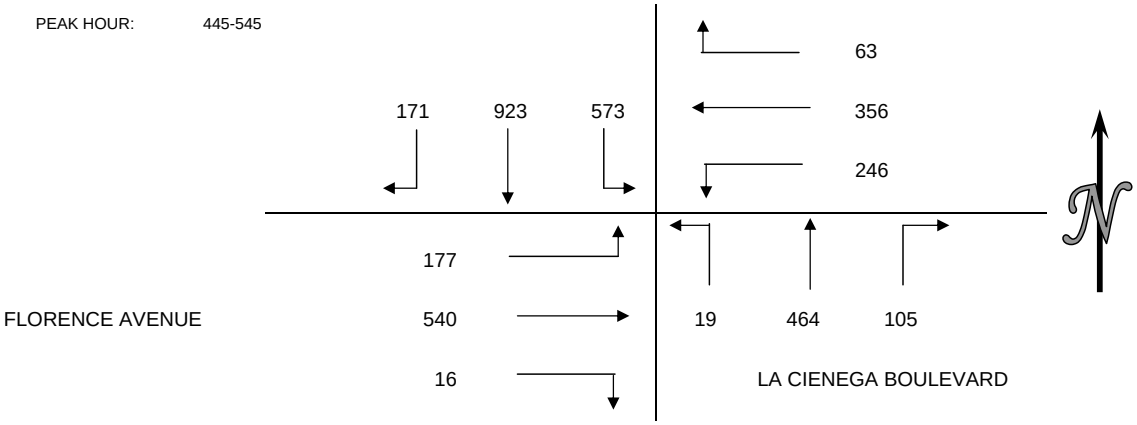
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	FLORENCE AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	52	231	145	18	75	62	23	106	3	12	100	56	883
415-430	34	199	104	9	54	68	21	90	3	8	122	37	749
430-445	37	207	146	13	76	73	24	100	1	8	128	44	857
445-500	44	231	116	22	83	65	28	115	4	2	123	43	876
500-515	54	231	132	13	89	63	23	112	8	4	138	50	917
515-530	44	270	166	16	103	64	25	114	2	6	132	45	987
530-545	29	191	159	12	81	54	29	123	5	4	147	39	873
545-600	23	168	152	10	94	62	23	103	5	7	119	65	831
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	167	868	511	62	288	268	96	411	11	30	473	180	3365
415-515	169	868	498	57	302	269	96	417	16	22	511	174	3399
430-530	179	939	560	64	351	265	100	441	15	20	521	182	3637
445-545	171	923	573	63	356	246	105	464	19	16	540	177	3653
500-600	150	860	609	51	367	243	100	452	20	21	536	199	3608

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	2	0	2
430-445	0	0	2	0	2
445-500	0	0	3	2	5
500-515	0	0	0	0	0
515-530	0	0	2	0	2
530-545	0	0	3	0	3
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	7	2	9
415-515	0	0	7	2	9
430-530	0	0	7	2	9
445-545	0	0	8	2	10
500-600	0	0	6	0	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	2	0	2
430-445	0	0	2	0	2
445-500	0	0	1	0	1
500-515	0	0	2	2	4
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	5	0	5
415-515	0	0	7	2	9
430-530	0	0	5	2	7
445-545	0	0	4	2	6
500-600	0	0	4	2	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

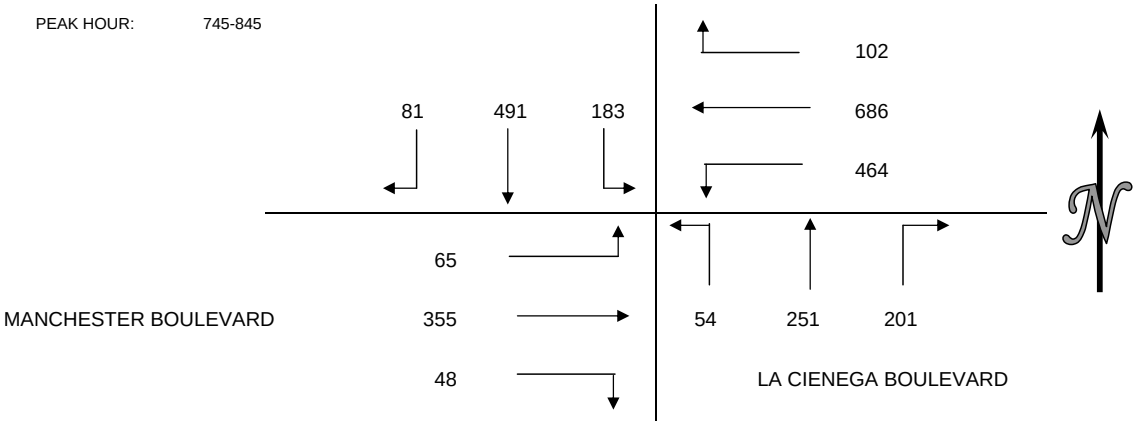
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	MANCHESTER BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	15	100	33	25	162	67	59	57	11	11	58	11	609
715-730	21	98	43	27	170	94	71	57	9	11	78	13	692
730-745	19	123	41	30	186	111	55	60	9	8	85	10	737
745-800	26	115	45	32	178	136	67	70	13	13	94	17	806
800-815	14	135	38	20	165	106	37	53	11	11	83	16	689
815-830	13	121	55	23	156	118	53	60	19	15	95	16	744
830-845	28	120	45	27	187	104	44	68	11	9	83	16	742
845-900	22	91	41	28	167	71	27	33	8	17	94	19	618
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	81	436	162	114	696	408	252	244	42	43	315	51	2844
715-815	80	471	167	109	699	447	230	240	42	43	340	56	2924
730-830	72	494	179	105	685	471	212	243	52	47	357	59	2976
745-845	81	491	183	102	686	464	201	251	54	48	355	65	2981
800-900	77	467	179	98	675	399	161	214	49	52	355	67	2793

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	5	7	13
715-730	0	0	2	3	5
730-745	0	0	6	4	10
745-800	0	1	4	2	7
800-815	0	0	1	6	7
815-830	1	0	1	5	7
830-845	5	0	1	1	7
845-900	0	0	2	5	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	17	16	35
715-815	0	1	13	15	29
730-830	1	1	12	17	31
745-845	6	1	7	14	28
800-900	6	0	5	17	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	3	0	0	1	4
800-815	1	0	1	0	2
815-830	0	0	0	0	0
830-845	1	0	0	0	1
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	0	1	6
715-815	4	1	1	1	7
730-830	4	0	1	1	6
745-845	5	0	1	1	7
800-900	3	0	1	0	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

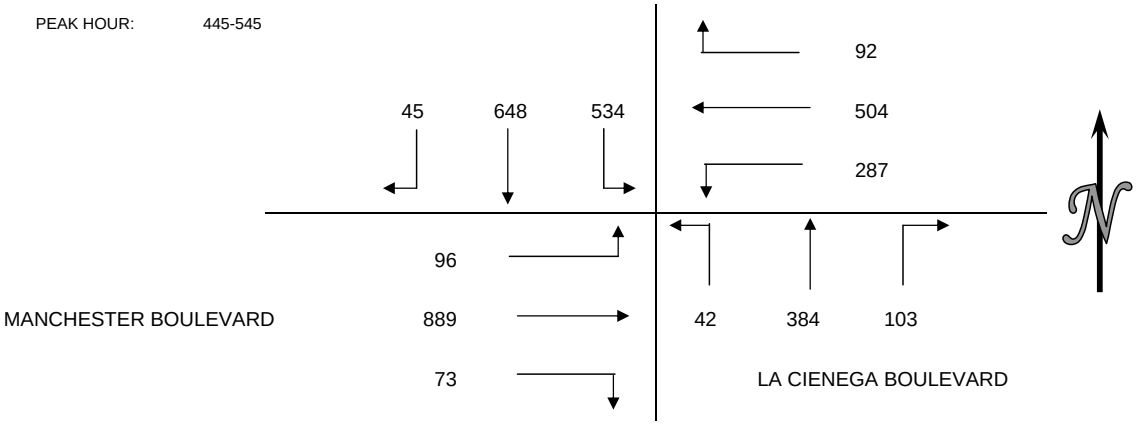
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	MANCHESTER BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	15	146	113	15	164	85	38	75	8	11	184	27	881
415-430	18	131	170	24	183	86	29	60	15	12	182	13	923
430-445	10	155	113	19	146	75	29	84	7	10	199	15	862
445-500	6	135	120	27	132	53	25	89	10	20	218	21	856
500-515	19	192	147	22	123	82	32	106	7	11	223	29	993
515-530	12	161	132	22	105	75	21	96	13	16	217	21	891
530-545	8	160	135	21	144	77	25	93	12	26	231	25	957
545-600	11	149	112	33	151	60	16	66	5	18	207	20	848
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	49	567	516	85	625	299	121	308	40	53	783	76	3522
415-515	53	613	550	92	584	296	115	339	39	53	822	78	3634
430-530	47	643	512	90	506	285	107	375	37	57	857	86	3602
445-545	45	648	534	92	504	287	103	384	42	73	889	96	3697
500-600	50	662	526	98	523	294	94	361	37	71	878	95	3689

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	3	0	0	1	4
430-445	2	0	2	2	6
445-500	1	0	4	4	9
500-515	2	0	5	1	8
515-530	0	0	6	1	7
530-545	1	0	2	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	0	6	7	20
415-515	8	0	11	8	27
430-530	5	0	17	8	30
445-545	4	0	17	6	27
500-600	3	0	13	2	18

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	1	0	2
430-445	0	0	2	0	2
445-500	0	0	1	1	2
500-515	0	0	1	0	1
515-530	3	0	0	0	3
530-545	1	0	4	0	5
545-600	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	4	1	6
415-515	1	0	5	1	7
430-530	3	0	4	1	8
445-545	4	0	6	1	11
500-600	4	0	8	0	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

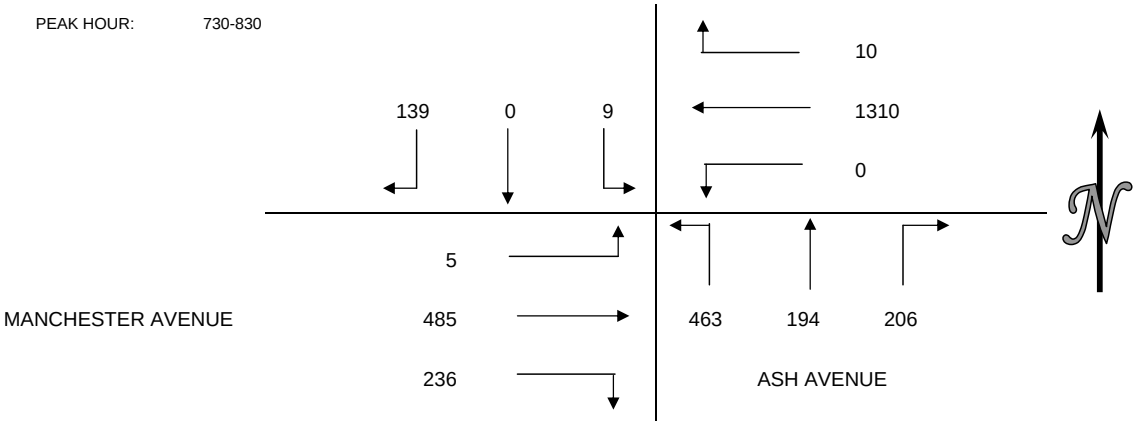
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	ASH AVENUE
	E/W	MANCHESTER AVENUE
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	13	0	6	5	230	0	41	32	96	71	73	0	567
715-730	30	0	3	1	275	0	34	20	103	51	101	2	620
730-745	43	0	4	4	327	0	57	49	116	78	122	5	805
745-800	37	0	2	2	352	0	56	57	127	62	116	0	811
800-815	32	0	1	3	311	0	37	43	100	43	107	0	677
815-830	27	0	2	1	320	0	56	45	120	53	140	0	764
830-845	25	0	1	1	302	0	40	45	94	44	120	0	672
845-900	18	0	1	2	284	0	51	42	108	36	149	3	694
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	123	0	15	12	1184	0	188	158	442	262	412	7	2803
715-815	142	0	10	10	1265	0	184	169	446	234	446	7	2913
730-830	139	0	9	10	1310	0	206	194	463	236	485	5	3057
745-845	121	0	6	7	1285	0	189	190	441	202	483	0	2924
800-900	102	0	5	7	1217	0	184	175	422	176	516	3	2807

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	0	5
715-730	2	1	0	0	3
730-745	1	3	4	0	8
745-800	1	3	0	0	4
800-815	0	1	0	0	1
815-830	1	1	0	0	2
830-845	2	1	0	0	3
845-900	3	5	3	0	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	8	7	0	20
715-815	4	8	4	0	16
730-830	3	8	4	0	15
745-845	4	6	0	0	10
800-900	6	8	3	0	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	3	0	0	0	3
800-815	1	1	0	0	2
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	0	0	5
715-815	5	1	0	0	6
730-830	5	1	0	0	6
745-845	4	1	0	0	5
800-900	1	1	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

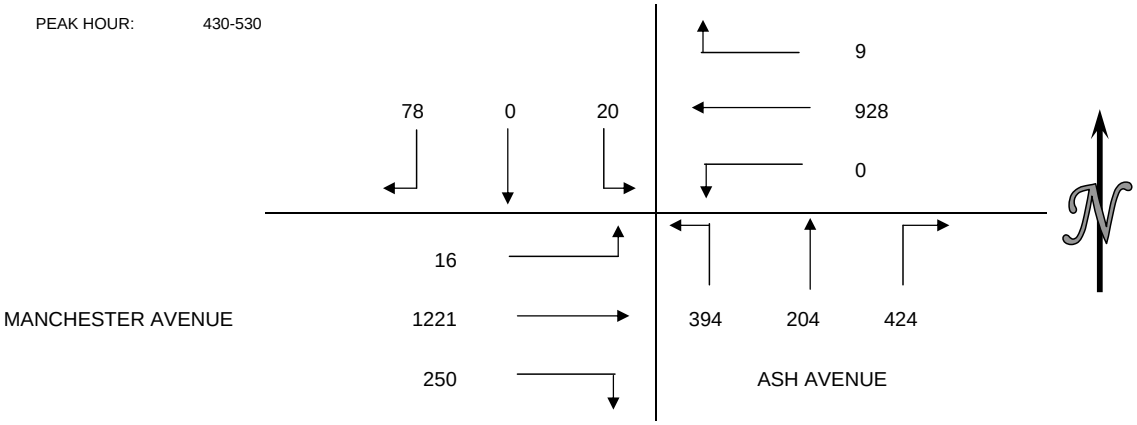
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	ASH AVENUE
	E/W	MANCHESTER AVENUE
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	14	0	3	4	227	0	67	33	81	43	231	6	709
415-430	26	0	2	2	206	0	93	34	80	40	305	6	794
430-445	22	0	6	3	252	0	103	42	116	59	284	2	889
445-500	24	0	5	1	201	0	97	61	80	61	316	6	852
500-515	14	0	4	2	253	0	122	59	109	81	345	3	992
515-530	18	0	5	3	222	0	102	42	89	49	276	5	811
530-545	14	0	2	3	267	0	101	52	77	66	268	10	860
545-600	25	0	3	2	247	0	81	48	79	46	250	9	790
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	86	0	16	10	886	0	360	170	357	203	1136	20	3244
415-515	86	0	17	8	912	0	415	196	385	241	1250	17	3527
430-530	78	0	20	9	928	0	424	204	394	250	1221	16	3544
445-545	70	0	16	9	943	0	422	214	355	257	1205	24	3515
500-600	71	0	14	10	989	0	406	201	354	242	1139	27	3453

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	6	0	0	9
415-430	2	0	0	0	2
430-445	3	2	3	0	8
445-500	4	5	4	0	13
500-515	1	2	2	0	5
515-530	3	3	1	0	7
530-545	0	2	5	0	7
545-600	0	5	0	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	12	13	7	0	32
415-515	10	9	9	0	28
430-530	11	12	10	0	33
445-545	8	12	12	0	32
500-600	4	12	8	0	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	1	0	1	0	2
430-445	1	0	2	0	3
445-500	0	1	0	0	1
500-515	0	0	1	0	1
515-530	3	1	1	0	5
530-545	1	0	4	0	5
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	1	3	0	6
415-515	2	1	4	0	7
430-530	4	2	4	0	10
445-545	4	2	6	0	12
500-600	4	1	6	0	11

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

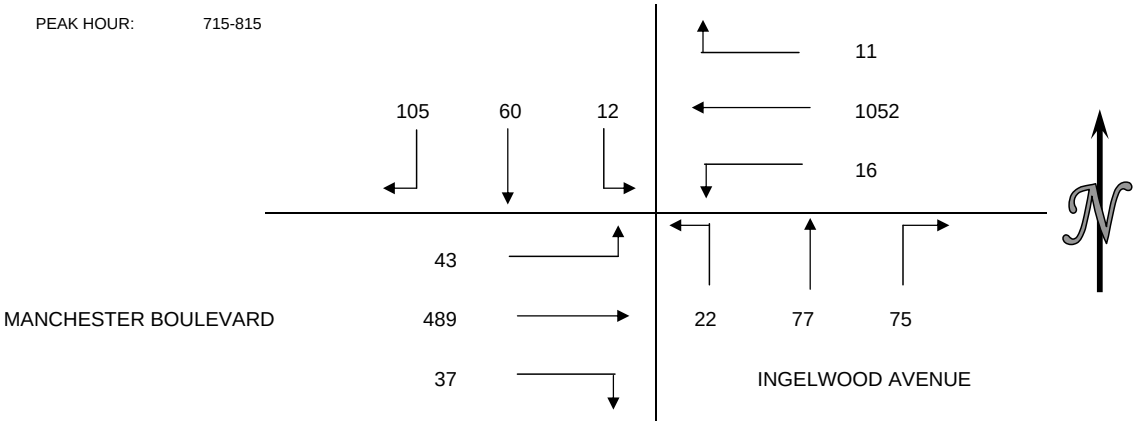
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S INGELWOOD AVENUE
E/W MANCHESTER BOULEVARD
CITY: INGELWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	12	8	1	4	254	9	12	8	8	8	87	11	422
715-730	24	16	0	3	290	6	23	24	7	12	100	5	510
730-745	25	9	4	3	267	6	21	12	3	5	113	13	481
745-800	31	24	6	5	266	4	18	27	6	12	136	15	550
800-815	25	11	2	0	229	0	13	14	6	8	140	10	458
815-830	14	9	6	9	254	6	27	13	7	6	129	21	501
830-845	20	12	4	12	200	2	12	17	10	10	129	16	444
845-900	14	14	6	2	214	11	7	11	3	11	126	6	425
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	92	57	11	15	1077	25	74	71	24	37	436	44	1963
715-815	105	60	12	11	1052	16	75	77	22	37	489	43	1999
730-830	95	53	18	17	1016	16	79	66	22	31	518	59	1990
745-845	90	56	18	26	949	12	70	71	29	36	534	62	1953
800-900	73	46	18	23	897	19	59	55	26	35	524	53	1828

PEAK HOUR: 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	0	1	2	7
715-730	5	0	2	0	7
730-745	1	3	4	4	12
745-800	1	6	4	1	12
800-815	4	0	3	2	9
815-830	2	5	0	3	10
830-845	4	1	1	3	9
845-900	1	6	3	2	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	9	11	7	38
715-815	11	9	13	7	40
730-830	8	14	11	10	43
745-845	11	12	8	9	40
800-900	11	12	7	10	40

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	0	0	1
730-745	1	0	0	0	1
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	1	0	3
715-815	2	0	1	0	3
730-830	1	0	1	0	2
745-845	0	0	2	0	2
800-900	1	0	1	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

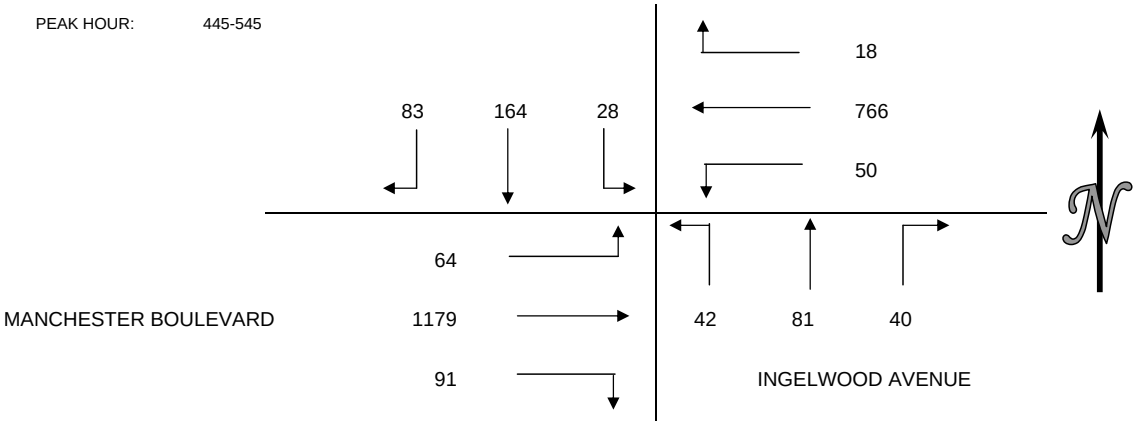
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 4, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	INGELWOOD AVENUE
	E/W	MANCHESTER BOULEVARD
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	9	31	9	2	154	5	13	15	14	21	274	15	562
415-430	14	22	8	2	160	9	16	18	13	22	241	16	541
430-445	17	34	8	2	188	5	14	7	7	20	273	11	586
445-500	20	27	6	7	210	11	16	16	8	22	310	23	676
500-515	16	31	3	5	188	12	5	24	9	14	302	10	619
515-530	18	42	6	6	165	14	8	19	13	25	315	16	647
530-545	29	64	13	0	203	13	11	22	12	30	252	15	664
545-600	17	42	13	9	122	25	10	15	4	20	250	12	539
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	60	114	31	13	712	30	59	56	42	85	1098	65	2365
415-515	67	114	25	16	746	37	51	65	37	78	1126	60	2422
430-530	71	134	23	20	751	42	43	66	37	81	1200	60	2528
445-545	83	164	28	18	766	50	40	81	42	91	1179	64	2606
500-600	80	179	35	20	678	64	34	80	38	89	1119	53	2469

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	1	1	4
415-430	2	7	9	2	20
430-445	5	0	4	3	12
445-500	4	7	10	7	28
500-515	4	4	4	7	19
515-530	2	2	8	5	17
530-545	1	1	4	2	8
545-600	5	4	3	2	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	14	24	13	64
415-515	15	18	27	19	79
430-530	15	13	26	22	76
445-545	11	14	26	21	72
500-600	12	11	19	16	58

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	0	2
415-430	1	0	2	0	3
430-445	0	0	1	0	1
445-500	2	1	0	0	3
500-515	0	0	0	0	0
515-530	1	0	2	0	3
530-545	1	1	0	0	2
545-600	1	0	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	1	5	0	9
415-515	3	1	3	0	7
430-530	3	1	3	0	7
445-545	4	2	2	0	8
500-600	3	1	3	1	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

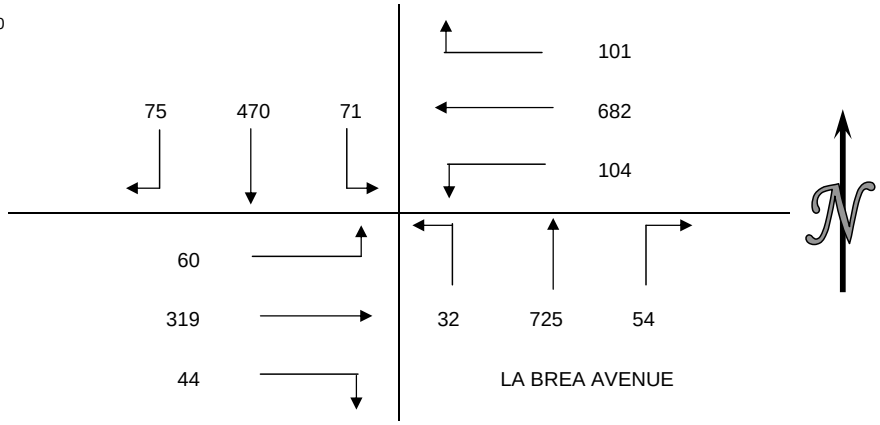
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W FLORENCE AVENUE
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	12	77	14	18	167	22	17	132	4	4	69	11	547
715-730	23	86	17	27	144	15	9	143	6	6	66	12	554
730-745	26	101	16	19	205	27	16	168	4	7	63	10	662
745-800	20	130	17	18	174	31	14	186	8	12	91	17	718
800-815	13	111	22	47	155	19	11	149	7	7	73	25	639
815-830	16	128	16	17	148	27	13	222	13	18	92	8	718
830-845	11	139	34	49	167	22	9	137	5	9	37	11	630
845-900	15	129	26	37	134	31	13	152	14	8	70	11	640
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	81	394	64	82	690	95	56	629	22	29	289	50	2481
715-815	82	428	72	111	678	92	50	646	25	32	293	64	2573
730-830	75	470	71	101	682	104	54	725	32	44	319	60	2737
745-845	60	508	89	131	644	99	47	694	33	46	293	61	2705
800-900	55	507	98	150	604	99	46	660	39	42	272	55	2627

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	7	8	2	17
715-730	4	7	1	4	16
730-745	4	11	0	2	17
745-800	2	10	2	3	17
800-815	0	13	3	2	18
815-830	1	9	1	9	20
830-845	3	8	0	2	13
845-900	2	9	3	7	21
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	35	11	11	67
715-815	10	41	6	11	68
730-830	7	43	6	16	72
745-845	6	40	6	16	68
800-900	6	39	7	20	72

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	0	1	0	0	1
730-745	0	2	0	0	2
745-800	0	1	3	0	4
800-815	0	1	0	2	3
815-830	0	1	0	1	2
830-845	1	3	0	1	5
845-900	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	5	3	0	8
715-815	0	5	3	2	10
730-830	0	5	3	3	11
745-845	1	6	3	4	14
800-900	1	5	1	5	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

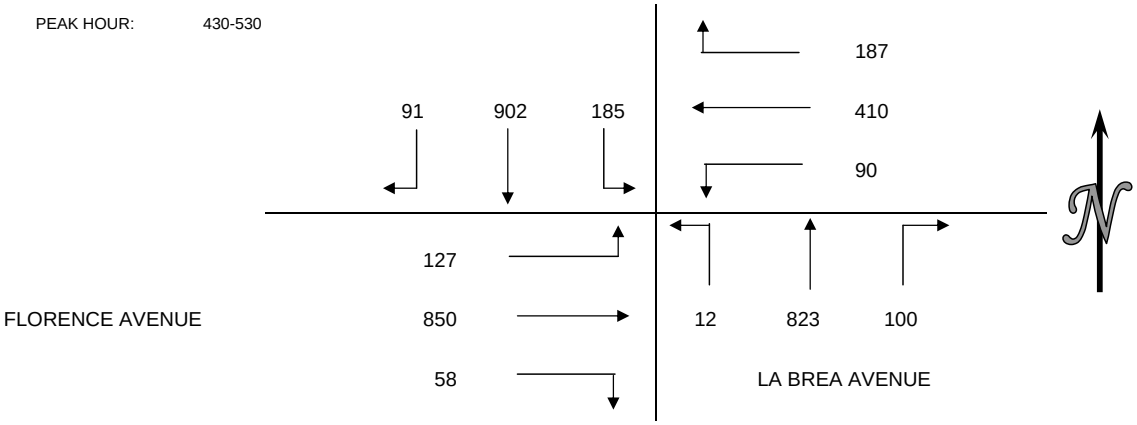
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 4, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA BREA AVENUE
	E/W	FLORENCE AVENUE
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	211	34	38	101	27	28	219	13	25	213	35	955
415-430	14	227	45	52	87	24	8	195	6	17	205	19	899
430-445	26	228	42	54	114	28	34	235	3	21	226	39	1050
445-500	19	223	49	37	84	20	16	186	7	10	196	23	870
500-515	27	241	49	52	118	22	33	193	1	12	208	29	985
515-530	19	210	45	44	94	20	17	209	1	15	220	36	930
530-545	17	254	54	57	99	28	23	183	4	15	236	14	984
545-600	22	193	40	63	84	34	9	162	8	8	193	38	854
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	70	889	170	181	386	99	86	835	29	73	840	116	3774
415-515	86	919	185	195	403	94	91	809	17	60	835	110	3804
430-530	91	902	185	187	410	90	100	823	12	58	850	127	3835
445-545	82	928	197	190	395	90	89	771	13	52	860	102	3769
500-600	85	898	188	216	395	104	82	747	14	50	857	117	3753

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	19	3	11	37
415-430	1	11	4	4	20
430-445	4	22	4	7	37
445-500	0	13	2	0	15
500-515	3	21	1	8	33
515-530	3	13	2	10	28
530-545	1	16	3	5	25
545-600	3	18	1	4	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	65	13	22	109
415-515	8	67	11	19	105
430-530	10	69	9	25	113
445-545	7	63	8	23	101
500-600	10	68	7	27	112

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	1	2
415-430	0	0	0	0	0
430-445	0	3	0	1	4
445-500	0	0	0	1	1
500-515	0	2	4	0	6
515-530	1	3	0	3	7
530-545	0	4	0	0	4
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	4	0	3	7
415-515	0	5	4	2	11
430-530	1	8	4	5	18
445-545	1	9	4	4	18
500-600	1	9	4	3	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

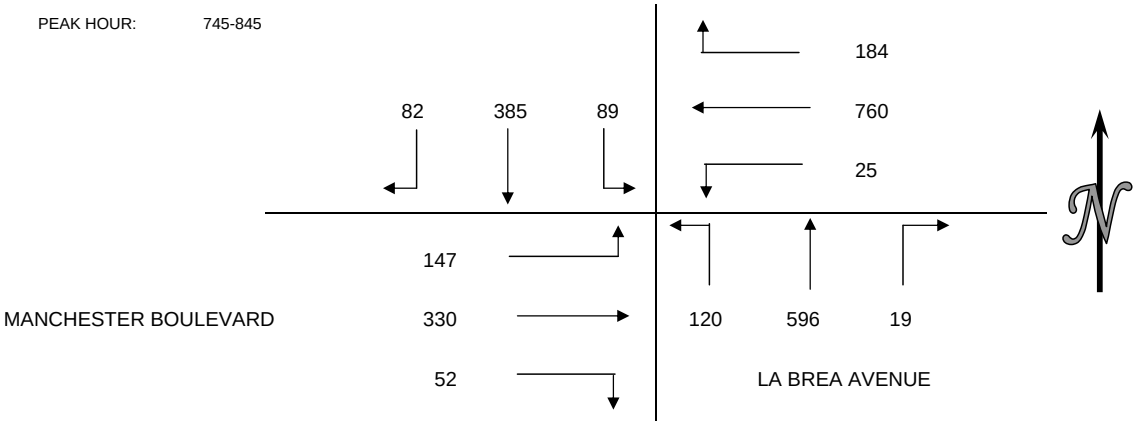
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W MANCHESTER BOULEVARD
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	24	49	14	27	229	5	3	109	17	7	61	21	566
715-730	22	68	7	25	191	5	2	125	18	4	68	18	553
730-745	21	81	16	37	205	2	2	157	19	16	73	25	654
745-800	14	106	24	45	217	7	6	139	25	11	91	31	716
800-815	25	80	20	37	193	3	5	164	31	10	89	35	692
815-830	24	86	18	48	182	4	4	156	27	16	58	37	660
830-845	19	113	27	54	168	11	4	137	37	15	92	44	721
845-900	26	99	18	50	136	6	1	124	12	19	81	33	605
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	81	304	61	134	842	19	13	530	79	38	293	95	2489
715-815	82	335	67	144	806	17	15	585	93	41	321	109	2615
730-830	84	353	78	167	797	16	17	616	102	53	311	128	2722
745-845	82	385	89	184	760	25	19	596	120	52	330	147	2789
800-900	94	378	83	189	679	24	14	581	107	60	320	149	2678

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	6	3	2	13
715-730	13	1	3	9	26
730-745	7	5	9	5	26
745-800	10	3	3	12	28
800-815	4	1	2	16	23
815-830	9	2	6	8	25
830-845	1	5	6	7	19
845-900	2	5	11	7	25
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	32	15	18	28	93
715-815	34	10	17	42	103
730-830	30	11	20	41	102
745-845	24	11	17	43	95
800-900	16	13	25	38	92

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	0	0	0	1
730-745	1	0	0	0	1
745-800	0	0	0	0	0
800-815	0	0	1	2	3
815-830	0	0	0	3	3
830-845	0	1	0	1	2
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	0	2
715-815	2	0	1	2	5
730-830	1	0	1	5	7
745-845	0	1	1	6	8
800-900	0	1	1	6	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

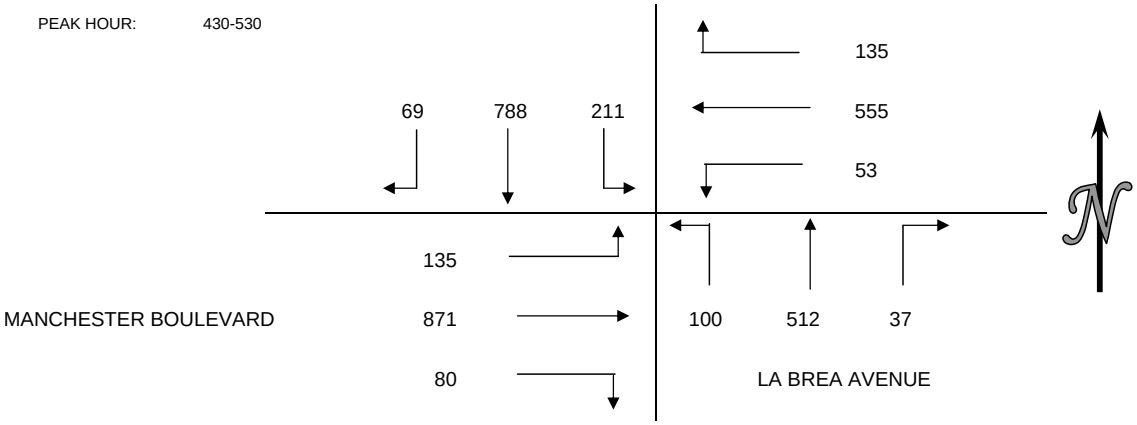
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W MANCHESTER BOULEVARD
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	21	179	51	39	122	11	6	112	29	27	181	41	819
415-430	23	184	49	37	144	14	6	131	29	21	209	35	882
430-445	16	202	52	35	118	13	11	136	24	26	217	30	880
445-500	18	176	43	28	137	17	3	112	36	17	221	26	834
500-515	22	190	53	32	148	13	13	126	25	17	209	41	889
515-530	13	220	63	40	152	10	10	138	15	20	224	38	943
530-545	19	213	35	26	128	8	6	115	27	23	237	30	867
545-600	19	178	43	27	118	11	4	102	37	24	207	28	798
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	78	741	195	139	521	55	26	491	118	91	828	132	3415
415-515	79	752	197	132	547	57	33	505	114	81	856	132	3485
430-530	69	788	211	135	555	53	37	512	100	80	871	135	3546
445-545	72	799	194	126	565	48	32	491	103	77	891	135	3533
500-600	73	801	194	125	546	42	33	481	104	84	877	137	3497

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	14	3	7	10	34
415-430	14	2	5	15	36
430-445	4	9	17	7	37
445-500	13	12	16	13	54
500-515	12	6	13	17	48
515-530	13	6	21	24	64
530-545	10	6	12	13	41
545-600	9	11	7	5	32
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	45	26	45	45	161
415-515	43	29	51	52	175
430-530	42	33	67	61	203
445-545	48	30	62	67	207
500-600	44	29	53	59	185

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	1	3
415-430	1	0	0	0	1
430-445	1	1	0	2	4
445-500	0	0	0	0	0
500-515	2	1	0	3	6
515-530	0	0	3	2	5
530-545	0	2	0	0	2
545-600	1	3	2	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	1	2	3	8
415-515	4	2	0	5	11
430-530	3	2	3	7	15
445-545	2	3	3	5	13
500-600	3	6	5	5	19

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

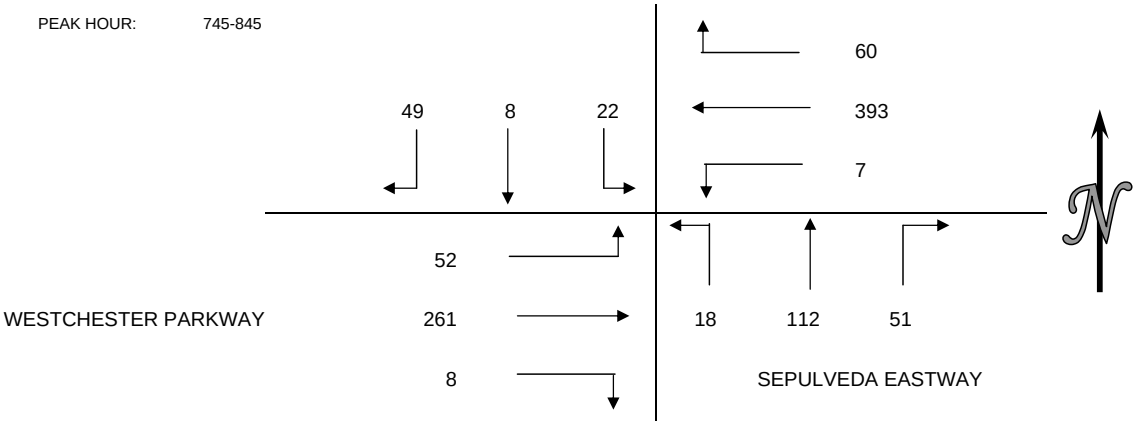
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA EASTWAY
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	0	4	6	49	1	9	12	1	0	57	2	148
715-730	4	1	5	10	64	0	12	19	4	2	54	1	176
730-745	10	0	8	12	87	0	9	25	3	0	50	0	204
745-800	11	1	9	8	107	3	14	20	6	1	74	1	255
800-815	9	4	4	17	104	3	5	25	2	2	60	2	237
815-830	7	1	4	10	90	0	14	27	5	1	68	16	243
830-845	22	2	5	25	92	1	18	40	5	4	59	33	306
845-900	7	1	3	28	51	1	7	30	4	1	70	30	233
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	32	2	26	36	307	4	44	76	14	3	235	4	783
715-815	34	6	26	47	362	6	40	89	15	5	238	4	872
730-830	37	6	25	47	388	6	42	97	16	4	252	19	939
745-845	49	8	22	60	393	7	51	112	18	8	261	52	1041
800-900	45	8	16	80	337	5	44	122	16	8	257	81	1019

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	3	1	2	9
715-730	0	0	0	0	0
730-745	0	0	2	0	2
745-800	1	0	1	0	2
800-815	1	0	1	0	2
815-830	0	0	0	2	2
830-845	5	4	1	0	10
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	3	4	2	13
715-815	2	0	4	0	6
730-830	2	0	4	2	8
745-845	7	4	3	2	16
800-900	6	4	2	2	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	0	0	1	0	1
745-800	1	0	1	0	2
800-815	2	0	3	0	5
815-830	1	0	0	0	1
830-845	1	0	2	0	3
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	2	0	4
715-815	3	0	5	0	8
730-830	4	0	5	0	9
745-845	5	0	6	0	11
800-900	4	0	5	0	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

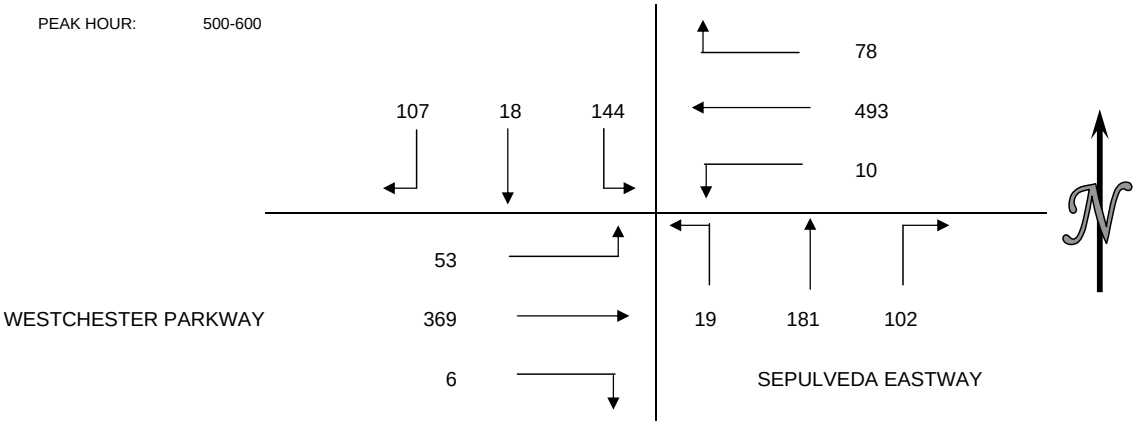
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA EASTWAY
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	26	2	50	33	130	2	25	41	0	2	83	14	408
415-430	18	4	30	31	108	5	20	36	6	1	86	9	354
430-445	25	1	13	28	118	1	16	33	4	3	72	9	323
445-500	17	0	40	24	106	0	21	40	1	1	95	20	365
500-515	27	6	39	20	135	2	22	52	3	2	95	12	415
515-530	21	3	27	15	107	2	26	52	4	1	91	19	368
530-545	33	3	40	26	126	3	26	35	5	2	103	9	411
545-600	26	6	38	17	125	3	28	42	7	1	80	13	386
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	86	7	133	116	462	8	82	150	11	7	336	52	1450
415-515	87	11	122	103	467	8	79	161	14	7	348	50	1457
430-530	90	10	119	87	466	5	85	177	12	7	353	60	1471
445-545	98	12	146	85	474	7	95	179	13	6	384	60	1559
500-600	107	18	144	78	493	10	102	181	19	6	369	53	1580

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	0	0	3
415-430	1	0	0	0	1
430-445	0	0	1	1	2
445-500	1	0	1	0	2
500-515	1	1	2	3	7
515-530	0	0	1	0	1
530-545	2	0	2	2	6
545-600	7	1	1	4	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	2	1	8
415-515	3	1	4	4	12
430-530	2	1	5	4	12
445-545	4	1	6	5	16
500-600	10	2	6	9	27

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	4	0	5
415-430	1	2	0	0	3
430-445	0	0	3	0	3
445-500	0	1	3	0	4
500-515	3	1	1	0	5
515-530	3	0	6	0	9
530-545	8	0	0	0	8
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	3	10	0	15
415-515	4	4	7	0	15
430-530	6	2	13	0	21
445-545	14	2	10	0	26
500-600	14	1	8	0	23

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

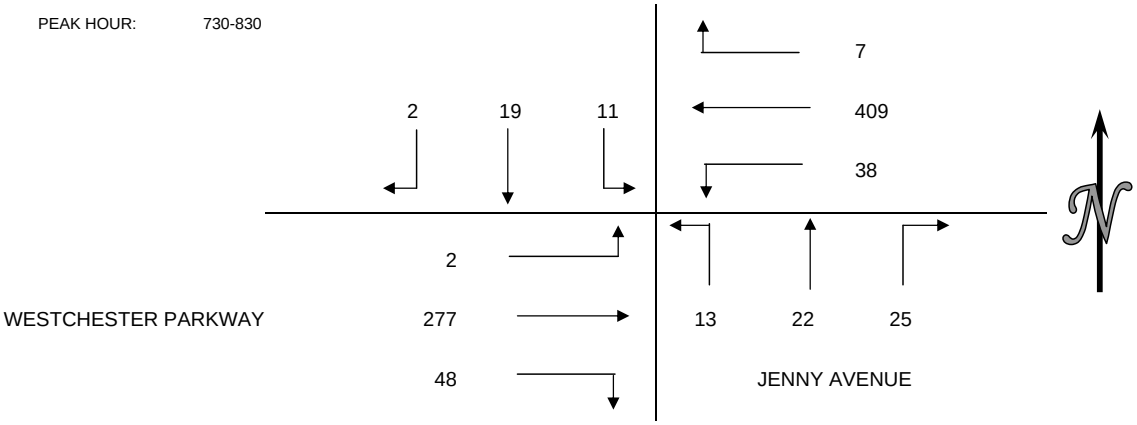
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 29, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S JENNY AVENUE
E/W WESTCHESTER PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	6	3	0	58	10	4	6	2	4	36	1	130
715-730	0	1	5	4	74	12	15	5	1	7	44	0	168
730-745	1	4	3	4	105	11	9	6	2	13	67	0	225
745-800	0	6	3	1	129	10	5	6	7	8	81	1	257
800-815	0	4	3	2	91	7	4	4	0	12	63	0	190
815-830	1	5	2	0	84	10	7	6	4	15	66	1	201
830-845	3	3	2	1	94	17	8	4	8	14	65	1	220
845-900	1	4	0	4	112	18	12	5	1	7	53	0	217
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	1	17	14	9	366	43	33	23	12	32	228	2	780
715-815	1	15	14	11	399	40	33	21	10	40	255	1	840
730-830	2	19	11	7	409	38	25	22	13	48	277	2	873
745-845	4	18	10	4	398	44	24	20	19	49	275	3	868
800-900	5	16	7	7	381	52	31	19	13	48	247	2	828

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	5	0	7
715-730	1	0	1	0	2
730-745	1	0	4	0	5
745-800	1	0	1	0	2
800-815	1	0	1	0	2
815-830	1	1	2	0	4
830-845	2	0	0	0	2
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	0	11	0	16
715-815	4	0	7	0	11
730-830	4	1	8	0	13
745-845	5	1	4	0	10
800-900	4	1	3	1	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	0	0	3
715-730	1	0	0	0	1
730-745	0	0	4	0	4
745-800	4	0	0	0	4
800-815	0	1	1	0	2
815-830	2	0	2	0	4
830-845	0	0	0	0	0
845-900	1	0	2	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	0	4	0	12
715-815	5	1	5	0	11
730-830	6	1	7	0	14
745-845	6	1	3	0	10
800-900	3	1	5	1	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

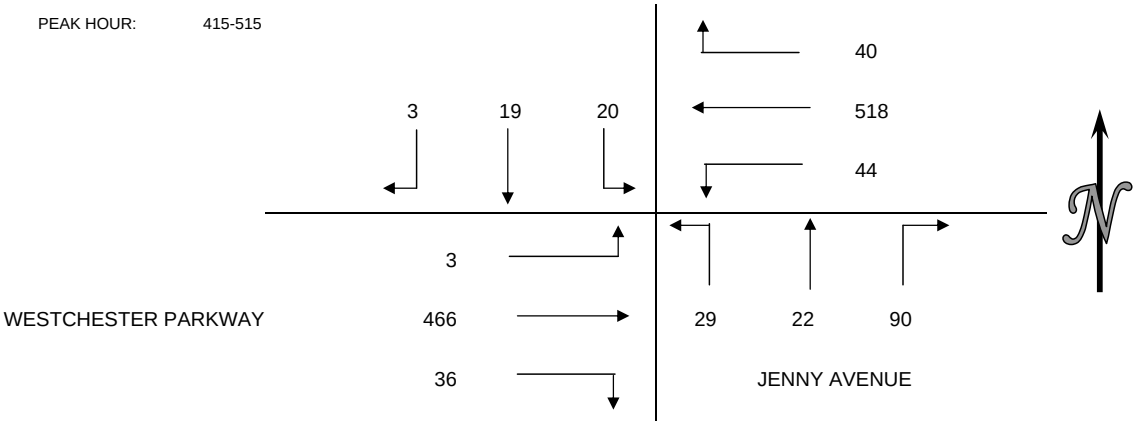
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	JENNY AVENUE
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	1	1	5	22	116	16	28	2	6	7	125	1	330
415-430	1	4	4	2	114	15	17	7	3	12	124	0	303
430-445	1	6	5	9	121	7	32	5	9	11	117	1	324
445-500	0	5	8	11	153	13	17	5	10	5	101	1	329
500-515	1	4	3	18	130	9	24	5	7	8	124	1	334
515-530	2	5	4	3	109	10	18	0	5	7	138	2	303
530-545	1	4	3	3	142	10	14	5	4	4	120	0	310
545-600	1	4	1	11	117	11	19	8	11	5	134	0	322
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	3	16	22	44	504	51	94	19	28	35	467	3	1286
415-515	3	19	20	40	518	44	90	22	29	36	466	3	1290
430-530	4	20	20	41	513	39	91	15	31	31	480	5	1290
445-545	4	18	18	35	534	42	73	15	26	24	483	4	1276
500-600	5	17	11	35	498	40	75	18	27	24	516	3	1269

PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	1	1	5
415-430	4	0	2	0	6
430-445	1	0	0	2	3
445-500	2	2	1	1	6
500-515	2	1	2	0	5
515-530	3	0	1	0	4
530-545	3	0	1	0	4
545-600	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	2	4	4	20
415-515	9	3	5	3	20
430-530	8	3	4	3	18
445-545	10	3	5	1	19
500-600	10	1	4	0	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	3	0	1	0	4
430-445	4	0	0	0	4
445-500	1	0	2	0	3
500-515	3	0	2	0	5
515-530	0	0	2	0	2
530-545	2	0	3	0	5
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	0	3	0	12
415-515	11	0	5	0	16
430-530	8	0	6	0	14
445-545	6	0	9	0	15
500-600	5	0	7	0	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

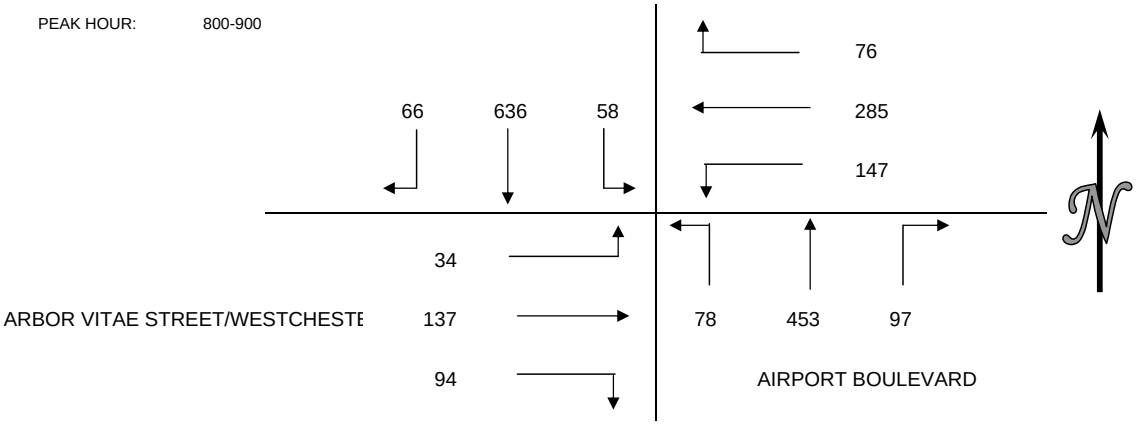
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	ARBOR VITAE STREET/WESTCHESTER PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	9	132	22	22	41	30	25	84	13	10	19	8	415
715-730	3	124	11	16	65	27	25	117	18	24	25	4	459
730-745	18	168	17	24	115	31	33	132	26	23	36	11	634
745-800	15	120	13	15	87	20	19	110	16	21	43	5	484
800-815	12	143	20	15	71	41	37	138	20	31	35	6	569
815-830	10	157	17	17	52	28	20	101	14	12	38	7	473
830-845	23	158	14	24	73	36	25	115	18	20	32	10	548
845-900	21	178	7	20	89	42	15	99	26	31	32	11	571
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	45	544	63	77	308	108	102	443	73	78	123	28	1992
715-815	48	555	61	70	338	119	114	497	80	99	139	26	2146
730-830	55	588	67	71	325	120	109	481	76	87	152	29	2160
745-845	60	578	64	71	283	125	101	464	68	84	148	28	2074
800-900	66	636	58	76	285	147	97	453	78	94	137	34	2161

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	3	6
715-730	1	2	1	4	8
730-745	0	6	7	3	16
745-800	1	2	3	0	6
800-815	0	0	1	5	6
815-830	1	1	1	2	5
830-845	0	0	1	3	4
845-900	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	10	14	10	36
715-815	2	10	12	12	36
730-830	2	9	12	10	33
745-845	2	3	6	10	21
800-900	1	2	3	11	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	1	1	4
715-730	1	1	0	0	2
730-745	0	0	0	1	1
745-800	3	0	0	1	4
800-815	0	0	0	1	1
815-830	1	0	0	1	2
830-845	0	0	0	0	0
845-900	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	1	1	3	11
715-815	4	1	0	3	8
730-830	4	0	0	4	8
745-845	4	0	0	3	7
800-900	2	0	0	3	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

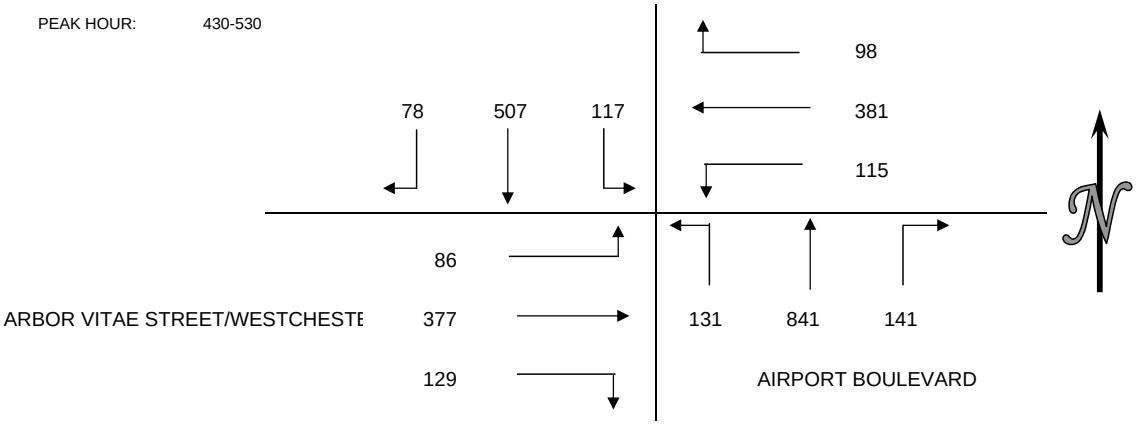
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 29, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W ARBOR VITAE STREET/WESTCHESTER PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	18	143	23	32	98	40	46	181	35	20	106	22	764
415-430	29	130	20	27	67	29	34	183	28	26	78	18	669
430-445	26	146	31	27	94	35	33	208	22	28	106	35	791
445-500	22	113	30	26	113	27	27	190	24	34	77	20	703
500-515	13	128	17	26	99	36	41	235	36	35	85	18	769
515-530	17	120	39	19	75	17	40	208	49	32	109	13	738
530-545	20	151	23	12	91	18	36	200	32	24	103	21	731
545-600	27	134	24	17	65	20	26	170	35	28	116	14	676
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	95	532	104	112	372	131	140	762	109	108	367	95	2927
415-515	90	517	98	106	373	127	135	816	110	123	346	91	2932
430-530	78	507	117	98	381	115	141	841	131	129	377	86	3001
445-545	72	512	109	83	378	98	144	833	141	125	374	72	2941
500-600	77	533	103	74	330	91	143	813	152	119	413	66	2914

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	3	1	3	9
415-430	1	4	1	1	7
430-445	2	0	2	4	8
445-500	3	2	0	2	7
500-515	1	3	2	1	7
515-530	2	5	2	1	10
530-545	3	0	1	5	9
545-600	1	0	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	9	4	10	31
415-515	7	9	5	8	29
430-530	8	10	6	8	32
445-545	9	10	5	9	33
500-600	7	8	5	8	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	1	0	3
415-430	2	0	0	0	2
430-445	4	0	0	0	4
445-500	0	1	3	0	4
500-515	3	0	1	0	4
515-530	0	0	2	0	2
530-545	2	0	1	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	1	4	0	13
415-515	9	1	4	0	14
430-530	7	1	6	0	14
445-545	5	1	7	0	13
500-600	5	0	4	0	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

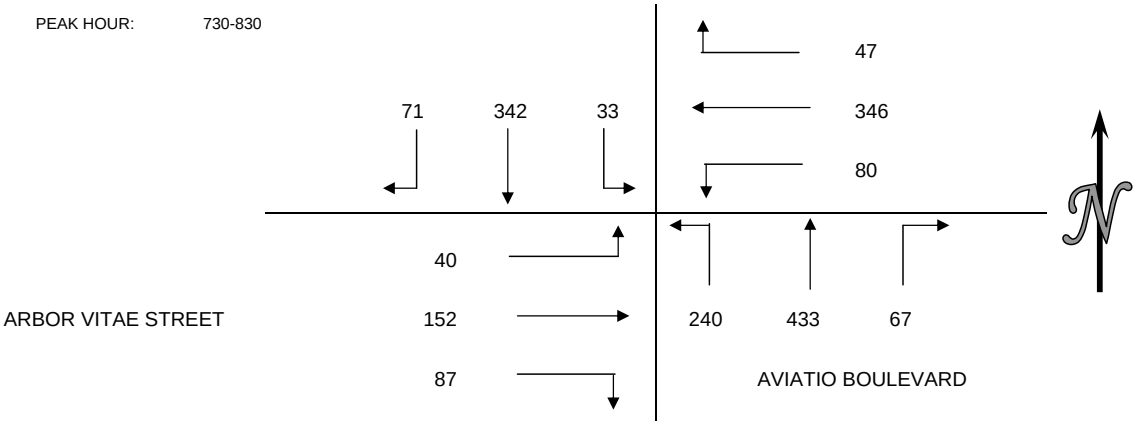
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AVIATIO BOULEVARD
	E/W	ARBOR VITAE STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	10	69	4	10	78	11	9	111	49	19	51	8	429
715-730	15	80	8	23	67	14	8	86	53	36	35	4	429
730-745	15	89	3	18	85	14	17	103	68	23	23	6	464
745-800	21	97	10	12	100	26	14	106	70	24	42	11	533
800-815	20	76	13	8	80	19	16	96	57	21	44	7	457
815-830	15	80	7	9	81	21	20	128	45	19	43	16	484
830-845	12	98	8	10	58	19	19	71	41	28	25	17	406
845-900	20	65	12	9	90	16	19	102	64	18	45	13	473
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	61	335	25	63	330	65	48	406	240	102	151	29	1855
715-815	71	342	34	61	332	73	55	391	248	104	144	28	1883
730-830	71	342	33	47	346	80	67	433	240	87	152	40	1938
745-845	68	351	38	39	319	85	69	401	213	92	154	51	1880
800-900	67	319	40	36	309	75	74	397	207	86	157	53	1820

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	4	1	0	8
715-730	2	3	1	0	6
730-745	2	5	0	0	7
745-800	3	6	2	0	11
800-815	1	5	1	1	8
815-830	1	1	1	0	3
830-845	1	0	2	0	3
845-900	1	2	2	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	18	4	0	32
715-815	8	19	4	1	32
730-830	7	17	4	1	29
745-845	6	12	6	1	25
800-900	4	8	6	1	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	2	0	0	5
715-730	1	1	1	0	3
730-745	2	0	2	0	4
745-800	2	1	1	0	4
800-815	3	1	0	0	4
815-830	3	0	0	0	3
830-845	0	1	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	4	4	0	16
715-815	8	3	4	0	15
730-830	10	2	3	0	15
745-845	8	3	1	0	12
800-900	6	2	0	0	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

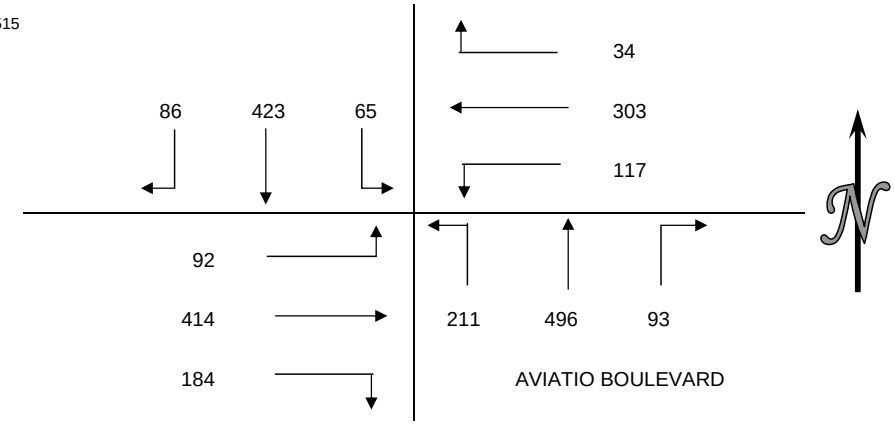
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AVIATIO BOULEVARD
	E/W	ARBOR VITAE STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	14	114	28	11	73	23	20	101	38	53	112	23	610
415-430	28	121	19	9	93	34	25	110	52	47	103	18	659
430-445	19	108	14	7	79	29	26	121	53	41	109	16	622
445-500	17	89	12	13	57	24	20	132	40	37	95	30	566
500-515	22	105	20	5	74	30	22	133	66	59	107	28	671
515-530	20	97	16	12	68	28	25	105	35	55	98	20	579
530-545	12	117	18	11	73	26	25	103	43	42	122	20	612
545-600	20	93	12	8	75	21	23	127	50	44	93	16	582
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	78	432	73	40	302	110	91	464	183	178	419	87	2457
415-515	86	423	65	34	303	117	93	496	211	184	414	92	2518
430-530	78	399	62	37	278	111	93	491	194	192	409	94	2438
445-545	71	408	66	41	272	108	92	473	184	193	422	98	2428
500-600	74	412	66	36	290	105	95	468	194	200	420	84	2444

PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	1	0	2
415-430	2	2	3	0	7
430-445	0	0	0	2	2
445-500	2	1	1	0	4
500-515	2	3	0	1	6
515-530	3	2	0	0	5
530-545	0	1	0	2	3
545-600	0	2	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	3	5	2	15
415-515	6	6	4	3	19
430-530	7	6	1	3	17
445-545	7	7	1	3	18
500-600	5	8	2	3	18

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	3	0	6
415-430	0	2	1	0	3
430-445	1	0	3	1	5
445-500	0	0	4	0	4
500-515	0	0	1	1	2
515-530	1	1	2	1	5
530-545	2	1	1	0	4
545-600	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	2	11	1	18
415-515	1	2	9	2	14
430-530	2	1	10	3	16
445-545	3	2	8	2	15
500-600	3	3	5	2	13

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

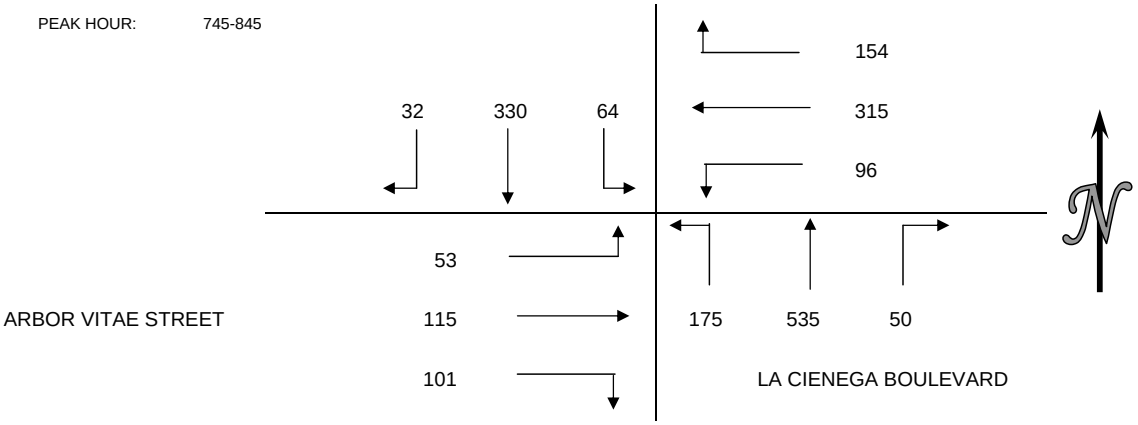
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 5, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W ARBOR VITAE STREET
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	65	14	50	70	16	7	78	21	22	30	5	382
715-730	2	58	9	36	94	17	5	90	47	17	26	6	407
730-745	6	83	16	59	81	31	8	108	32	13	30	6	473
745-800	9	90	15	61	97	38	18	117	53	22	23	14	557
800-815	10	74	15	31	71	17	9	128	31	26	30	10	452
815-830	9	82	13	24	64	20	14	150	34	23	30	20	483
830-845	4	84	21	38	83	21	9	140	57	30	32	9	528
845-900	8	85	10	25	63	37	5	108	65	20	33	11	470
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	21	296	54	206	342	102	38	393	153	74	109	31	1819
715-815	27	305	55	187	343	103	40	443	163	78	109	36	1889
730-830	34	329	59	175	313	106	49	503	150	84	113	50	1965
745-845	32	330	64	154	315	96	50	535	175	101	115	53	2020
800-900	31	325	59	118	281	95	37	526	187	99	125	50	1933

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	3	3	8
715-730	1	0	1	0	2
730-745	4	0	3	3	10
745-800	0	0	1	4	5
800-815	0	0	2	2	4
815-830	0	1	1	1	3
830-845	7	0	1	2	10
845-900	3	0	1	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	0	8	10	25
715-815	5	0	7	9	21
730-830	4	1	7	10	22
745-845	7	1	5	9	22
800-900	10	1	5	6	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	2	0	1	0	3
730-745	3	0	1	0	4
745-800	2	0	1	0	3
800-815	1	0	0	0	1
815-830	4	0	0	0	4
830-845	0	0	0	0	0
845-900	1	0	2	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	0	3	1	12
715-815	8	0	3	0	11
730-830	10	0	2	0	12
745-845	7	0	1	0	8
800-900	6	0	2	0	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

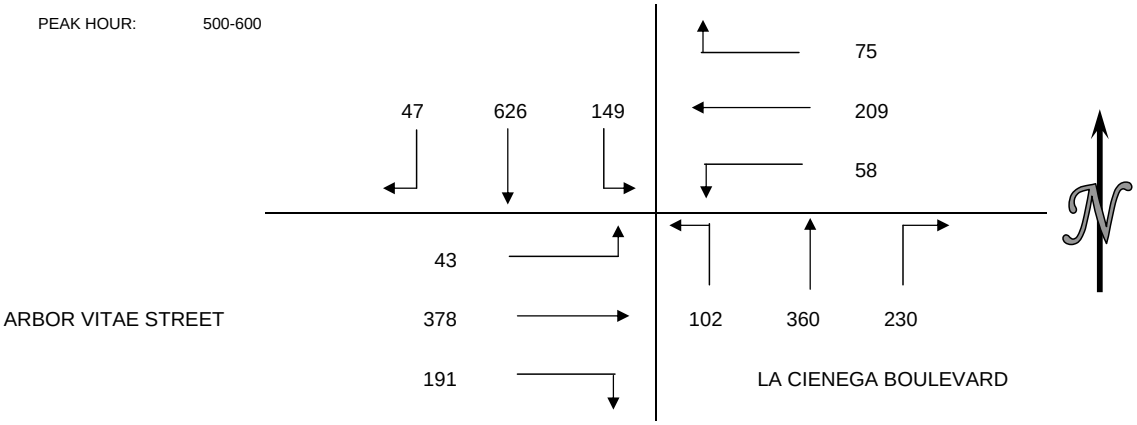
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 5, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W ARBOR VITAE STREET
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	11	125	23	17	65	5	41	107	16	46	76	11	543
415-430	5	104	27	21	68	16	60	91	16	36	94	13	551
430-445	8	120	43	24	49	12	43	104	20	36	92	17	568
445-500	10	148	33	16	52	10	50	90	21	38	81	12	561
500-515	13	189	45	14	50	9	45	84	21	57	87	11	625
515-530	12	143	38	25	54	17	60	89	35	51	97	15	636
530-545	7	142	32	17	54	16	65	102	24	47	100	5	611
545-600	15	152	34	19	51	16	60	85	22	36	94	12	596
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	34	497	126	78	234	43	194	392	73	156	343	53	2223
415-515	36	561	148	75	219	47	198	369	78	167	354	53	2305
430-530	43	600	159	79	205	48	198	367	97	182	357	55	2390
445-545	42	622	148	72	210	52	220	365	101	193	365	43	2433
500-600	47	626	149	75	209	58	230	360	102	191	378	43	2468

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	1	0	1	1	3
430-445	2	0	0	1	3
445-500	0	0	2	3	5
500-515	3	0	0	1	4
515-530	0	0	3	0	3
530-545	3	0	0	0	3
545-600	0	0	1	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	4	5	12
415-515	6	0	3	6	15
430-530	5	0	5	5	15
445-545	6	0	5	4	15
500-600	6	0	4	3	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	0	3	0	8
415-430	0	0	0	0	0
430-445	0	0	1	1	2
445-500	1	0	1	0	2
500-515	2	0	3	0	5
515-530	0	0	8	0	8
530-545	2	0	0	0	2
545-600	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	0	5	1	12
415-515	3	0	5	1	9
430-530	3	0	13	1	17
445-545	5	0	12	0	17
500-600	5	0	12	0	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

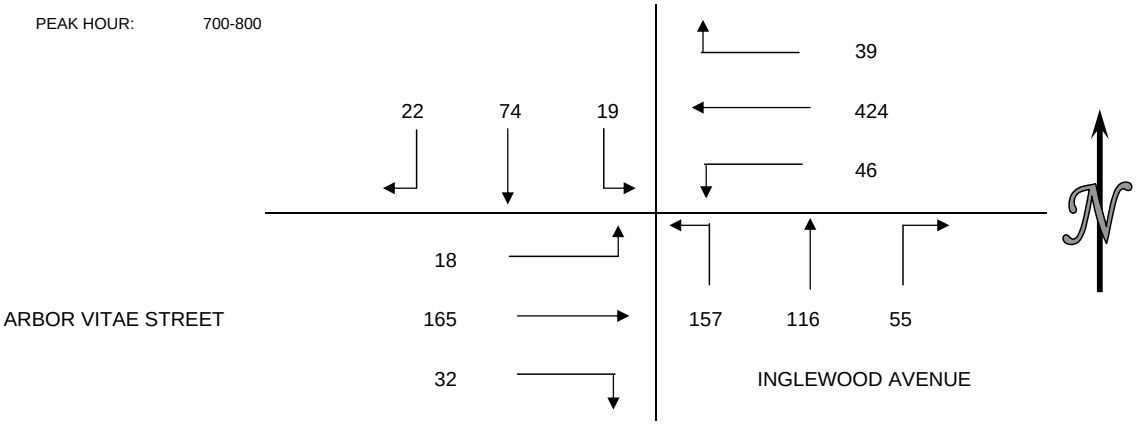
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	ARBOR VITAE STREET
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	5	17	10	8	129	12	11	33	41	5	39	3	313
715-730	2	13	4	8	100	13	9	33	23	8	41	5	259
730-745	7	18	2	14	90	9	17	20	45	5	37	2	266
745-800	8	26	3	9	105	12	18	30	48	14	48	8	329
800-815	8	27	12	4	95	19	10	22	26	7	56	3	289
815-830	10	17	8	5	87	15	8	18	23	14	54	5	264
830-845	6	25	7	6	83	17	9	29	29	12	38	3	264
845-900	7	20	6	9	75	15	16	24	27	8	53	4	264
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	22	74	19	39	424	46	55	116	157	32	165	18	1167
715-815	25	84	21	35	390	53	54	105	142	34	182	18	1143
730-830	33	88	25	32	377	55	53	90	142	40	195	18	1148
745-845	32	95	30	24	370	63	45	99	126	47	196	19	1146
800-900	31	89	33	24	340	66	43	93	105	41	201	15	1081

PEAK HOUR: 700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	2	1	0	8
715-730	3	3	2	4	12
730-745	2	2	2	4	10
745-800	5	0	2	2	9
800-815	4	4	3	2	13
815-830	4	1	0	0	5
830-845	5	0	3	3	11
845-900	5	1	1	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	15	7	7	10	39
715-815	14	9	9	12	44
730-830	15	7	7	8	37
745-845	18	5	8	7	38
800-900	18	6	7	6	37

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	0	1	1	7
715-730	1	0	0	1	2
730-745	0	0	0	1	1
745-800	1	0	1	1	3
800-815	3	0	0	0	3
815-830	1	0	2	0	3
830-845	0	0	0	2	2
845-900	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	0	2	4	13
715-815	5	0	1	3	9
730-830	5	0	3	2	10
745-845	5	0	3	3	11
800-900	6	0	2	2	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

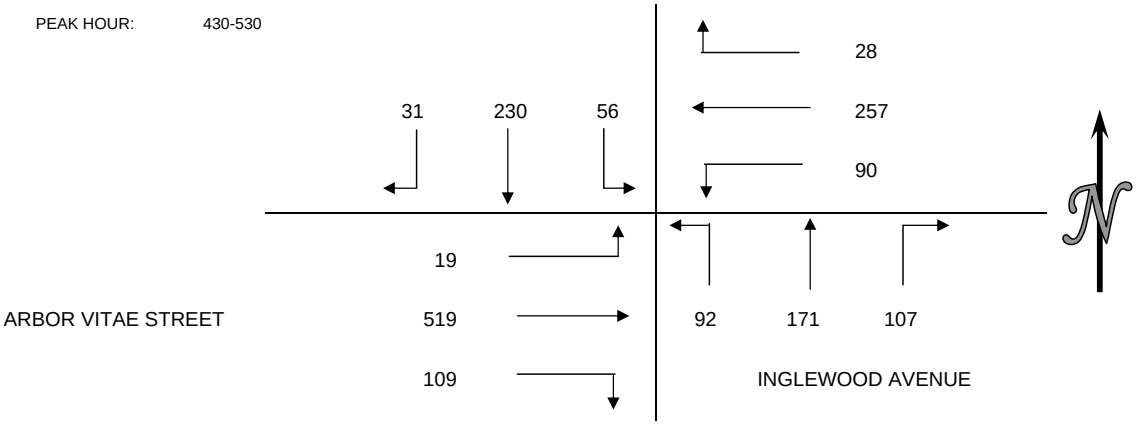
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	ARBOR VITAE STREET
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	6	54	13	8	93	20	24	22	34	34	118	11	437
415-430	6	39	10	6	66	27	26	33	22	42	103	3	383
430-445	7	55	17	8	70	22	24	43	31	27	126	5	435
445-500	9	53	14	7	79	20	38	34	20	22	120	2	418
500-515	5	64	14	8	61	31	20	47	24	28	134	7	443
515-530	10	58	11	5	47	17	25	47	17	32	139	5	413
530-545	4	60	19	9	76	16	23	30	25	26	130	9	427
545-600	7	47	14	14	76	11	31	35	27	21	135	6	424
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	28	201	54	29	308	89	112	132	107	125	467	21	1673
415-515	27	211	55	29	276	100	108	157	97	119	483	17	1679
430-530	31	230	56	28	257	90	107	171	92	109	519	19	1709
445-545	28	235	58	29	263	84	106	158	86	108	523	23	1701
500-600	26	229	58	36	260	75	99	159	93	107	538	27	1707

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	5	9	2	21
415-430	10	6	7	1	24
430-445	4	1	1	3	9
445-500	6	0	4	1	11
500-515	4	1	1	1	7
515-530	2	0	4	7	13
530-545	4	1	1	0	6
545-600	2	1	9	2	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	25	12	21	7	65
415-515	24	8	13	6	51
430-530	16	2	10	12	40
445-545	16	2	10	9	37
500-600	12	3	15	10	40

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	2	0	3
415-430	2	1	1	2	6
430-445	5	0	4	3	12
445-500	3	0	3	4	10
500-515	0	0	2	1	3
515-530	2	3	1	1	7
530-545	1	0	3	2	6
545-600	1	0	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	1	10	9	31
415-515	10	1	10	10	31
430-530	10	3	10	9	32
445-545	6	3	9	8	26
500-600	4	3	6	6	19

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

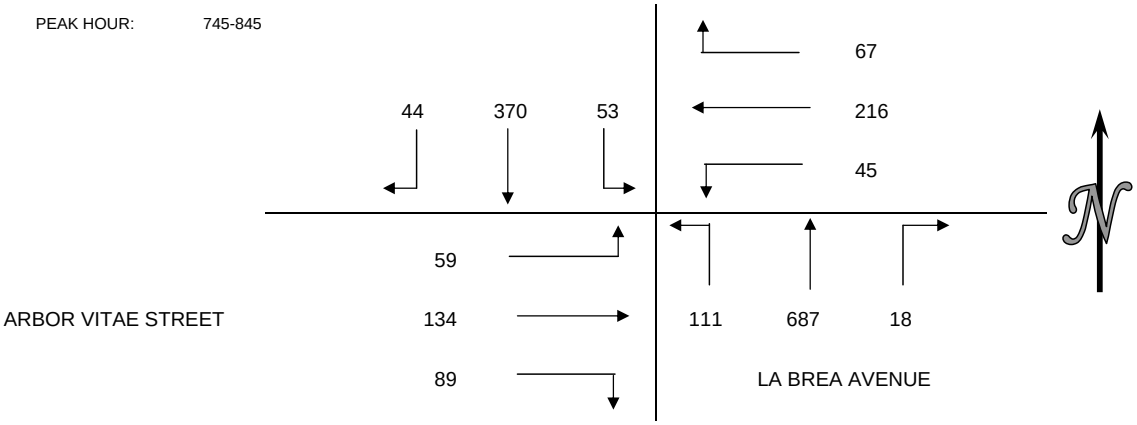
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA BREA AVENUE
	E/W	ARBOR VITAE STREET
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	42	11	21	54	3	5	124	46	14	27	17	368
715-730	4	60	8	12	72	15	5	137	34	15	27	15	404
730-745	10	65	14	17	47	6	4	157	42	21	28	13	424
745-800	5	80	10	18	66	14	4	173	33	18	30	18	469
800-815	21	104	17	20	60	14	7	183	23	26	40	12	527
815-830	6	82	12	10	37	6	6	162	23	16	32	18	410
830-845	12	104	14	19	53	11	1	169	32	29	32	11	487
845-900	10	102	23	19	43	9	10	136	28	20	41	16	457
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	23	247	43	68	239	38	18	591	155	68	112	63	1665
715-815	40	309	49	67	245	49	20	650	132	80	125	58	1824
730-830	42	331	53	65	210	40	21	675	121	81	130	61	1830
745-845	44	370	53	67	216	45	18	687	111	89	134	59	1893
800-900	49	392	66	68	193	40	24	650	106	91	145	57	1881

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	0	5
715-730	1	1	0	0	2
730-745	7	2	2	1	12
745-800	4	3	2	1	10
800-815	3	0	3	0	6
815-830	1	3	2	0	6
830-845	8	2	4	1	15
845-900	9	2	4	0	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	7	7	2	29
715-815	15	6	7	2	30
730-830	15	8	9	2	34
745-845	16	8	11	2	37
800-900	21	7	13	1	42

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	1	1	0	6
715-730	0	1	0	0	1
730-745	0	1	2	1	4
745-800	1	0	1	1	3
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	0	1	2	1	4
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	3	4	2	14
715-815	1	2	3	2	8
730-830	1	1	4	2	8
745-845	1	1	4	2	8
800-900	1	1	3	1	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

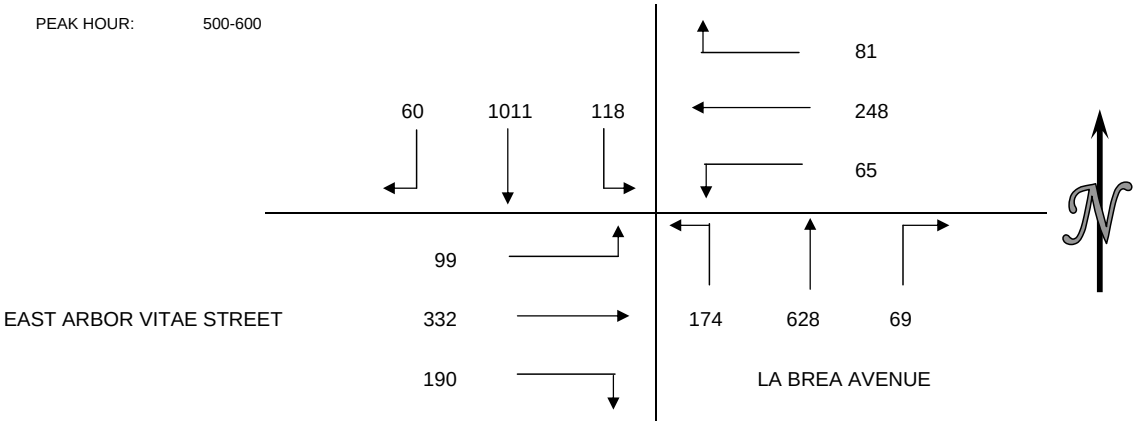
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA BREA AVENUE
	E/W	EAST ARBOR VITAE STREET
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	17	241	29	20	67	22	17	156	44	41	77	30	761
415-430	9	211	30	21	52	19	16	156	33	50	66	28	691
430-445	10	225	30	16	44	21	15	184	45	48	77	23	738
445-500	13	205	25	12	57	14	20	174	58	46	98	25	747
500-515	13	279	34	14	56	11	10	144	33	52	53	21	720
515-530	16	259	31	29	56	13	17	149	39	53	94	33	789
530-545	15	265	23	24	66	22	23	169	46	45	82	22	802
545-600	16	208	30	14	70	19	19	166	56	40	103	23	764
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	49	882	114	69	220	76	68	670	180	185	318	106	2937
415-515	45	920	119	63	209	65	61	658	169	196	294	97	2896
430-530	52	968	120	71	213	59	62	651	175	199	322	102	2994
445-545	57	1008	113	79	235	60	70	636	176	196	327	101	3058
500-600	60	1011	118	81	248	65	69	628	174	190	332	99	3075

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	7	9	1	12	29
415-430	11	7	7	5	30
430-445	2	2	2	7	13
445-500	4	2	2	12	20
500-515	8	4	0	6	18
515-530	4	1	7	8	20
530-545	4	2	10	2	18
545-600	2	1	3	6	12
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	24	20	12	36	92
415-515	25	15	11	30	81
430-530	18	9	11	33	71
445-545	20	9	19	28	76
500-600	18	8	20	22	68

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	4	2	1	8
415-430	0	0	1	2	3
430-445	2	1	5	2	10
445-500	0	1	0	3	4
500-515	0	2	1	0	3
515-530	0	0	1	0	1
530-545	0	0	0	2	2
545-600	1	2	0	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	6	8	8	25
415-515	2	4	7	7	20
430-530	2	4	7	5	18
445-545	0	3	2	5	10
500-600	1	4	2	3	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

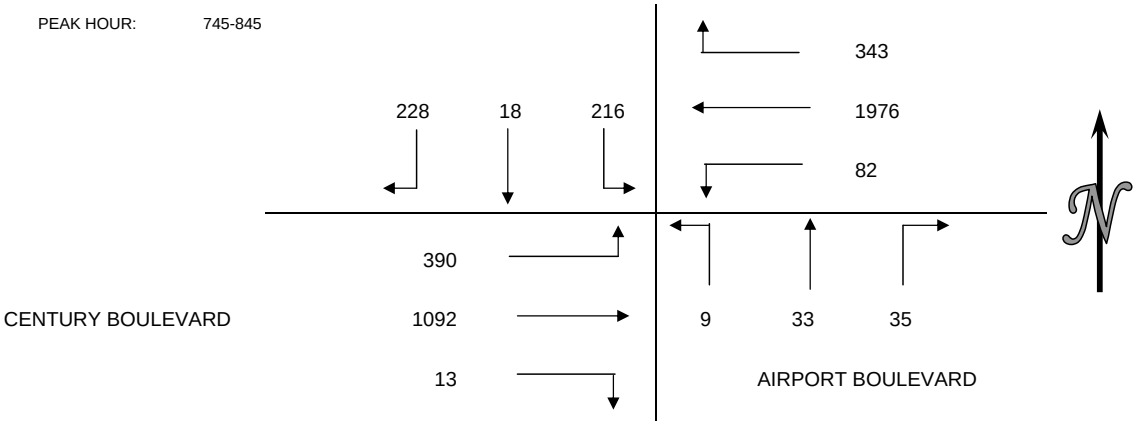
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	CENTURY BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	44	11	37	84	459	6	3	2	0	5	270	67	988
715-730	42	3	34	88	427	5	9	6	4	4	288	106	1016
730-745	60	8	40	89	485	10	16	12	3	5	251	88	1067
745-800	57	1	48	109	523	23	8	7	6	2	292	105	1181
800-815	51	5	56	61	499	12	7	6	0	4	254	80	1035
815-830	64	8	44	92	470	27	5	7	1	5	262	86	1071
830-845	56	4	68	81	484	20	15	13	2	2	284	119	1148
845-900	53	10	48	89	513	11	16	5	2	8	284	86	1125
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	203	23	159	370	1894	44	36	27	13	16	1101	366	4252
715-815	210	17	178	347	1934	50	40	31	13	15	1085	379	4299
730-830	232	22	188	351	1977	72	36	32	10	16	1059	359	4354
745-845	228	18	216	343	1976	82	35	33	9	13	1092	390	4435
800-900	224	27	216	323	1966	70	43	31	5	19	1084	371	4379

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	0	2	1	7
715-730	3	0	3	4	10
730-745	0	0	1	0	1
745-800	5	0	3	4	12
800-815	0	0	2	2	4
815-830	6	0	2	1	9
830-845	3	0	0	0	3
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	12	0	9	9	30
715-815	8	0	9	10	27
730-830	11	0	8	7	26
745-845	14	0	7	7	28
800-900	9	0	4	4	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	0	0	1	0	1
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	1	2	4
715-815	0	0	1	1	2
730-830	0	0	0	1	1
745-845	0	0	1	0	1
800-900	0	0	1	1	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

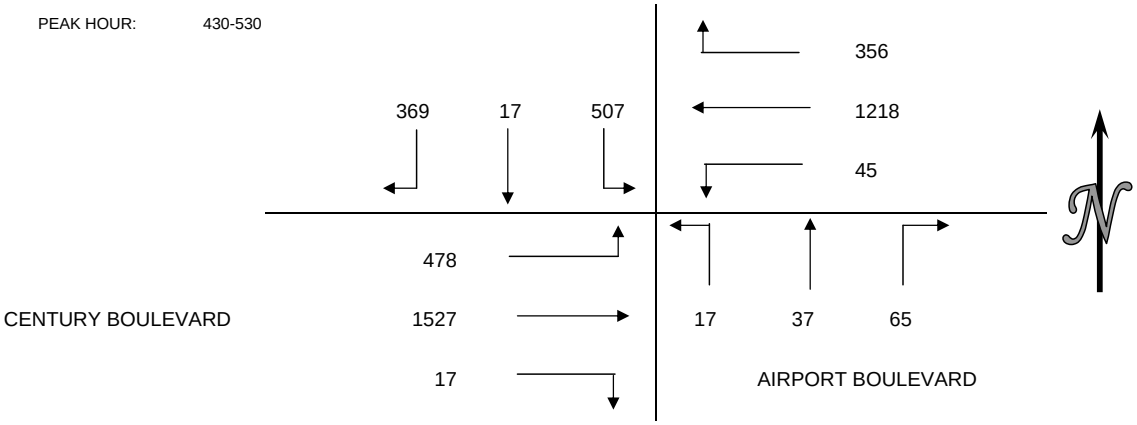
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 29, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	92	2	119	82	250	5	8	6	5	3	388	114	1074
415-430	82	4	101	78	288	19	8	6	8	3	403	128	1128
430-445	105	5	126	91	303	7	14	9	7	8	380	128	1183
445-500	89	2	115	70	283	10	21	7	2	5	378	114	1096
500-515	82	2	143	80	288	19	13	15	7	2	429	126	1206
515-530	93	8	123	115	344	9	17	6	1	2	340	110	1168
530-545	70	12	104	85	301	14	9	4	2	7	363	125	1096
545-600	89	3	106	70	287	8	25	14	10	5	396	117	1130
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	368	13	461	321	1124	41	51	28	22	19	1549	484	4481
415-515	358	13	485	319	1162	55	56	37	24	18	1590	496	4613
430-530	369	17	507	356	1218	45	65	37	17	17	1527	478	4653
445-545	334	24	485	350	1216	52	60	32	12	16	1510	475	4566
500-600	334	25	476	350	1220	50	64	39	20	16	1528	478	4600

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	0	3	4	15
415-430	3	0	5	4	12
430-445	2	0	7	6	15
445-500	1	0	9	8	18
500-515	1	0	3	2	6
515-530	2	0	5	5	12
530-545	6	0	6	6	18
545-600	0	0	4	4	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	14	0	24	22	60
415-515	7	0	24	20	51
430-530	6	0	24	21	51
445-545	10	0	23	21	54
500-600	9	0	18	17	44

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	0	1	1
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	1	1	2
530-545	0	0	4	0	4
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	1	1	3
415-515	1	0	1	1	3
430-530	1	0	2	1	4
445-545	0	0	6	1	7
500-600	0	0	6	1	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

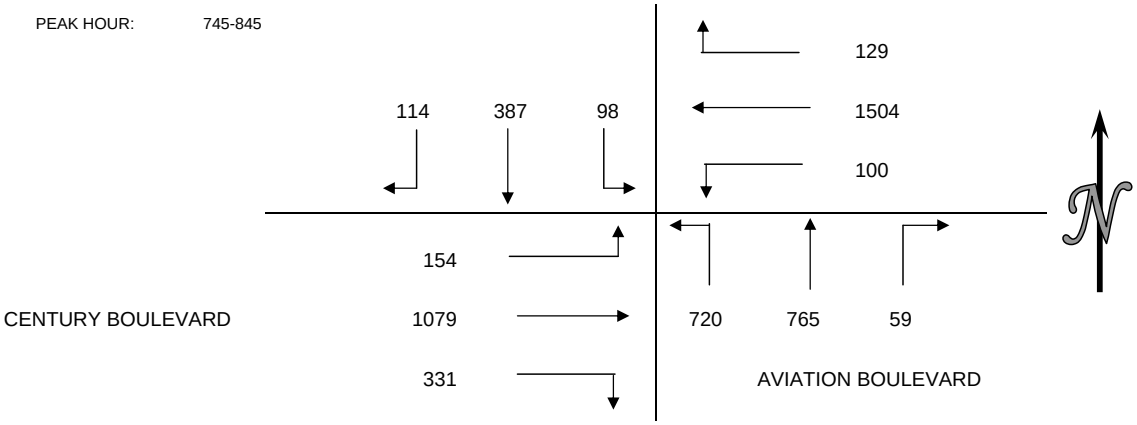
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 29, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S AVIATION BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	28	64	16	32	331	50	8	105	87	43	172	15	951
715-730	22	85	11	29	363	26	11	112	106	50	206	34	1055
730-745	44	103	27	52	421	27	15	134	135	54	186	23	1221
745-800	31	90	24	33	375	21	13	177	199	81	236	21	1301
800-815	24	108	35	39	410	31	14	192	178	94	279	48	1452
815-830	33	105	22	33	398	26	15	168	169	64	250	49	1332
830-845	26	84	17	24	321	22	17	228	174	92	314	36	1355
845-900	49	89	19	38	308	34	11	173	121	71	320	49	1282
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	125	342	78	146	1490	124	47	528	527	228	800	93	4528
715-815	121	386	97	153	1569	105	53	615	618	279	907	126	5029
730-830	132	406	108	157	1604	105	57	671	681	293	951	141	5306
745-845	114	387	98	129	1504	100	59	765	720	331	1079	154	5440
800-900	132	386	93	134	1437	113	57	761	642	321	1163	182	5421

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	5	2	0	10
715-730	15	6	0	0	21
730-745	27	1	5	0	33
745-800	16	1	1	0	18
800-815	10	7	3	0	20
815-830	16	5	2	0	23
830-845	16	5	0	0	21
845-900	10	6	0	0	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	61	13	8	0	82
715-815	68	15	9	0	92
730-830	69	14	11	0	94
745-845	58	18	6	0	82
800-900	52	23	5	0	80

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	6	3	0	0	9
730-745	3	6	0	0	9
745-800	0	3	2	0	5
800-815	1	2	0	0	3
815-830	1	0	0	0	1
830-845	2	0	1	0	3
845-900	1	2	0	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	12	2	0	25
715-815	10	14	2	0	26
730-830	5	11	2	0	18
745-845	4	5	3	0	12
800-900	5	4	1	0	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

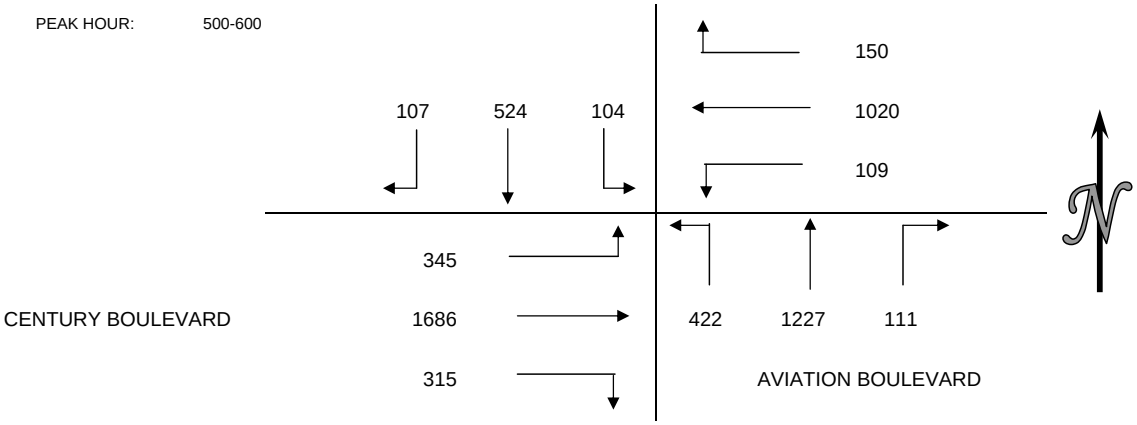
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 29, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S AVIATION BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	44	113	37	46	329	23	12	151	101	66	373	50	1345
415-430	38	108	33	33	270	29	17	187	119	55	363	54	1306
430-445	38	124	44	45	309	21	12	226	135	67	449	68	1538
445-500	36	137	29	37	273	37	15	269	118	78	440	54	1523
500-515	32	144	23	53	244	32	24	318	102	69	383	65	1489
515-530	28	135	28	36	286	22	30	279	91	95	408	98	1536
530-545	27	132	31	21	255	26	33	301	102	61	426	84	1499
545-600	20	113	22	40	235	29	24	329	127	90	469	98	1596
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	156	482	143	161	1181	110	56	833	473	266	1625	226	5712
415-515	144	513	129	168	1096	119	68	1000	474	269	1635	241	5856
430-530	134	540	124	171	1112	112	81	1092	446	309	1680	285	6086
445-545	123	548	111	147	1058	117	102	1167	413	303	1657	301	6047
500-600	107	524	104	150	1020	109	111	1227	422	315	1686	345	6120

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	20	5	4	0	29
415-430	15	8	2	0	25
430-445	29	1	3	0	33
445-500	15	1	2	0	18
500-515	15	0	1	0	16
515-530	22	7	3	0	32
530-545	12	6	2	0	20
545-600	21	3	5	0	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	79	15	11	0	105
415-515	74	10	8	0	92
430-530	81	9	9	0	99
445-545	64	14	8	0	86
500-600	70	16	11	0	97

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	5	2	0	9
415-430	3	3	1	0	7
430-445	2	1	1	0	4
445-500	3	2	0	0	5
500-515	1	3	0	0	4
515-530	5	3	1	0	9
530-545	2	0	0	0	2
545-600	3	1	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	11	4	0	25
415-515	9	9	2	0	20
430-530	11	9	2	0	22
445-545	11	8	1	0	20
500-600	11	7	1	0	19

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

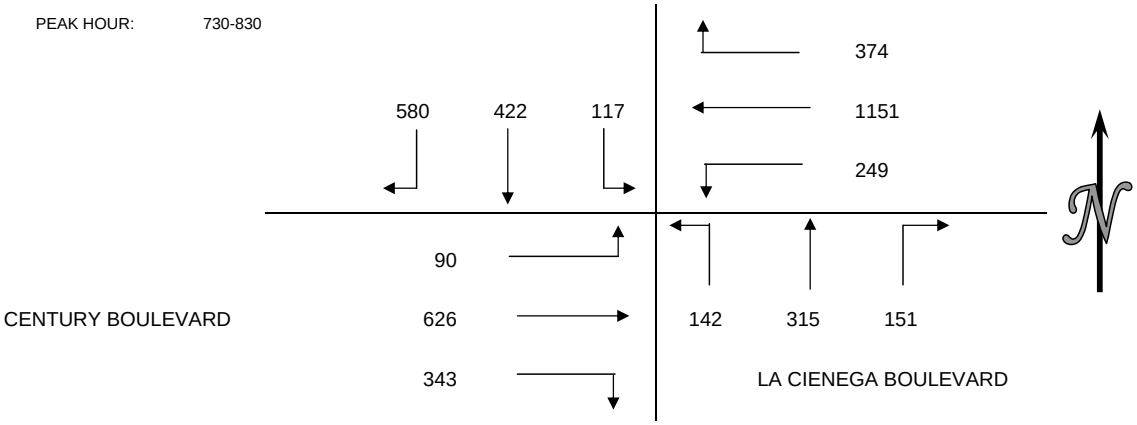
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	CENTURY BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	148	65	32	74	276	44	40	58	25	58	149	19	988
715-730	145	72	30	68	281	61	41	57	38	70	140	25	1028
730-745	132	110	22	91	260	64	38	56	32	81	174	22	1082
745-800	142	91	29	84	315	69	35	99	39	86	159	19	1167
800-815	164	121	29	103	282	57	36	76	33	100	157	25	1183
815-830	142	100	37	96	294	59	42	84	38	76	136	24	1128
830-845	134	99	39	88	208	38	28	72	37	81	159	26	1009
845-900	136	108	30	86	279	54	35	87	32	74	155	21	1097
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	567	338	113	317	1132	238	154	270	134	295	622	85	4265
715-815	583	394	110	346	1138	251	150	288	142	337	630	91	4460
730-830	580	422	117	374	1151	249	151	315	142	343	626	90	4560
745-845	582	411	134	371	1099	223	141	331	147	343	611	94	4487
800-900	576	428	135	373	1063	208	141	319	140	331	607	96	4417

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	9	1	1	9	20
715-730	19	1	1	14	35
730-745	15	3	0	3	21
745-800	9	3	4	16	32
800-815	7	2	12	9	30
815-830	5	5	13	10	33
830-845	11	1	9	12	33
845-900	5	4	5	5	19
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	52	8	6	42	108
715-815	50	9	17	42	118
730-830	36	13	29	38	116
745-845	32	11	38	47	128
800-900	28	12	39	36	115

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	1	2	6
715-730	3	0	0	0	3
730-745	1	0	2	1	4
745-800	1	2	1	0	4
800-815	0	2	0	0	2
815-830	1	0	0	0	1
830-845	1	0	0	1	2
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	2	4	3	17
715-815	5	4	3	1	13
730-830	3	4	3	1	11
745-845	3	4	1	1	9
800-900	2	2	1	1	6

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

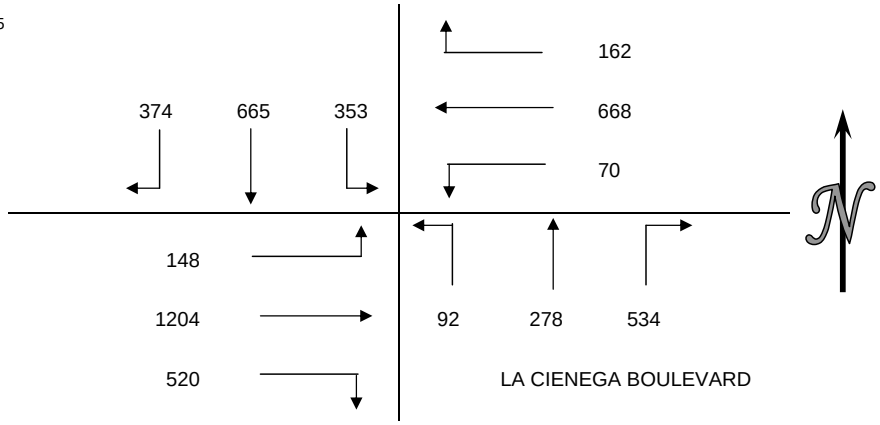
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 3, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	138	127	88	33	185	22	106	59	15	152	313	35	1273
415-430	108	106	64	50	181	19	122	59	24	130	233	15	1111
430-445	98	150	86	37	152	29	132	82	29	114	264	34	1207
445-500	97	166	72	31	162	16	129	59	31	134	292	32	1221
500-515	88	181	88	40	160	10	139	76	22	129	289	44	1266
515-530	83	136	101	43	165	20	128	63	18	132	324	39	1252
530-545	106	182	92	48	181	24	138	80	21	125	299	33	1329
545-600	91	101	81	42	161	19	110	49	17	139	262	36	1108
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	441	549	310	151	680	86	489	259	99	530	1102	116	4812
415-515	391	603	310	158	655	74	522	276	106	507	1078	125	4805
430-530	366	633	347	151	639	75	528	280	100	509	1169	149	4946
445-545	374	665	353	162	668	70	534	278	92	520	1204	148	5068
500-600	368	600	362	173	667	73	515	268	78	525	1174	152	4955

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	11	5	9	5	30
415-430	5	3	7	7	22
430-445	10	4	9	8	31
445-500	6	2	0	4	12
500-515	4	5	4	10	23
515-530	7	4	9	15	35
530-545	9	4	6	15	34
545-600	3	3	5	3	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	32	14	25	24	95
415-515	25	14	20	29	88
430-530	27	15	22	37	101
445-545	26	15	19	44	104
500-600	23	16	24	43	106

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	1	3	7
415-430	1	0	0	0	1
430-445	0	0	5	1	6
445-500	2	0	0	0	2
500-515	0	2	3	0	5
515-530	0	0	0	0	0
530-545	1	0	2	0	3
545-600	1	0	2	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	0	6	4	16
415-515	3	2	8	1	14
430-530	2	2	8	1	13
445-545	3	2	5	0	10
500-600	2	2	7	1	12

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

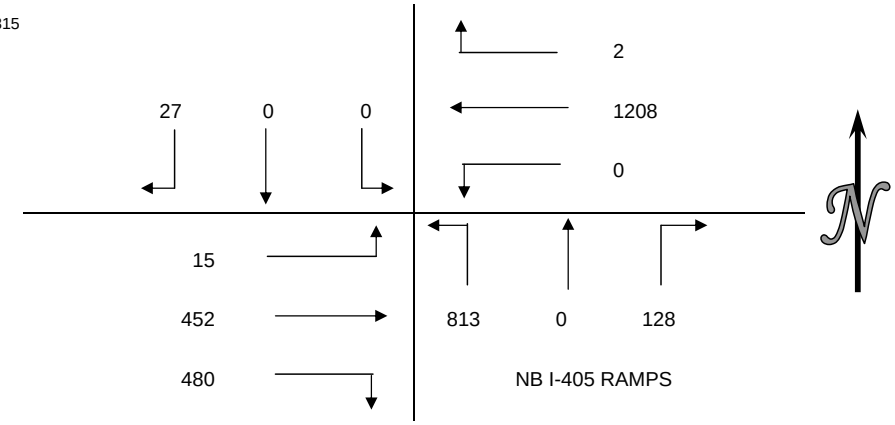
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 3, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S NB I-405 RAMPS
E/W CENTURY BOULEVARD
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	0	0	1	263	0	30	0	158	91	81	5	635
715-730	10	0	0	0	288	0	25	0	188	114	112	6	743
730-745	5	0	0	0	296	0	36	0	195	127	100	5	764
745-800	6	0	0	2	327	0	38	0	218	133	125	1	850
800-815	6	0	0	0	297	0	29	0	212	106	115	3	768
815-830	8	0	0	2	224	0	27	0	232	107	101	6	707
830-845	4	0	0	2	217	0	23	0	202	148	101	5	702
845-900	4	0	0	1	255	0	17	0	175	112	89	7	660
HOUR TOTALS	1	2	3	4	25	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	27	0	0	3	1174	0	129	0	759	465	418	17	2992
715-815	27	0	0	2	1208	0	128	0	813	480	452	15	3125
730-830	25	0	0	4	1144	0	130	0	857	473	441	15	3089
745-845	24	0	0	6	1065	0	117	0	864	494	442	15	3027
800-900	22	0	0	5	993	0	96	0	821	473	406	21	2837

PEAK HOUR: 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	1	0	3
715-730	6	0	0	0	6
730-745	2	0	0	0	2
745-800	1	0	4	0	5
800-815	0	0	1	0	1
815-830	2	0	1	0	3
830-845	2	0	3	0	5
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	0	5	0	16
715-815	9	0	5	0	14
730-830	5	0	6	0	11
745-845	5	0	9	0	14
800-900	5	0	5	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	2	0	4
715-730	0	0	1	0	1
730-745	3	0	2	0	5
745-800	1	0	1	0	2
800-815	0	0	1	0	1
815-830	1	0	0	0	1
830-845	1	0	1	0	2
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	0	6	0	12
715-815	4	0	5	0	9
730-830	5	0	4	0	9
745-845	3	0	3	0	6
800-900	2	0	3	0	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

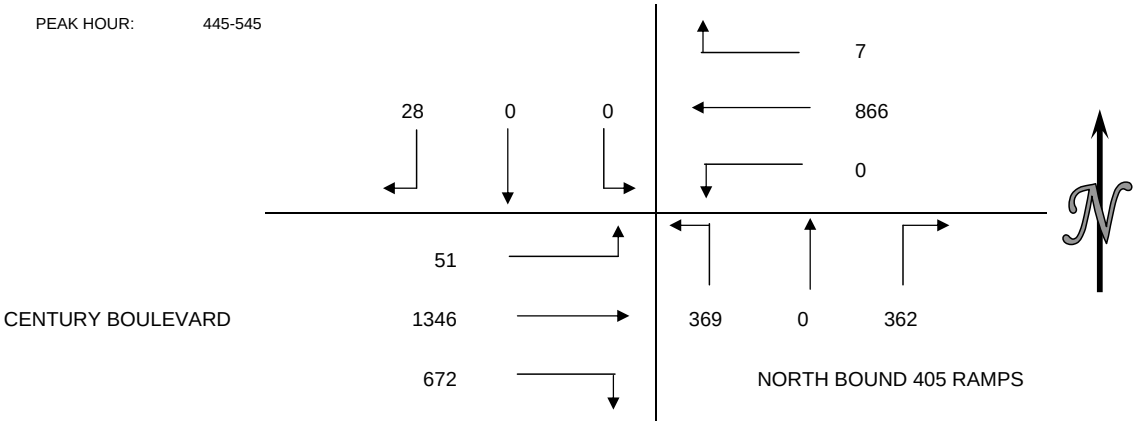
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 3, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	NORTH BOUND 405 RAMPS
	E/W	CENTURY BOULEVARD
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	8	0	0	2	200	0	69	0	95	148	246	48	816
415-430	5	0	0	2	203	0	91	0	116	159	259	9	844
430-445	9	0	0	2	209	0	70	0	105	141	312	14	862
445-500	5	0	0	1	194	0	84	0	99	180	324	4	891
500-515	9	0	0	1	224	0	90	0	84	161	345	10	924
515-530	7	0	0	5	240	0	103	0	87	183	361	29	1015
530-545	7	0	0	0	208	0	85	0	99	148	316	8	871
545-600	10	0	0	2	214	0	77	0	104	159	273	8	847
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	27	0	0	7	806	0	314	0	415	628	1141	75	3413
415-515	28	0	0	6	830	0	335	0	404	641	1240	37	3521
430-530	30	0	0	9	867	0	347	0	375	665	1342	57	3692
445-545	28	0	0	7	866	0	362	0	369	672	1346	51	3701
500-600	33	0	0	8	886	0	355	0	374	651	1295	55	3657

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	1	0	1	0	2
430-445	0	0	3	0	3
445-500	0	0	1	0	1
500-515	0	0	3	0	3
515-530	0	0	4	0	4
530-545	2	0	3	1	6
545-600	5	0	4	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	6	1	8
415-515	1	0	8	0	9
430-530	0	0	11	0	11
445-545	2	0	11	1	14
500-600	7	0	14	1	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	2	0	2
430-445	0	0	7	0	7
445-500	1	0	0	0	1
500-515	0	0	4	0	4
515-530	0	0	1	0	1
530-545	1	0	1	0	2
545-600	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	10	0	11
415-515	1	0	13	0	14
430-530	1	0	12	0	13
445-545	2	0	6	0	8
500-600	1	0	7	0	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

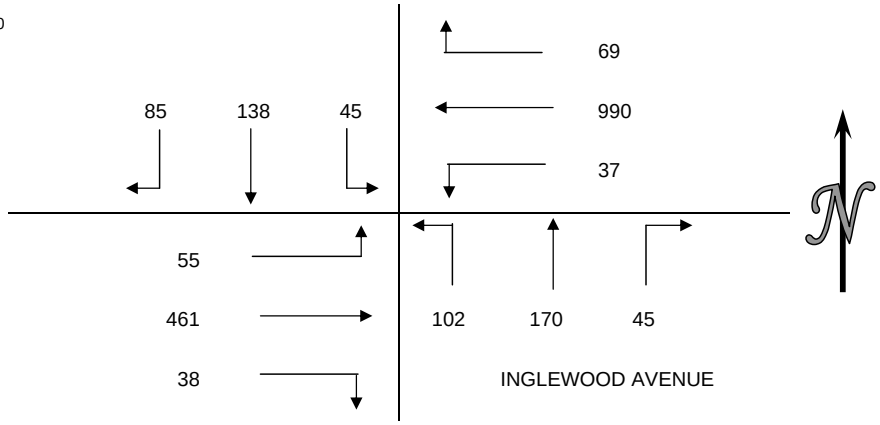
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	CENTURY BOULEVARD
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	29	29	7	13	234	8	12	37	33	9	95	11	517
715-730	22	26	10	10	217	8	16	45	29	15	116	12	526
730-745	19	28	4	11	285	6	12	40	31	13	123	8	580
745-800	22	32	17	27	232	8	13	41	20	7	112	21	552
800-815	21	44	9	16	214	8	7	47	29	9	120	10	534
815-830	23	34	15	15	259	15	13	42	22	9	106	16	569
830-845	13	38	6	17	207	13	13	32	19	7	110	9	484
845-900	15	27	12	6	180	9	12	46	21	7	97	12	444
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	92	115	38	61	968	30	53	163	113	44	446	52	2175
715-815	84	130	40	64	948	30	48	173	109	44	471	51	2192
730-830	85	138	45	69	990	37	45	170	102	38	461	55	2235
745-845	79	148	47	75	912	44	46	162	90	32	448	56	2139
800-900	72	143	42	54	860	45	45	167	91	32	433	47	2031

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	4	6	13
715-730	4	3	15	16	38
730-745	3	2	4	6	15
745-800	2	4	7	7	20
800-815	1	4	3	11	19
815-830	2	0	7	5	14
830-845	3	1	2	7	13
845-900	6	6	8	4	24
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	12	9	30	35	86
715-815	10	13	29	40	92
730-830	8	10	21	29	68
745-845	8	9	19	30	66
800-900	12	11	20	27	70

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	0	3
715-730	3	1	0	0	4
730-745	1	1	0	0	2
745-800	1	3	2	2	8
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	1	0	1	2	4
845-900	0	2	1	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	5	5	2	17
715-815	5	5	2	3	15
730-830	2	4	2	3	11
745-845	2	3	3	5	13
800-900	1	2	2	4	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

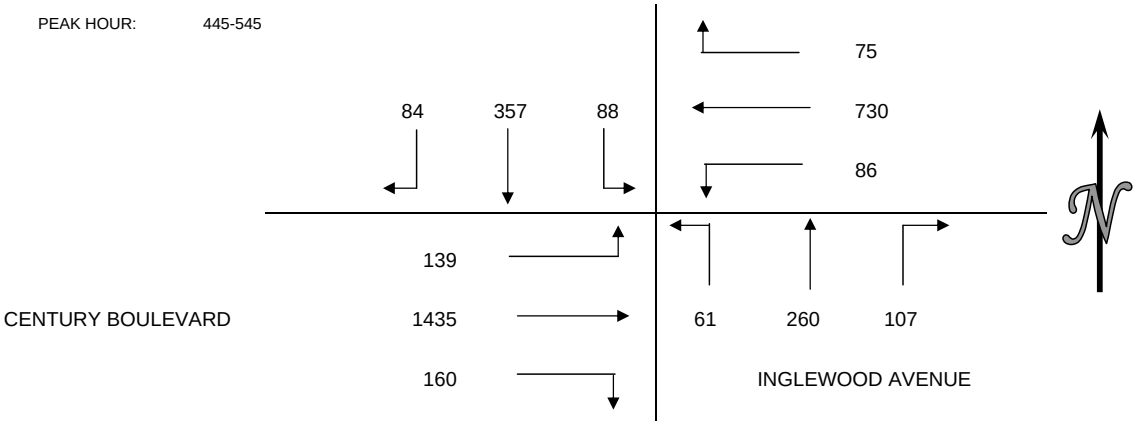
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	CENTURY BOULEVARD
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	28	88	27	16	190	30	31	77	13	42	346	41	929
415-430	29	84	17	16	167	23	21	60	12	32	311	28	800
430-445	22	72	20	21	142	20	19	70	18	37	345	26	812
445-500	29	97	31	29	182	25	28	70	15	33	348	36	923
500-515	14	105	22	12	217	31	30	57	14	40	320	29	891
515-530	20	78	20	16	180	18	25	65	19	37	378	35	891
530-545	21	77	15	18	151	12	24	68	13	50	389	39	877
545-600	15	70	14	11	205	23	28	62	15	37	384	26	890
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	108	341	95	82	681	98	99	277	58	144	1350	131	3464
415-515	94	358	90	78	708	99	98	257	59	142	1324	119	3426
430-530	85	352	93	78	721	94	102	262	66	147	1391	126	3517
445-545	84	357	88	75	730	86	107	260	61	160	1435	139	3582
500-600	70	330	71	57	753	84	107	252	61	164	1471	129	3549

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	1	17	15	41
415-430	8	2	6	16	32
430-445	3	1	18	8	30
445-500	4	5	5	8	22
500-515	3	0	9	7	19
515-530	1	4	9	7	21
530-545	3	1	11	12	27
545-600	0	0	20	16	36
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	23	9	46	47	125
415-515	18	8	38	39	103
430-530	11	10	41	30	92
445-545	11	10	34	34	89
500-600	7	5	49	42	103

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	2	0	3
415-430	0	3	2	7	12
430-445	0	1	3	3	7
445-500	0	3	5	6	14
500-515	1	3	6	5	15
515-530	0	3	2	2	7
530-545	1	0	2	3	6
545-600	0	1	1	4	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	7	12	16	36
415-515	1	10	16	21	48
430-530	1	10	16	16	43
445-545	2	9	15	16	42
500-600	2	7	11	14	34

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

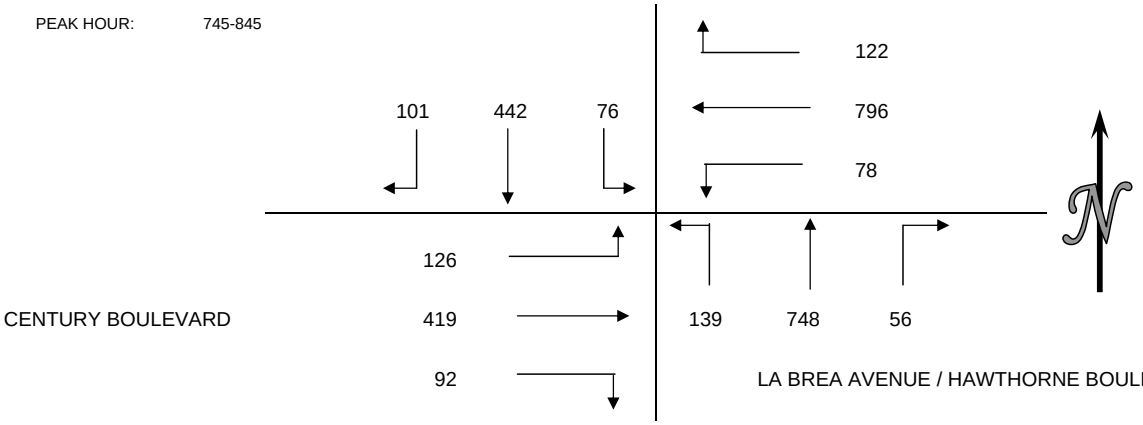
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 5, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA BREA AVENUE / HAWTHORNE BOULEVARD
	E/W	CENTURY BOULEVARD
CITY:		INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	25	60	16	13	188	13	11	132	21	17	59	26	581
715-730	41	76	9	28	205	16	12	186	37	15	78	23	726
730-745	33	100	15	21	270	27	8	142	30	21	70	19	756
745-800	36	111	11	30	198	22	10	176	31	25	92	28	770
800-815	16	94	26	37	198	19	13	207	37	19	120	33	819
815-830	20	103	14	33	217	20	23	166	35	23	87	30	771
830-845	29	134	25	22	183	17	10	199	36	25	120	35	835
845-900	20	98	21	22	152	16	4	125	19	16	90	20	603
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	135	347	51	92	861	78	41	636	119	78	299	96	2833
715-815	126	381	61	116	871	84	43	711	135	80	360	103	3071
730-830	105	408	66	121	883	88	54	691	133	88	369	110	3116
745-845	101	442	76	122	796	78	56	748	139	92	419	126	3195
800-900	85	429	86	114	750	72	50	697	127	83	417	118	3028

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	12	16	11	4	43
715-730	6	7	5	2	20
730-745	3	13	6	2	24
745-800	3	13	7	1	24
800-815	9	12	6	1	28
815-830	11	15	6	0	32
830-845	9	11	3	0	23
845-900	3	8	7	3	21
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	24	49	29	9	111
715-815	21	45	24	6	96
730-830	26	53	25	4	108
745-845	32	51	22	2	107
800-900	32	46	22	4	104

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	4	6	0	12
715-730	1	2	3	1	7
730-745	1	3	1	0	5
745-800	0	0	0	0	0
800-815	1	0	1	0	2
815-830	1	2	0	1	4
830-845	1	1	4	0	6
845-900	1	0	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	9	10	1	24
715-815	3	5	5	1	14
730-830	3	5	2	1	11
745-845	3	3	5	1	12
800-900	4	3	6	1	14

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

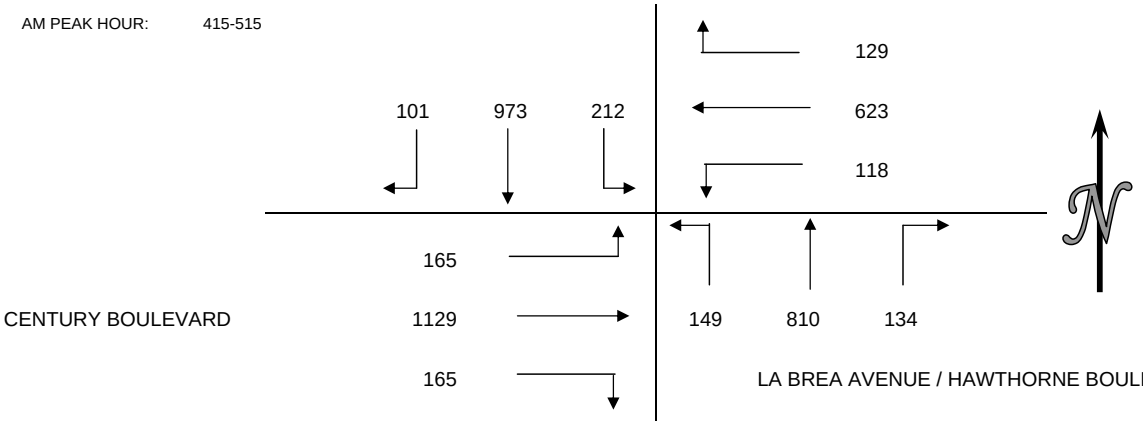
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY AUGUST 5, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA BREA AVENUE / HAWTHORNE BOULEVARD
E/W CENTURY BOULEVARD
CITY: INGLEWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	44	240	46	35	122	30	27	192	51	11	343	26	1167
415-430	38	227	48	34	159	29	24	205	34	68	304	28	1198
430-445	21	249	45	31	163	40	45	193	47	26	296	50	1206
445-500	20	236	55	30	136	22	36	221	21	31	249	41	1098
500-515	22	261	64	34	165	27	29	191	47	40	280	46	1206
515-530	21	256	54	26	136	26	29	147	29	50	261	55	1090
530-545	24	233	51	34	154	24	44	181	25	35	305	42	1152
545-600	28	208	82	29	195	29	23	198	46	44	254	46	1182
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	123	952	194	130	580	121	132	811	153	136	1192	145	4669
415-515	101	973	212	129	623	118	134	810	149	165	1129	165	4708
430-530	84	1002	218	121	600	115	139	752	144	147	1086	192	4600
445-545	87	986	224	124	591	99	138	740	122	156	1095	184	4546
500-600	95	958	251	123	650	106	125	717	147	169	1100	189	4630

AM PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	27	30	4	67
415-430	8	26	12	1	47
430-445	8	24	26	2	60
445-500	13	32	30	1	76
500-515	19	13	11	10	53
515-530	12	33	25	6	76
530-545	6	14	24	6	50
545-600	21	29	12	8	70
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	35	109	98	8	250
415-515	48	95	79	14	236
430-530	52	102	92	19	265
445-545	50	92	90	23	255
500-600	58	89	72	30	249

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	0	1	3
415-430	3	4	3	1	11
430-445	5	6	4	1	16
445-500	2	2	5	1	10
500-515	4	7	3	0	14
515-530	1	3	0	0	4
530-545	6	3	4	2	15
545-600	8	5	0	1	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	14	12	4	40
415-515	14	19	15	3	51
430-530	12	18	12	2	44
445-545	13	15	12	3	43
500-600	19	18	7	3	47

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

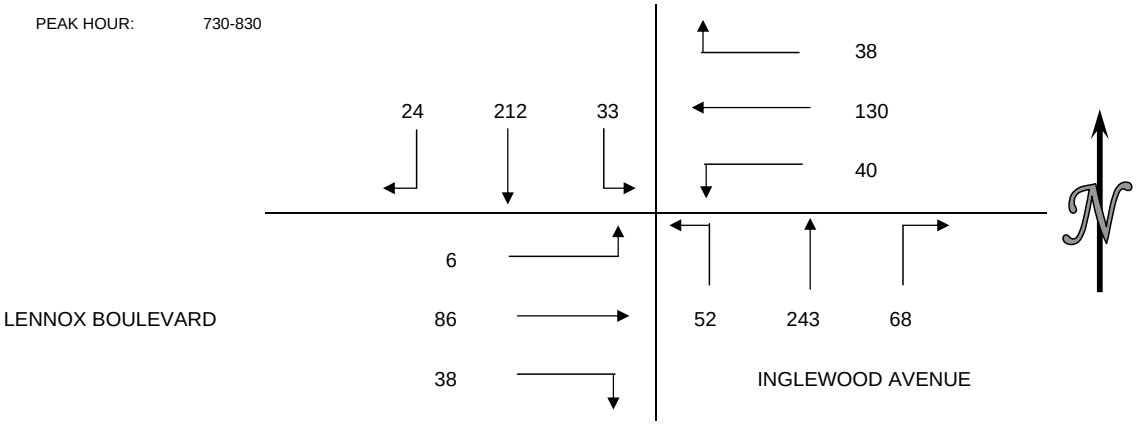
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY AUGUST 10, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S INGLEWOOD AVENUE
E/W LENNOX BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	54	13	16	20	11	15	40	7	8	12	2	201
715-730	3	43	5	3	22	11	14	46	12	13	35	5	212
730-745	7	54	9	8	43	7	11	65	10	12	32	1	259
745-800	3	49	6	9	34	21	25	52	17	11	21	2	250
800-815	3	57	13	11	24	4	21	55	13	9	19	3	232
815-830	11	52	5	10	29	8	11	71	12	6	14	0	229
830-845	5	49	5	4	27	15	9	50	9	8	16	2	199
845-900	5	46	13	7	12	10	16	56	9	8	23	1	206
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	16	200	33	36	119	50	65	203	46	44	100	10	922
715-815	16	203	33	31	123	43	71	218	52	45	107	11	953
730-830	24	212	33	38	130	40	68	243	52	38	86	6	970
745-845	22	207	29	34	114	48	66	228	51	34	70	7	910
800-900	24	204	36	32	92	37	57	232	43	31	72	6	866

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	1	2	7
715-730	10	3	6	7	26
730-745	2	2	2	5	11
745-800	1	0	3	1	5
800-815	0	2	7	4	13
815-830	2	2	4	0	8
830-845	0	3	1	0	4
845-900	6	5	0	2	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	15	7	12	15	49
715-815	13	7	18	17	55
730-830	5	6	16	10	37
745-845	3	7	15	5	30
800-900	8	12	12	6	38

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	2	2	6
715-730	0	0	1	1	2
730-745	0	0	2	2	4
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	6	5	13
715-815	0	0	4	3	7
730-830	0	0	3	3	6
745-845	0	0	1	1	2
800-900	1	0	0	1	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

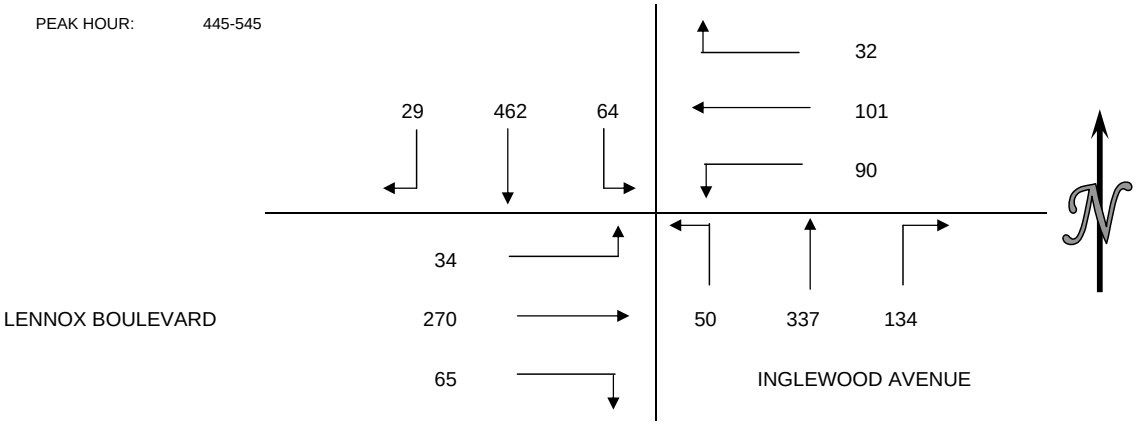
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY AUGUST 10, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	LENNOX BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	3	77	17	7	26	7	34	80	26	17	55	7	356
415-430	4	83	21	8	31	10	37	71	20	16	57	6	364
430-445	4	81	13	10	32	13	35	64	12	21	61	5	351
445-500	5	112	13	4	27	26	21	83	8	17	53	7	376
500-515	3	100	17	4	18	15	41	78	16	14	90	6	402
515-530	9	110	16	15	34	24	33	88	16	17	63	11	436
530-545	12	140	18	9	22	25	39	88	10	17	64	10	454
545-600	4	48	9	0	11	9	38	97	9	16	45	3	289
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	16	353	64	29	116	56	127	298	66	71	226	25	1447
415-515	16	376	64	26	108	64	134	296	56	68	261	24	1493
430-530	21	403	59	33	111	78	130	313	52	69	267	29	1565
445-545	29	462	64	32	101	90	134	337	50	65	270	34	1668
500-600	28	398	60	28	85	73	151	351	51	64	262	30	1581

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	5	8	9	28
415-430	0	6	13	8	27
430-445	9	8	13	5	35
445-500	1	5	8	5	19
500-515	4	6	10	8	28
515-530	2	0	9	3	14
530-545	6	8	9	1	24
545-600	15	6	6	8	35
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	16	24	42	27	109
415-515	14	25	44	26	109
430-530	16	19	40	21	96
445-545	13	19	36	17	85
500-600	27	20	34	20	101

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	2	2	4
430-445	2	5	2	0	9
445-500	6	2	1	0	9
500-515	0	0	2	4	6
515-530	0	0	1	2	3
530-545	0	0	0	2	2
545-600	0	0	4	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	7	6	2	23
415-515	8	7	7	6	28
430-530	8	7	6	6	27
445-545	6	2	4	8	20
500-600	0	0	7	9	16

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

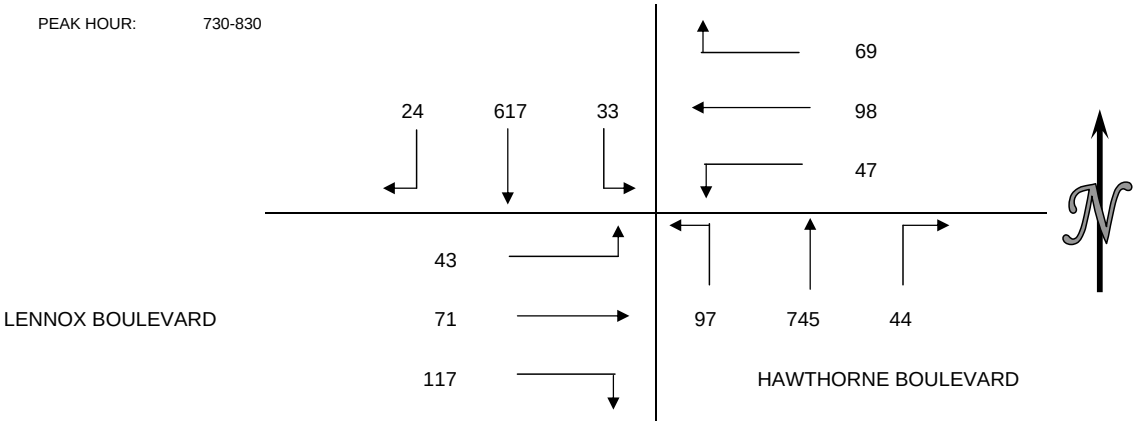
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 11, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	HAWTHORNE BOULEVARD
	E/W	LENNOX BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	106	3	18	38	11	10	162	26	26	21	9	437
715-730	7	109	5	9	35	13	11	166	20	34	17	11	437
730-745	4	186	3	14	32	14	9	196	25	42	19	17	561
745-800	9	144	10	20	24	9	14	187	29	23	20	9	498
800-815	6	147	9	18	21	13	7	160	17	30	20	11	459
815-830	5	140	11	17	21	11	14	202	26	22	12	6	487
830-845	13	155	11	7	25	11	8	146	22	25	21	9	453
845-900	8	145	11	12	30	9	24	185	20	26	16	9	495
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	27	545	21	61	129	47	44	711	100	125	77	46	1933
715-815	26	586	27	61	112	49	41	709	91	129	76	48	1955
730-830	24	617	33	69	98	47	44	745	97	117	71	43	2005
745-845	33	586	41	62	91	44	43	695	94	100	73	35	1897
800-900	32	587	42	54	97	44	53	693	85	103	69	35	1894

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	1	3	2	11
715-730	3	7	0	4	14
730-745	2	5	3	4	14
745-800	3	5	5	4	17
800-815	1	5	8	2	16
815-830	9	7	15	6	37
830-845	9	4	6	1	20
845-900	3	11	17	1	32
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	18	11	14	56
715-815	9	22	16	14	61
730-830	15	22	31	16	84
745-845	22	21	34	13	90
800-900	22	27	46	10	105

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	0	0	3	6
715-730	0	2	1	1	4
730-745	1	2	2	1	6
745-800	0	0	1	0	1
800-815	2	1	0	1	4
815-830	0	3	0	0	3
830-845	0	3	4	1	8
845-900	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	4	4	5	17
715-815	3	5	4	3	15
730-830	3	6	3	2	14
745-845	2	7	5	2	16
800-900	3	8	4	2	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

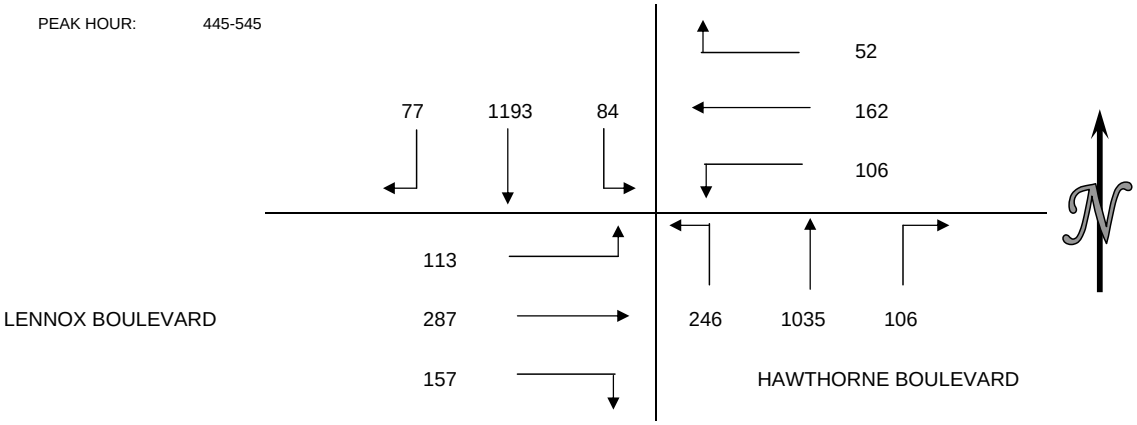
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 11, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S HAWTHORNE BOULEVARD
E/W LENNOX BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	18	314	22	17	40	19	40	249	77	39	64	27	926
415-430	22	272	18	18	15	16	17	206	58	26	56	28	752
430-445	24	300	21	7	31	20	21	227	47	37	70	30	835
445-500	17	293	14	11	39	25	26	249	74	40	57	25	870
500-515	21	345	29	8	42	36	28	239	60	46	89	33	976
515-530	23	304	23	14	35	18	23	259	63	30	74	32	898
530-545	16	251	18	19	46	27	29	288	49	41	67	23	874
545-600	11	282	54	10	31	14	17	229	61	27	66	26	828
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	81	1179	75	53	125	80	104	931	256	142	247	110	3383
415-515	84	1210	82	44	127	97	92	921	239	149	272	116	3433
430-530	85	1242	87	40	147	99	98	974	244	153	290	120	3579
445-545	77	1193	84	52	162	106	106	1035	246	157	287	113	3618
500-600	71	1182	124	51	154	95	97	1015	233	144	296	114	3576

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	15	10	19	10	54
415-430	9	2	10	0	21
430-445	13	4	17	6	40
445-500	29	17	18	4	68
500-515	27	10	18	16	71
515-530	10	14	13	9	46
530-545	21	17	25	10	73
545-600	14	9	17	6	46
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	66	33	64	20	183
415-515	78	33	63	26	200
430-530	79	45	66	35	225
445-545	87	58	74	39	258
500-600	72	50	73	41	236

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	2	0	4	11
415-430	0	1	2	0	3
430-445	2	2	2	3	9
445-500	2	4	6	1	13
500-515	3	8	3	2	16
515-530	2	7	3	1	13
530-545	3	3	5	2	13
545-600	3	2	2	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	9	10	8	36
415-515	7	15	13	6	41
430-530	9	21	14	7	51
445-545	10	22	17	6	55
500-600	11	20	13	5	49

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

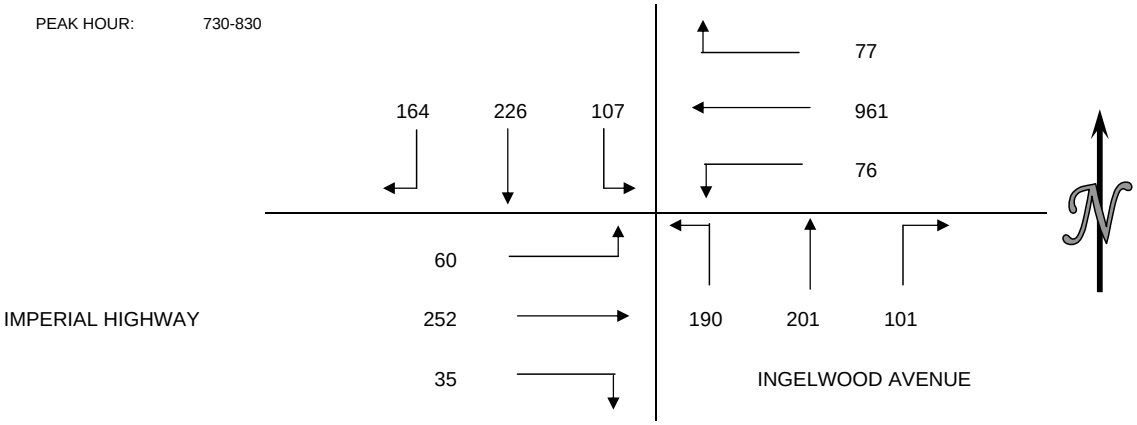
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY AUGUST 12, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	INGELWOOD AVENUE
	E/W	IMPERIAL HIGHWAY
CITY:		HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	34	50	20	19	201	20	24	49	50	5	61	11	544
715-730	48	33	31	15	239	15	27	47	46	7	39	15	562
730-745	53	57	27	20	216	17	17	61	49	5	71	13	606
745-800	50	64	33	19	313	21	28	44	55	9	56	15	707
800-815	35	46	22	15	208	20	31	42	48	13	78	12	570
815-830	26	59	25	23	224	18	25	54	38	8	47	20	567
830-845	33	52	25	19	200	16	23	59	49	7	84	11	578
845-900	28	74	19	15	158	24	26	50	38	3	58	22	515
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	185	204	111	73	969	73	96	201	200	26	227	54	2419
715-815	186	200	113	69	976	73	103	194	198	34	244	55	2445
730-830	164	226	107	77	961	76	101	201	190	35	252	60	2450
745-845	144	221	105	76	945	75	107	199	190	37	265	58	2422
800-900	122	231	91	72	790	78	105	205	173	31	267	65	2230

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	2	3	3	12
715-730	3	4	2	2	11
730-745	2	3	1	3	9
745-800	1	2	1	0	4
800-815	1	5	3	2	11
815-830	5	3	3	0	11
830-845	4	7	2	0	13
845-900	1	7	2	3	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	11	7	8	36
715-815	7	14	7	7	35
730-830	9	13	8	5	35
745-845	11	17	9	2	39
800-900	11	22	10	5	48

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	0	0	3	9
715-730	0	1	1	3	5
730-745	0	4	1	0	5
745-800	2	2	2	0	6
800-815	1	2	2	0	5
815-830	1	1	1	1	4
830-845	1	4	0	3	8
845-900	1	1	0	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	7	4	6	25
715-815	3	9	6	3	21
730-830	4	9	6	1	20
745-845	5	9	5	4	23
800-900	4	8	3	5	20

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

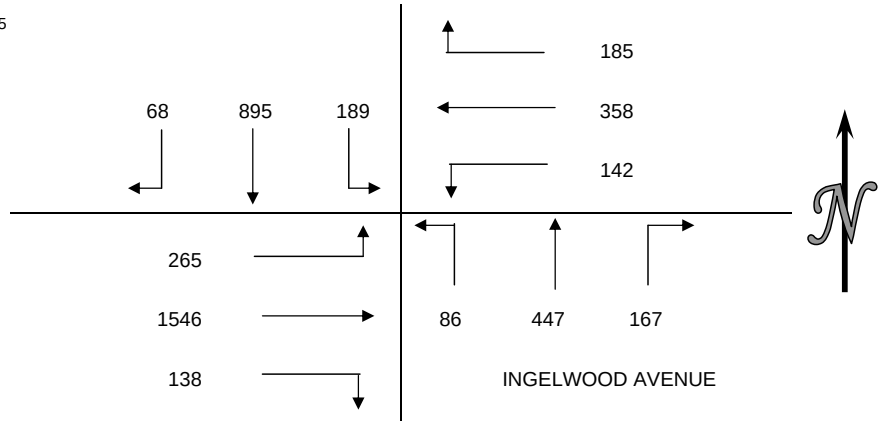
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY AUGUST 12, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S INGELWOOD AVENUE
E/W IMPERIAL HIGHWAY
CITY: HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	20	153	44	33	87	28	31	100	21	32	292	42	883
415-430	11	157	35	36	58	34	26	91	18	26	325	72	889
430-445	14	171	44	52	97	25	35	104	33	28	366	49	1018
445-500	16	226	54	43	74	29	45	97	21	30	407	69	1111
500-515	12	251	49	53	101	43	48	125	19	36	396	68	1201
515-530	12	233	41	47	86	33	37	109	18	26	338	62	1042
530-545	28	185	45	42	97	37	37	116	28	46	405	66	1132
545-600	10	158	52	52	95	43	45	74	57	47	350	52	1035
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	61	707	177	164	316	116	137	392	93	116	1390	232	3901
415-515	53	805	182	184	330	131	154	417	91	120	1494	258	4219
430-530	54	881	188	195	358	130	165	435	91	120	1507	248	4372
445-545	68	895	189	185	358	142	167	447	86	138	1546	265	4486
500-600	62	827	187	194	379	156	167	424	122	155	1489	248	4410

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	1	4	7
415-430	0	5	7	10	22
430-445	4	5	1	2	12
445-500	0	4	4	8	16
500-515	4	4	2	2	12
515-530	0	3	2	6	11
530-545	3	6	2	9	20
545-600	0	0	3	7	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	15	13	24	57
415-515	8	18	14	22	62
430-530	8	16	9	18	51
445-545	7	17	10	25	59
500-600	7	13	9	24	53

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	3	1	5	17
415-430	6	2	1	2	11
430-445	-5	5	1	4	5
445-500	0	2	3	0	5
500-515	1	2	0	3	6
515-530	1	2	1	2	6
530-545	0	1	0	4	5
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	12	6	11	38
415-515	2	11	5	9	27
430-530	-3	11	5	9	22
445-545	2	7	4	9	22
500-600	2	6	1	9	18

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

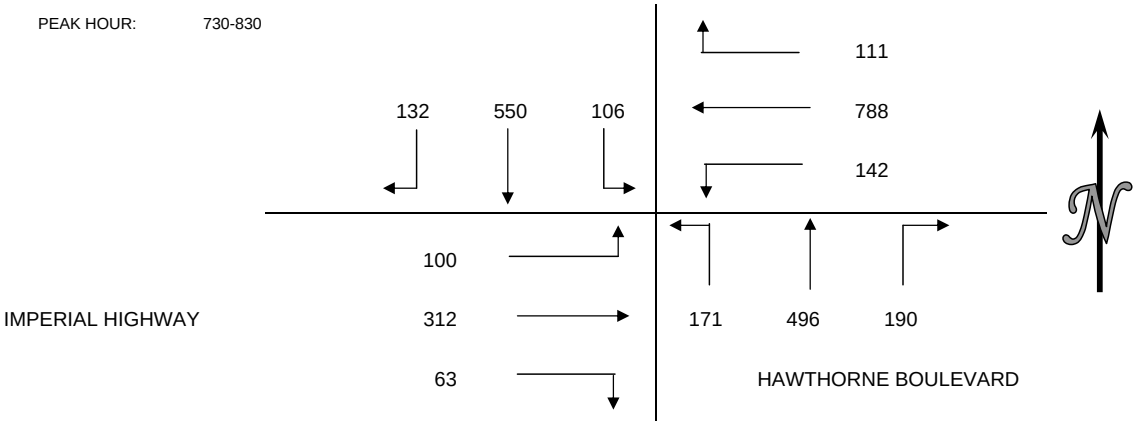
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 11, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S HAWTHORNE BOULEVARD
E/W IMPERIAL HIGHWAY
CITY: HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	93	21	12	150	19	40	91	21	13	82	17	580
715-730	28	112	18	23	173	21	45	96	36	14	88	15	669
730-745	44	157	31	32	215	38	33	123	41	15	87	23	839
745-800	35	127	24	36	198	31	52	140	42	22	85	37	829
800-815	26	144	23	28	209	49	49	129	46	12	59	18	792
815-830	27	122	28	15	166	24	56	104	42	14	81	22	701
830-845	28	152	23	26	210	38	36	118	35	14	79	25	784
845-900	31	148	22	30	163	45	33	102	30	17	56	31	708
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	128	489	94	103	736	109	170	450	140	64	342	92	2917
715-815	133	540	96	119	795	139	179	488	165	63	319	93	3129
730-830	132	550	106	111	788	142	190	496	171	63	312	100	3161
745-845	116	545	98	105	783	142	193	491	165	62	304	102	3106
800-900	112	566	96	99	748	156	174	453	153	57	275	96	2985

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	10	18	2	6	36
715-730	5	18	9	9	41
730-745	5	16	11	9	41
745-800	7	14	8	2	31
800-815	5	16	3	7	31
815-830	5	14	1	7	27
830-845	7	11	1	9	28
845-900	3	15	2	7	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	27	66	30	26	149
715-815	22	64	31	27	144
730-830	22	60	23	25	130
745-845	24	55	13	25	117
800-900	20	56	7	30	113

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	1	5	8
715-730	0	1	0	2	3
730-745	0	2	0	2	4
745-800	1	1	0	3	5
800-815	2	1	0	2	5
815-830	0	1	2	1	4
830-845	2	1	2	1	6
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	5	1	12	20
715-815	3	5	0	9	17
730-830	3	5	2	8	18
745-845	5	4	4	7	20
800-900	4	5	4	4	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

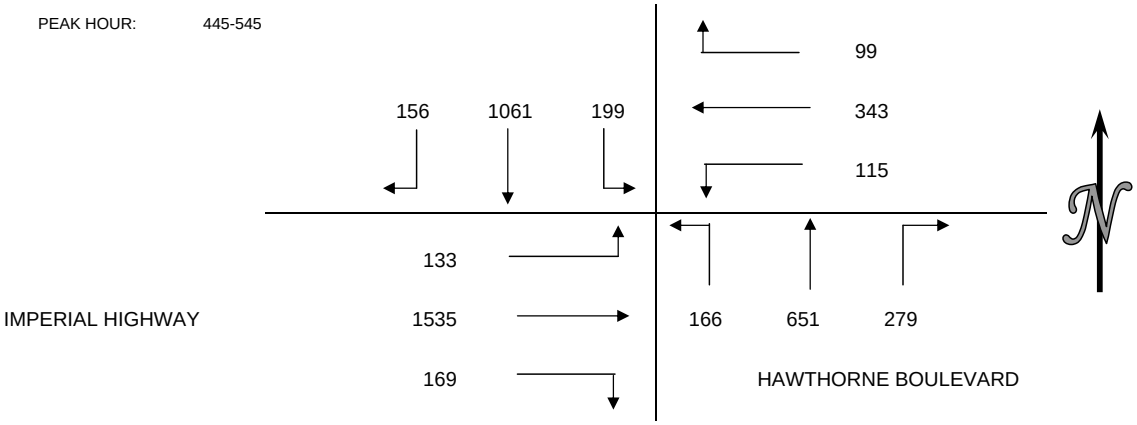
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 11, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S HAWTHORNE BOULEVARD
E/W IMPERIAL HIGHWAY
CITY: HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	45	260	45	38	76	38	76	140	29	29	313	45	1134
415-430	45	304	51	29	109	36	70	144	32	39	384	36	1279
430-445	42	227	52	17	73	31	60	142	32	53	379	28	1136
445-500	47	233	43	24	82	30	60	153	57	50	361	31	1171
500-515	36	339	62	38	79	35	63	183	36	53	345	38	1307
515-530	36	204	50	16	80	22	76	149	40	34	406	25	1138
530-545	37	285	44	21	102	28	80	166	33	32	423	39	1290
545-600	49	286	47	22	110	42	49	173	34	4	308	10	1134
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	179	1024	191	108	340	135	266	579	150	171	1437	140	4720
415-515	170	1103	208	108	343	132	253	622	157	195	1469	133	4893
430-530	161	1003	207	95	314	118	259	627	165	190	1491	122	4752
445-545	156	1061	199	99	343	115	279	651	166	169	1535	133	4906
500-600	158	1114	203	97	371	127	268	671	143	123	1482	112	4869

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	15	29	8	25	77
415-430	14	19	9	10	52
430-445	4	6	1	7	18
445-500	21	9	2	22	54
500-515	15	23	5	11	54
515-530	7	16	6	9	38
530-545	6	18	7	13	44
545-600	4	14	4	7	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	54	63	20	64	201
415-515	54	57	17	50	178
430-530	47	54	14	49	164
445-545	49	66	20	55	190
500-600	32	71	22	40	165

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	2	0	1	4
415-430	1	3	1	0	5
430-445	0	12	0	5	17
445-500	2	6	3	1	12
500-515	0	6	3	5	14
515-530	1	5	0	2	8
530-545	2	5	1	4	12
545-600	1	2	1	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	23	4	7	38
415-515	3	27	7	11	48
430-530	3	29	6	13	51
445-545	5	22	7	12	46
500-600	4	18	5	13	40

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

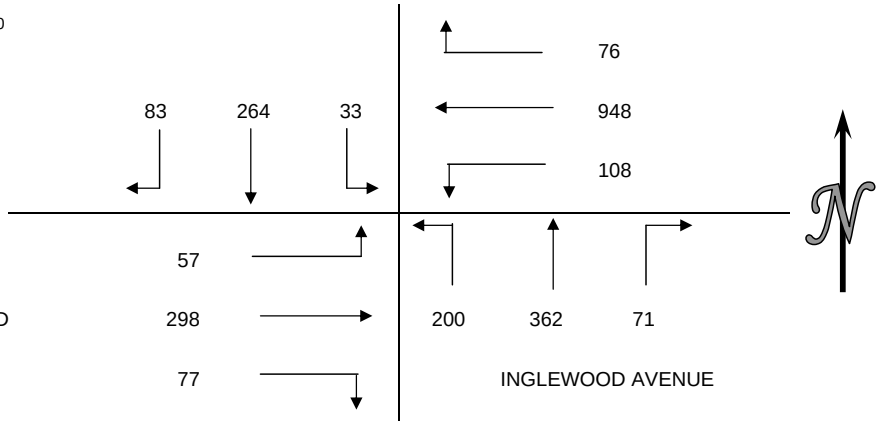
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 11, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	EL SEGUNDO BOULEVARD
CITY:		HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	34	3	10	183	4	8	34	19	3	40	14	359
715-730	16	57	7	22	215	13	17	59	41	13	60	12	532
730-745	20	56	9	22	283	28	20	103	75	19	70	15	720
745-800	16	84	5	21	227	30	17	73	33	20	78	15	619
800-815	23	61	5	16	182	15	15	80	42	20	65	15	539
815-830	24	63	14	17	256	35	19	106	50	18	85	12	699
830-845	20	65	20	18	232	29	15	106	37	22	112	24	700
845-900	20	91	13	22	196	30	16	65	31	6	76	14	580
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	59	231	24	75	908	75	62	269	168	55	248	56	2230
715-815	75	258	26	81	907	86	69	315	191	72	273	57	2410
730-830	83	264	33	76	948	108	71	362	200	77	298	57	2577
745-845	83	273	44	72	897	109	66	365	162	80	340	66	2557
800-900	87	280	52	73	866	109	65	357	160	66	338	65	2518

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	3	0	1	6	10
730-745	1	1	1	3	6
745-800	1	2	7	0	10
800-815	0	4	1	3	8
815-830	2	2	1	1	6
830-845	2	3	3	0	8
845-900	1	0	3	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	3	9	9	26
715-815	5	7	10	12	34
730-830	4	9	10	7	30
745-845	5	11	12	4	32
800-900	5	9	8	5	27

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	3	0	0	0	3
730-745	2	1	1	0	4
745-800	0	0	0	0	0
800-815	2	0	0	0	2
815-830	0	0	1	0	1
830-845	2	0	4	0	6
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	1	1	0	9
715-815	7	1	1	0	9
730-830	4	1	2	0	7
745-845	4	0	5	0	9
800-900	4	0	6	0	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 11, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	INGLEWOOD AVENUE
	E/W	EL SEGUNDO BOULEVARD
CITY:		HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	16	121	27	54	138	47	42	101	16	83	313	41	999
415-430	13	150	13	34	122	27	40	134	18	91	359	32	1033
430-445	15	145	23	36	149	44	32	115	43	80	445	40	1167
445-500	27	163	18	52	129	39	41	161	26	78	423	42	1199
500-515	22	181	32	42	161	55	40	178	32	59	449	35	1286
515-530	13	180	17	30	143	37	20	105	31	70	442	68	1156
530-545	18	186	17	35	121	43	29	135	25	77	485	57	1228
545-600	16	161	13	49	154	48	27	136	13	55	414	59	1145
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	71	579	81	176	538	157	155	511	103	332	1540	155	4398
415-515	77	639	86	164	561	165	153	588	119	308	1676	149	4685
430-530	77	669	90	160	582	175	133	559	132	287	1759	185	4808
445-545	80	710	84	159	554	174	130	579	114	284	1799	202	4869
500-600	69	708	79	156	579	183	116	554	101	261	1790	219	4815

PEAK HOUR: 445-545

PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	9	8	19
415-430	0	3	5	1	9
430-445	0	5	7	2	14
445-500	5	2	9	6	22
500-515	2	0	11	0	13
515-530	0	1	7	1	9
530-545	5	0	8	3	16
545-600	4	3	2	2	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	11	30	17	64
415-515	7	10	32	9	58
430-530	7	8	34	9	58
445-545	12	3	35	10	60
500-600	11	4	28	6	49

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	2	1	5
415-430	4	0	7	1	12
430-445	3	1	6	0	10
445-500	0	1	0	1	2
500-515	2	3	1	0	6
515-530	0	0	0	0	0
530-545	0	0	1	1	2
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	3	15	3	29
415-515	9	5	14	2	30
430-530	5	5	7	1	18
445-545	2	4	2	2	10
500-600	2	3	2	2	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

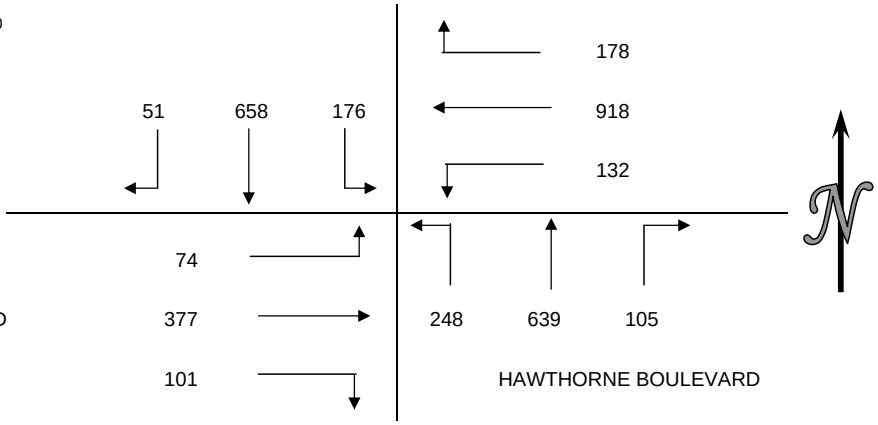
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 18, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S HAWTHORNE BOULEVARD
E/W EL SEGUNDO BOULEVARD
CITY: HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	91	17	23	190	17	20	100	47	15	42	13	586
715-730	6	107	24	30	226	20	22	125	53	13	62	10	698
730-745	19	131	31	44	224	35	19	147	60	20	84	22	836
745-800	8	170	40	59	245	36	20	164	71	23	97	12	945
800-815	20	198	60	34	234	30	28	176	59	39	106	25	1009
815-830	4	159	45	41	215	31	38	152	58	19	90	15	867
830-845	9	120	28	33	213	59	26	129	57	21	89	16	800
845-900	25	182	25	56	200	43	33	139	69	32	103	27	934
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	44	499	112	156	885	108	81	536	231	71	285	57	3065
715-815	53	606	155	167	929	121	89	612	243	95	349	69	3488
730-830	51	658	176	178	918	132	105	639	248	101	377	74	3657
745-845	41	647	173	167	907	156	112	621	245	102	382	68	3621
800-900	58	659	158	164	862	163	125	596	243	111	388	83	3610

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	8	2	9	25
715-730	4	9	5	5	23
730-745	12	8	5	10	35
745-800	8	7	5	8	28
800-815	18	9	3	8	38
815-830	3	11	3	4	21
830-845	23	11	5	7	46
845-900	14	18	4	12	48
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	30	32	17	32	111
715-815	42	33	18	31	124
730-830	41	35	16	30	122
745-845	52	38	16	27	133
800-900	58	49	15	31	153

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	0	1	4
715-730	0	0	1	1	2
730-745	2	1	0	3	6
745-800	3	3	4	5	15
800-815	3	1	3	2	9
815-830	0	4	0	2	6
830-845	1	2	1	3	7
845-900	1	0	1	2	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	6	5	10	27
715-815	8	5	8	11	32
730-830	8	9	7	12	36
745-845	7	10	8	12	37
800-900	5	7	5	9	26

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

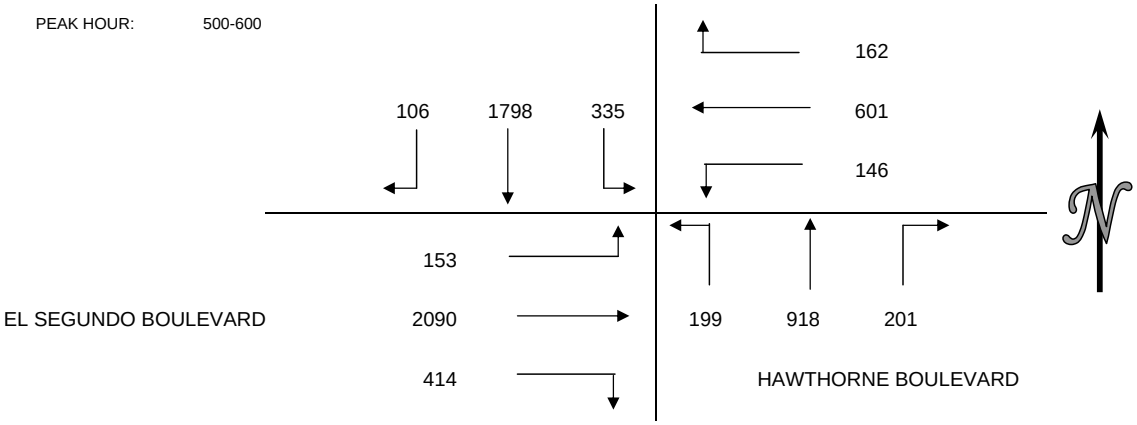
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 18, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S HAWTHORNE BOULEVARD
E/W EL SEGUNDO BOULEVARD
CITY: HAWTHORNE

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	15	274	54	51	144	34	40	204	52	76	325	25	1294
415-430	22	309	80	30	130	41	61	213	50	77	359	48	1420
430-445	17	351	92	63	162	38	44	257	55	85	416	35	1615
445-500	30	403	87	39	135	44	38	224	45	101	487	39	1672
500-515	40	499	100	34	157	35	47	264	49	134	515	40	1914
515-530	34	437	80	54	158	38	64	244	42	103	546	36	1836
530-545	2	405	59	40	154	32	47	210	70	85	502	35	1641
545-600	30	457	96	34	132	41	43	200	38	92	527	42	1732
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	84	1337	313	183	571	157	183	898	202	339	1587	147	6001
415-515	109	1562	359	166	584	158	190	958	199	397	1777	162	6621
430-530	121	1690	359	190	612	155	193	989	191	423	1964	150	7037
445-545	106	1744	326	167	604	149	196	942	206	423	2050	150	7063
500-600	106	1798	335	162	601	146	201	918	199	414	2090	153	7123

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	9	11	3	16	39
415-430	6	13	8	21	48
430-445	3	6	11	12	32
445-500	13	6	4	19	42
500-515	16	14	4	14	48
515-530	15	14	9	10	48
530-545	8	19	16	13	56
545-600	10	9	13	13	45
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	31	36	26	68	161
415-515	38	39	27	66	170
430-530	47	40	28	55	170
445-545	52	53	33	56	194
500-600	49	56	42	50	197

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	0	6	9
415-430	0	2	0	11	13
430-445	0	4	2	4	10
445-500	2	3	3	2	10
500-515	1	2	1	5	9
515-530	1	4	1	4	10
530-545	1	4	5	3	13
545-600	0	4	2	4	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	10	5	23	42
415-515	3	11	6	22	42
430-530	4	13	7	15	39
445-545	5	13	10	14	42
500-600	3	14	9	16	42

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

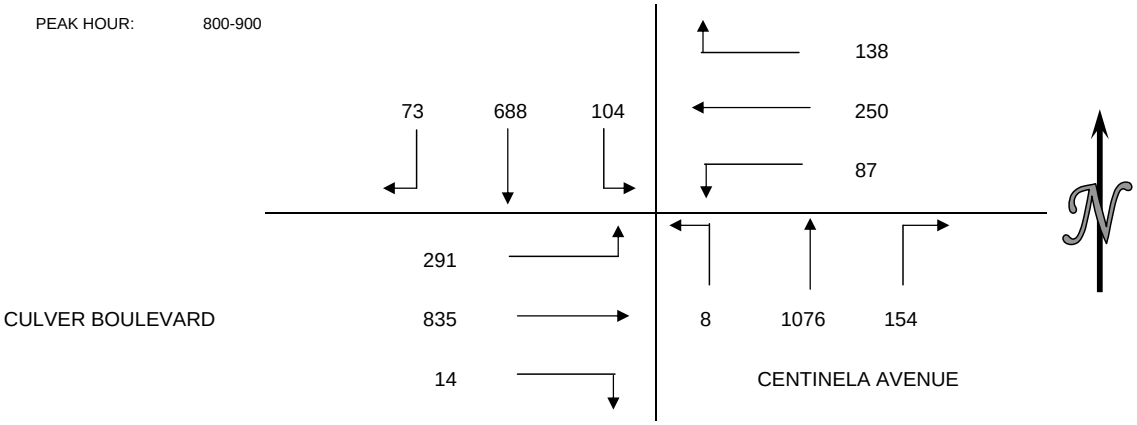
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 14, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S CENTINELA AVENUE
E/W CULVER BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	16	98	23	22	28	10	21	192	1	3	108	34	556
715-730	9	99	19	39	36	10	19	248	4	0	128	58	669
730-745	13	110	22	36	69	19	33	296	10	5	151	72	836
745-800	20	128	31	26	45	27	24	259	15	6	163	55	799
800-815	16	161	22	34	66	23	40	253	2	1	174	66	858
815-830	27	195	36	43	67	23	44	281	1	3	209	77	1006
830-845	9	149	21	27	51	19	40	278	3	2	231	76	906
845-900	21	183	25	34	66	22	30	264	2	8	221	72	948
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	58	435	95	123	178	66	97	995	30	14	550	219	2860
715-815	58	498	94	135	216	79	116	1056	31	12	616	251	3162
730-830	76	594	111	139	247	92	141	1089	28	15	697	270	3499
745-845	72	633	110	130	229	92	148	1071	21	12	777	274	3569
800-900	73	688	104	138	250	87	154	1076	8	14	835	291	3718

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	7	6	1	19
715-730	10	9	2	0	21
730-745	14	5	1	4	24
745-800	15	12	6	5	38
800-815	9	9	2	4	24
815-830	11	4	3	5	23
830-845	9	2	2	2	15
845-900	8	5	3	1	17
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	44	33	15	10	102
715-815	48	35	11	13	107
730-830	49	30	12	18	109
745-845	44	27	13	16	100
800-900	37	20	10	12	79

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	2	1	0	0	3
730-745	5	1	2	0	8
745-800	2	3	2	4	11
800-815	0	0	0	1	1
815-830	3	1	0	2	6
830-845	1	0	0	1	2
845-900	5	1	1	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	5	4	4	24
715-815	9	5	4	5	23
730-830	10	5	4	7	26
745-845	6	4	2	8	20
800-900	9	2	1	5	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

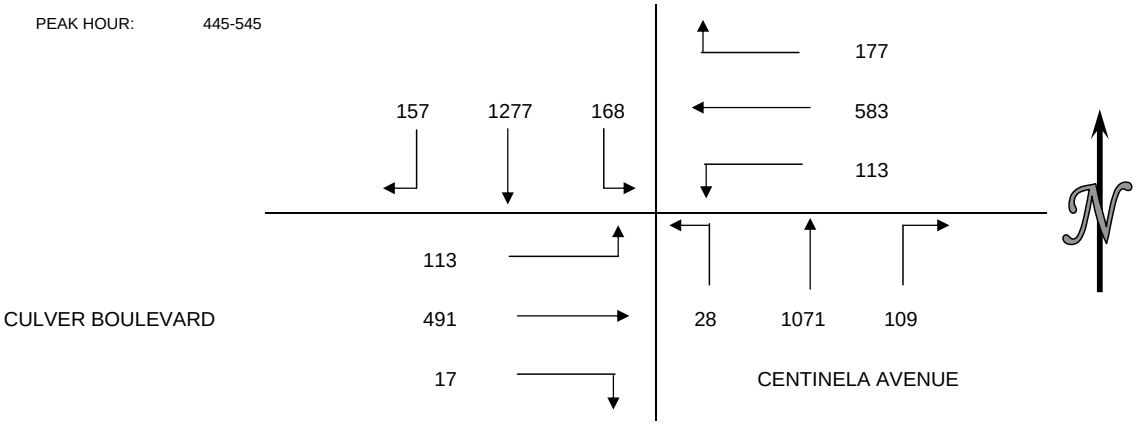
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 14, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	CULVER BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	45	301	38	67	140	21	24	202	4	7	106	33	988
415-430	39	280	40	39	122	16	27	243	3	3	108	31	951
430-445	54	278	33	50	146	25	16	200	4	4	118	26	954
445-500	52	335	56	51	157	35	27	230	6	0	102	28	1079
500-515	32	299	38	33	137	25	33	288	5	6	133	31	1060
515-530	42	293	30	45	124	22	24	256	6	5	117	30	994
530-545	31	350	44	48	165	31	25	297	11	6	139	24	1171
545-600	46	291	43	40	137	28	32	260	7	3	115	31	1033
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	190	1194	167	207	565	97	94	875	17	14	434	118	3972
415-515	177	1192	167	173	562	101	103	961	18	13	461	116	4044
430-530	180	1205	157	179	564	107	100	974	21	15	470	115	4087
445-545	157	1277	168	177	583	113	109	1071	28	17	491	113	4304
500-600	151	1233	155	166	563	106	114	1101	29	20	504	116	4258

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	5	8	4	25
415-430	3	6	4	8	21
430-445	17	7	4	6	34
445-500	12	8	11	4	35
500-515	14	10	2	12	38
515-530	9	4	1	3	17
530-545	6	1	1	4	12
545-600	16	11	2	11	40
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	40	26	27	22	115
415-515	46	31	21	30	128
430-530	52	29	18	25	124
445-545	41	23	15	23	102
500-600	45	26	6	30	107

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	2	0	3	9
415-430	4	2	0	1	7
430-445	2	1	0	0	3
445-500	11	2	1	5	19
500-515	3	2	0	2	7
515-530	6	1	0	0	7
530-545	1	8	6	5	20
545-600	11	2	1	4	18
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	21	7	1	9	38
415-515	20	7	1	8	36
430-530	22	6	1	7	36
445-545	21	13	7	12	53
500-600	21	13	7	11	52

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

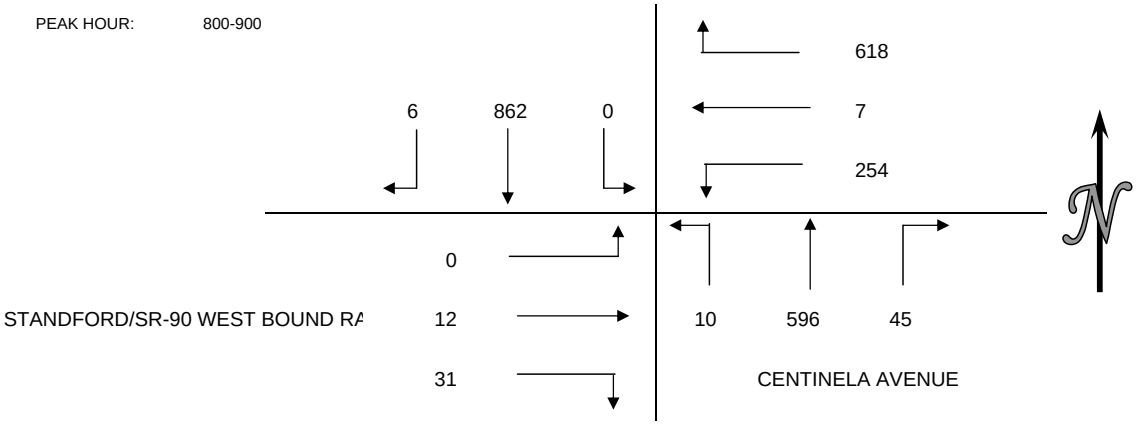
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 21, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	STANDFORD/SR-90 WEST BOUND RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	3	85	0	124	2	36	7	105	2	10	3	0	377
715-730	0	108	0	151	2	57	7	100	2	6	2	0	435
730-745	0	142	0	128	1	44	15	139	0	6	2	0	477
745-800	2	176	0	131	2	53	18	144	0	9	4	0	539
800-815	1	198	0	168	4	58	8	145	2	8	1	0	593
815-830	3	227	0	175	2	55	11	130	1	6	4	0	614
830-845	0	200	0	135	0	60	16	162	4	7	4	0	588
845-900	2	237	0	140	1	81	10	159	3	10	3	0	646
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	5	511	0	534	7	190	47	488	4	31	11	0	1828
715-815	3	624	0	578	9	212	48	528	4	29	9	0	2044
730-830	6	743	0	602	9	210	52	558	3	29	11	0	2223
745-845	6	801	0	609	8	226	53	581	7	30	13	0	2334
800-900	6	862	0	618	7	254	45	596	10	31	12	0	2441

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	1	2
715-730	0	0	0	4	4
730-745	0	0	0	3	3
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	2	2
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	0	8	9
715-815	0	0	0	7	7
730-830	0	0	0	4	4
745-845	0	0	0	3	3
800-900	0	0	0	4	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	3	1	0	2	6
730-745	0	0	0	3	3
745-800	1	0	0	2	3
800-815	2	0	0	1	3
815-830	3	0	0	0	3
830-845	1	0	0	3	4
845-900	1	0	0	6	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	1	0	7	12
715-815	6	1	0	8	15
730-830	6	0	0	6	12
745-845	7	0	0	6	13
800-900	7	0	0	10	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

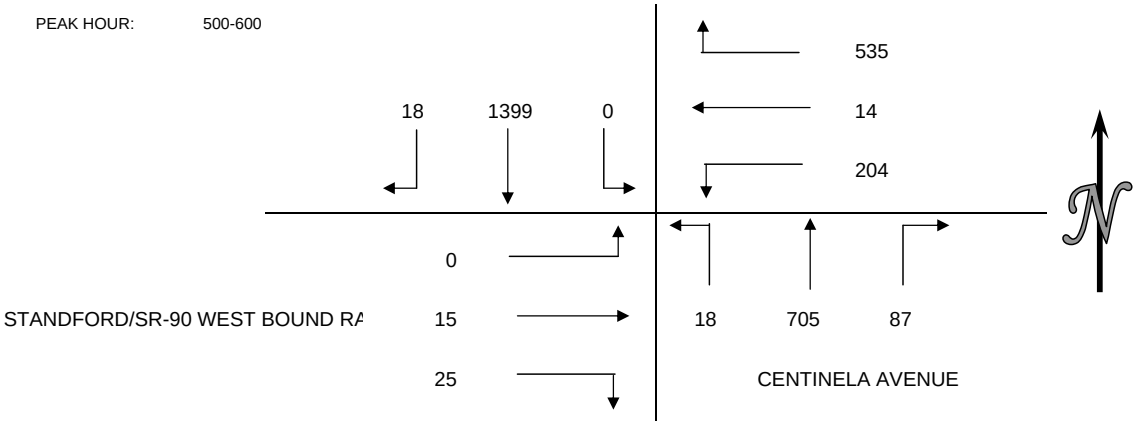
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 21, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	STANDFORD/SR-90 WEST BOUND RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	4	321	0	96	4	48	18	148	4	7	3	0	653
415-430	2	303	0	109	1	49	10	135	5	5	5	0	624
430-445	8	306	0	122	0	37	17	148	3	6	0	0	647
445-500	7	347	0	102	6	50	26	133	4	4	2	0	681
500-515	3	310	0	110	2	38	16	160	6	2	1	0	648
515-530	2	359	0	135	4	66	33	192	3	9	5	0	808
530-545	4	370	0	143	1	51	19	171	5	4	2	0	770
545-600	9	360	0	147	7	49	19	182	4	10	7	0	794
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	21	1277	0	429	11	184	71	564	16	22	10	0	2605
415-515	20	1266	0	443	9	174	69	576	18	17	8	0	2600
430-530	20	1322	0	469	12	191	92	633	16	21	8	0	2784
445-545	16	1386	0	490	13	205	94	656	18	19	10	0	2907
500-600	18	1399	0	535	14	204	87	705	18	25	15	0	3020

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	2	2
415-430	2	0	0	1	3
430-445	0	0	0	2	2
445-500	0	0	0	2	2
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	3	0	0	5	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	0	7	9
415-515	2	0	0	6	8
430-530	0	0	0	5	5
445-545	0	0	0	3	3
500-600	3	0	0	6	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	3	3
415-430	0	0	0	1	1
430-445	0	0	0	1	1
445-500	2	0	0	1	3
500-515	0	0	0	2	2
515-530	1	0	0	1	2
530-545	0	0	0	4	4
545-600	1	0	0	7	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	0	6	8
415-515	2	0	0	5	7
430-530	3	0	0	5	8
445-545	3	0	0	8	11
500-600	2	0	0	14	16

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

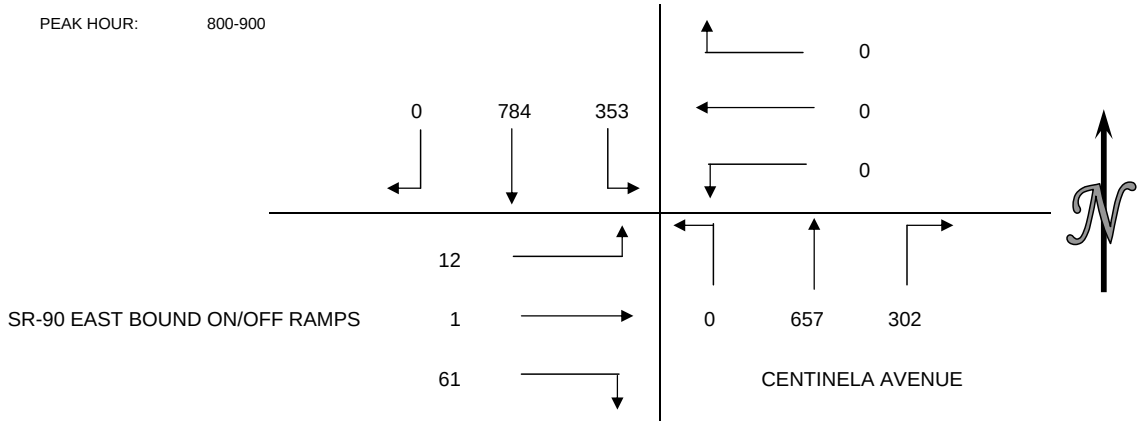
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 21, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	SR-90 EAST BOUND ON/OFF RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	86	39	0	0	0	38	99	0	6	0	4	272
715-730	0	111	46	0	0	0	88	111	0	6	0	0	362
730-745	0	130	45	0	0	0	82	137	0	4	0	2	400
745-800	0	186	69	0	0	0	80	148	0	7	0	4	494
800-815	0	168	75	0	0	0	79	182	0	14	0	3	521
815-830	0	201	92	0	0	0	74	133	0	15	0	0	515
830-845	0	218	89	0	0	0	77	187	0	15	0	6	592
845-900	0	197	97	0	0	0	72	155	0	17	1	3	542
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	513	199	0	0	0	288	495	0	23	0	10	1528
715-815	0	595	235	0	0	0	329	578	0	31	0	9	1777
730-830	0	685	281	0	0	0	315	600	0	40	0	9	1930
745-845	0	773	325	0	0	0	310	650	0	51	0	13	2122
800-900	0	784	353	0	0	0	302	657	0	61	1	12	2170

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	2	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	1	0	1	2
845-900	0	1	0	3	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	2	2
715-815	0	0	0	2	2
730-830	0	0	0	3	3
745-845	0	1	0	2	3
800-900	0	2	0	5	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	2	2
745-800	0	2	0	3	5
800-815	0	3	0	1	4
815-830	0	4	0	1	5
830-845	0	5	0	3	8
845-900	0	5	0	3	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	0	5	8
715-815	0	6	0	6	12
730-830	0	9	0	7	16
745-845	0	14	0	8	22
800-900	0	17	0	8	25

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

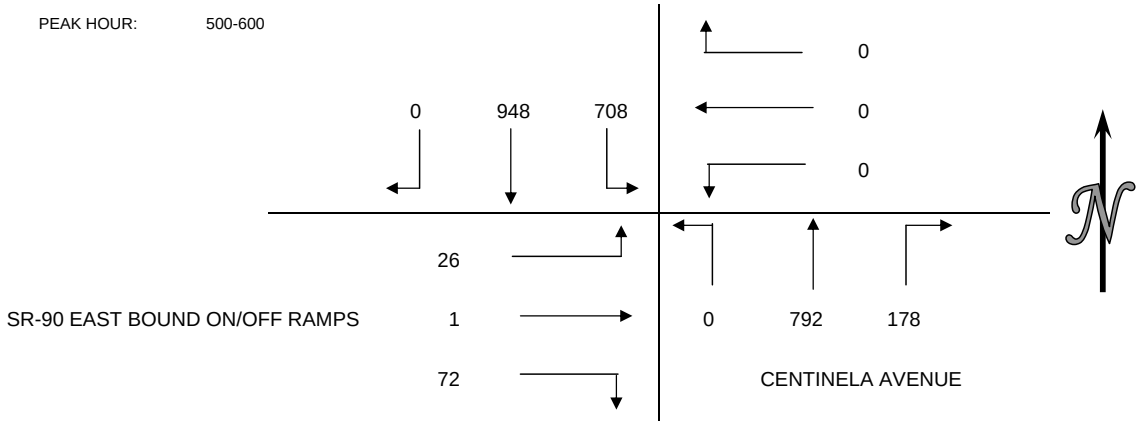
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 21, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	SR-90 EAST BOUND ON/OFF RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	193	145	0	0	0	33	138	0	11	1	3	524
415-430	0	221	171	0	0	0	37	166	0	15	0	8	618
430-445	0	242	128	0	0	0	38	163	0	15	0	3	589
445-500	0	234	154	0	0	0	32	148	0	21	1	5	595
500-515	0	232	150	0	0	0	48	188	0	16	1	6	641
515-530	0	227	176	0	0	0	35	207	0	15	0	4	664
530-545	0	255	209	0	0	0	54	215	0	23	0	9	765
545-600	0	234	173	0	0	0	41	182	0	18	0	7	655
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	890	598	0	0	0	140	615	0	62	2	19	2326
415-515	0	929	603	0	0	0	155	665	0	67	2	22	2443
430-530	0	935	608	0	0	0	153	706	0	67	2	18	2489
445-545	0	948	689	0	0	0	169	758	0	75	2	24	2665
500-600	0	948	708	0	0	0	178	792	0	72	1	26	2725

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	2	2
415-430	0	2	0	1	3
430-445	0	0	0	1	1
445-500	0	0	0	3	3
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	2	2
545-600	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	0	7	9
415-515	0	2	0	5	7
430-530	0	0	0	4	4
445-545	0	0	0	5	5
500-600	0	0	0	4	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	3	4
415-430	0	0	0	2	2
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	2	2
515-530	0	0	0	2	2
530-545	0	0	0	6	6
545-600	0	0	0	6	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	0	5	6
415-515	0	0	0	4	4
430-530	0	0	0	4	4
445-545	0	0	0	10	10
500-600	0	0	0	16	16

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

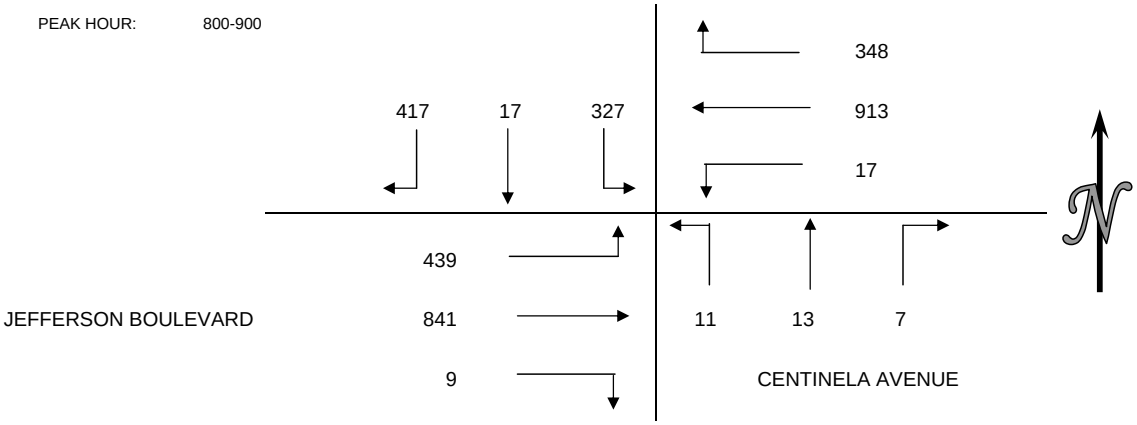
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 21, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	JEFFERSON BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	48	7	38	66	134	2	1	3	1	2	121	57	480
715-730	71	3	49	101	188	1	1	2	4	0	119	61	600
730-745	67	5	71	81	195	2	2	1	4	2	189	94	713
745-800	72	5	57	76	176	4	2	1	3	3	180	82	661
800-815	103	5	86	108	202	9	2	2	1	0	181	111	810
815-830	91	3	57	91	213	2	3	3	2	1	204	97	767
830-845	101	5	78	81	247	4	0	8	4	6	218	102	854
845-900	122	4	106	68	251	2	2	0	4	2	238	129	928
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	258	20	215	324	693	9	6	7	12	7	609	294	2454
715-815	313	18	263	366	761	16	7	6	12	5	669	348	2784
730-830	333	18	271	356	786	17	9	7	10	6	754	384	2951
745-845	367	18	278	356	838	19	7	14	10	10	783	392	3092
800-900	417	17	327	348	913	17	7	13	11	9	841	439	3359

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	1	0	0	4
715-730	1	0	0	1	2
730-745	0	0	0	1	1
745-800	4	0	0	0	4
800-815	4	0	0	0	4
815-830	0	0	0	0	0
830-845	3	1	0	0	4
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	1	0	2	11
715-815	9	0	0	2	11
730-830	8	0	0	1	9
745-845	11	1	0	0	12
800-900	8	1	0	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	2	4
715-730	0	0	0	0	0
730-745	2	0	0	4	6
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	1	0	6	10
715-815	2	0	0	4	6
730-830	2	0	0	4	6
745-845	0	0	0	0	0
800-900	2	0	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

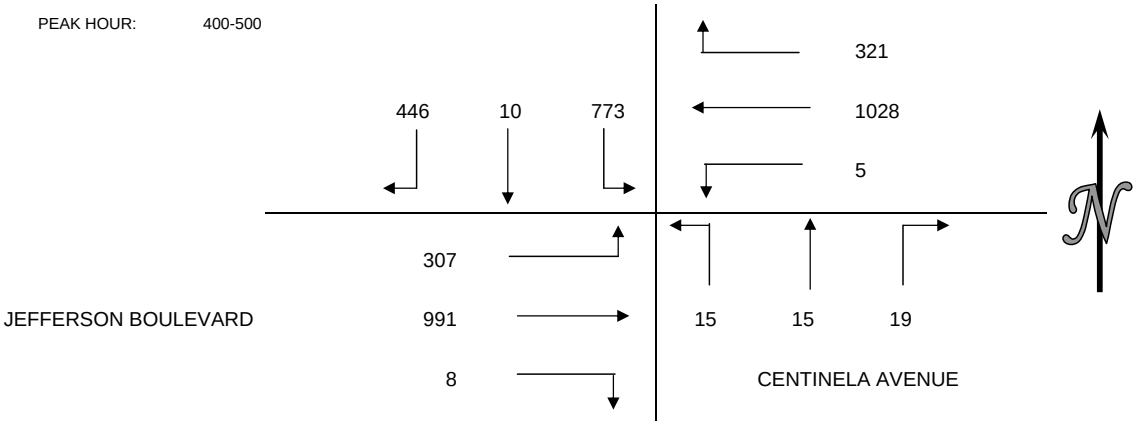
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 21, 2010
PERIOD"		4:00 TO 6:00 PM
INTERSECTION:	N/S	CENTINELA AVENUE
	E/W	JEFFERSON BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	121	2	226	91	268	1	1	5	6	2	246	89	1058
415-430	99	1	187	77	235	1	5	3	4	5	239	79	935
430-445	109	1	165	65	245	0	7	1	2	1	270	77	943
445-500	117	6	195	88	280	3	6	6	3	0	236	62	1002
500-515	135	5	196	84	277	1	6	3	2	2	256	80	1047
515-530	96	1	163	75	238	0	1	4	7	7	225	89	906
530-545	122	2	182	75	250	2	3	6	6	5	223	70	946
545-600	83	4	156	79	277	2	8	7	3	2	253	93	967
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	446	10	773	321	1028	5	19	15	15	8	991	307	3938
415-515	460	13	743	314	1037	5	24	13	11	8	1001	298	3927
430-530	457	13	719	312	1040	4	20	14	14	10	987	308	3898
445-545	470	14	736	322	1045	6	16	19	18	14	940	301	3901
500-600	436	12	697	313	1042	5	18	20	18	16	957	332	3866

PEAK HOUR: 400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	0	0	0	5
415-430	7	2	0	0	9
430-445	2	0	1	1	4
445-500	2	0	0	0	2
500-515	2	0	0	0	2
515-530	1	0	0	0	1
530-545	2	2	0	0	4
545-600	2	1	3	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	16	2	1	1	20
415-515	13	2	1	1	17
430-530	7	0	1	1	9
445-545	7	2	0	0	9
500-600	7	3	3	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	0	0	3	3	6
445-500	0	0	2	2	4
500-515	0	1	1	1	3
515-530	0	0	1	1	2
530-545	0	0	0	0	0
545-600	0	2	2	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	6	5	11
415-515	0	1	6	6	13
430-530	0	1	7	7	15
445-545	0	1	4	4	9
500-600	0	3	4	4	11

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

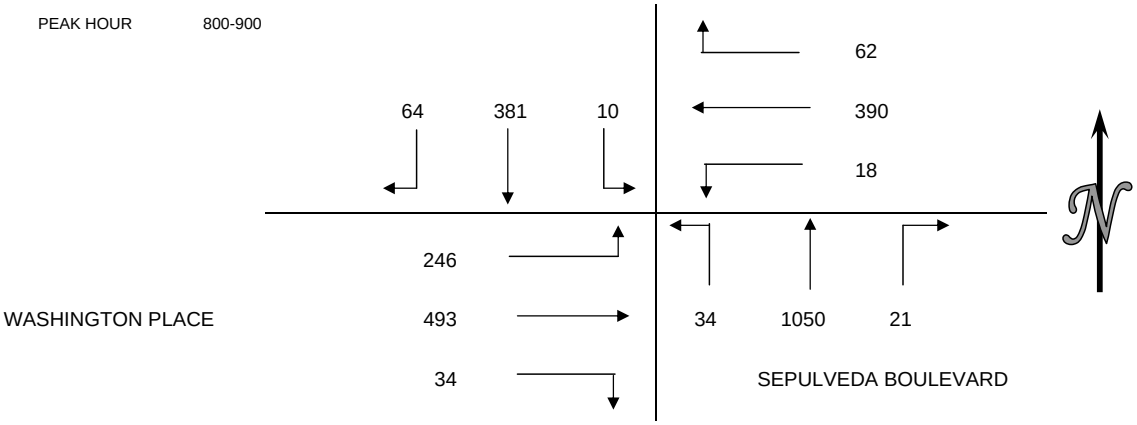
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY JULY 14, 2010
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SEPULVEDA BOULEVARD
	E/W	WASHINGTON PLACE
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	46	8	12	52	6	3	247	7	14	72	77	551
715-730	16	75	4	19	64	4	1	211	6	8	87	48	543
730-745	15	80	2	31	97	4	2	257	6	11	96	40	641
745-800	11	73	2	40	107	3	2	259	5	13	120	52	687
800-815	14	76	3	18	90	4	6	264	9	11	117	63	675
815-830	14	98	3	17	91	3	4	267	4	7	125	64	697
830-845	16	112	2	10	99	5	7	275	8	10	124	63	731
845-900	20	95	2	17	110	6	4	244	13	6	127	56	700
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	49	274	16	102	320	17	8	974	24	46	375	217	2422
715-815	56	304	11	108	358	15	11	991	26	43	420	203	2546
730-830	54	327	10	106	385	14	14	1047	24	42	458	219	2700
745-845	55	359	10	85	387	15	19	1065	26	41	486	242	2790
800-900	64	381	10	62	390	18	21	1050	34	34	493	246	2803

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	2	2	2	10
715-730	0	0	0	0	0
730-745	6	4	5	2	17
745-800	0	4	0	0	4
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	3	1	0	-1	3
845-900	1	0	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	10	7	4	31
715-815	6	8	5	2	21
730-830	6	8	5	2	21
745-845	3	5	0	-1	7
800-900	4	1	0	1	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	1	3
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	4	0	0	4
800-815	1	3	0	0	4
815-830	0	2	0	0	2
830-845	1	4	0	2	7
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	4	0	2	8
715-815	1	7	0	1	9
730-830	1	9	0	1	11
745-845	2	13	0	2	17
800-900	2	11	0	2	15

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

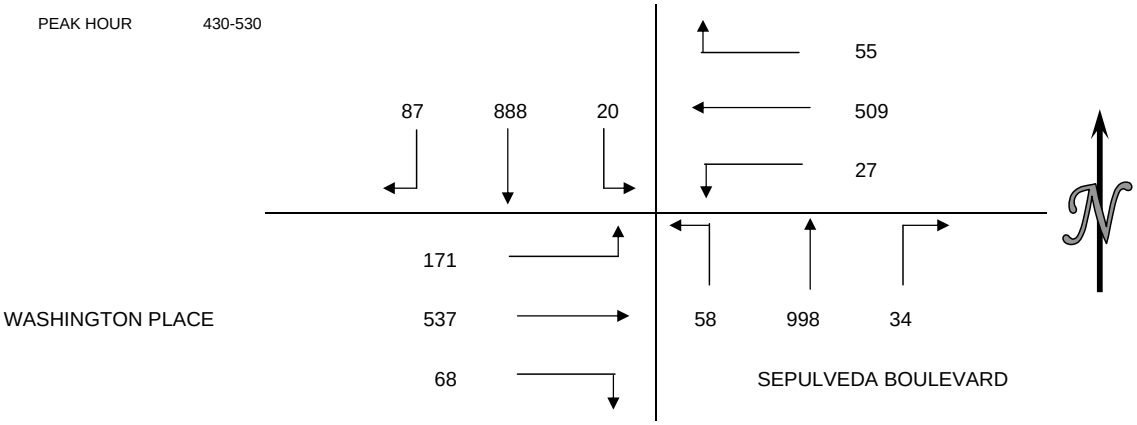
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 14, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WASHINGTON PLACE
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	36	207	14	14	67	3	4	224	14	18	122	54	777
415-430	19	200	11	22	88	6	8	215	13	26	106	56	770
430-445	30	225	7	17	135	12	7	265	20	17	138	47	920
445-500	23	213	5	16	110	2	9	252	11	13	120	39	813
500-515	12	234	8	14	145	9	13	234	15	15	139	42	880
515-530	22	216	0	8	119	4	5	247	12	23	140	43	839
530-545	13	201	6	11	128	2	9	239	10	25	121	34	799
545-600	22	203	6	14	182	4	7	228	12	23	122	37	860
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	108	845	37	69	400	23	28	956	58	74	486	196	3280
415-515	84	872	31	69	478	29	37	966	59	71	503	184	3383
430-530	87	888	20	55	509	27	34	998	58	68	537	171	3452
445-545	70	864	19	49	502	17	36	972	48	76	520	158	3331
500-600	69	854	20	47	574	19	34	948	49	86	522	156	3378

PEAK HOUR 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	4	6	12
415-430	2	1	4	2	9
430-445	1	0	0	1	2
445-500	0	3	0	1	4
500-515	0	0	2	0	2
515-530	2	3	1	0	6
530-545	1	5	4	4	14
545-600	6	6	1	1	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	5	8	10	27
415-515	3	4	6	4	17
430-530	3	6	3	2	14
445-545	3	11	7	5	26
500-600	9	14	8	5	36

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	2	4
415-430	0	0	1	0	1
430-445	5	0	0	2	7
445-500	1	0	0	0	1
500-515	0	0	1	0	1
515-530	1	0	1	0	2
530-545	0	1	1	1	3
545-600	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	0	1	4	13
415-515	6	0	2	2	10
430-530	7	0	2	2	11
445-545	2	1	3	1	7
500-600	2	2	3	1	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

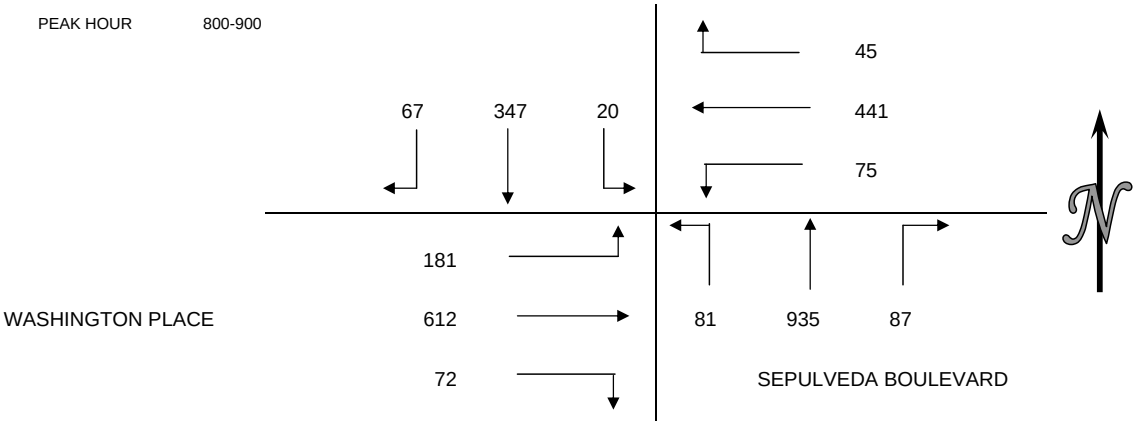
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 14, 2010
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WASHINGTON PLACE
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	37	2	6	44	10	12	162	3	11	49	39	386
715-730	4	62	1	9	68	9	15	200	11	12	72	40	503
730-745	17	96	4	14	97	13	18	233	10	8	105	39	654
745-800	9	53	4	14	104	9	21	205	13	19	138	43	632
800-815	12	75	1	5	104	23	16	235	20	18	133	42	684
815-830	16	85	3	12	107	14	20	207	15	12	140	45	676
830-845	22	87	9	13	100	18	23	268	19	22	157	42	780
845-900	17	100	7	15	130	20	28	225	27	20	182	52	823
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	41	248	11	43	313	41	66	800	37	50	364	161	2175
715-815	42	286	10	42	373	54	70	873	54	57	448	164	2473
730-830	54	309	12	45	412	59	75	880	58	57	516	169	2646
745-845	59	300	17	44	415	64	80	915	67	71	568	172	2772
800-900	67	347	20	45	441	75	87	935	81	72	612	181	2963

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	8	2	2	7	19
715-730	8	7	4	4	23
730-745	5	12	7	6	30
745-800	3	12	14	5	34
800-815	4	5	2	3	14
815-830	5	17	15	6	43
830-845	5	5	5	6	21
845-900	1	7	6	0	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	24	33	27	22	106
715-815	20	36	27	18	101
730-830	17	46	38	20	121
745-845	17	39	36	20	112
800-900	15	34	28	15	92

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	0	1
715-730	1	0	1	1	3
730-745	0	1	1	3	5
745-800	2	3	0	2	7
800-815	0	0	2	1	3
815-830	0	0	0	1	1
830-845	0	1	2	0	3
845-900	0	1	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	5	2	6	16
715-815	3	4	4	7	18
730-830	2	4	3	7	16
745-845	2	4	4	4	14
800-900	0	2	5	3	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

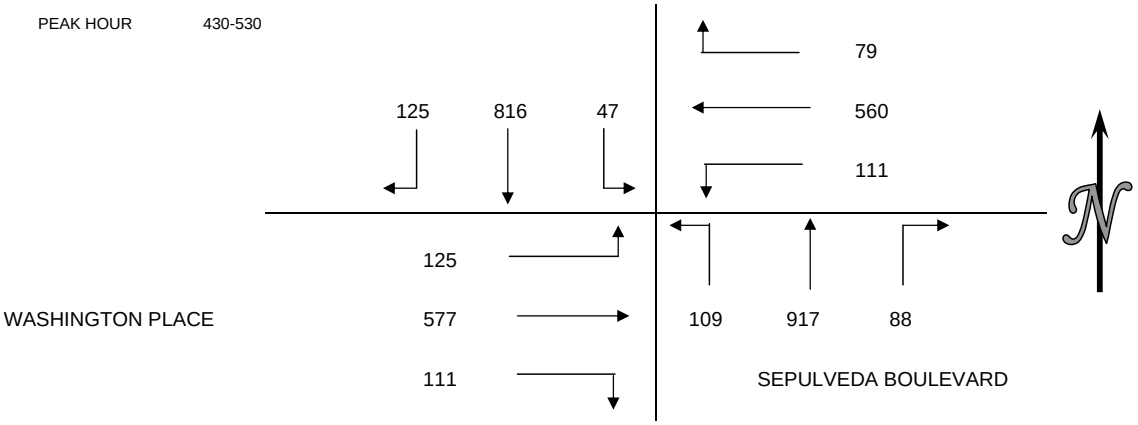
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY JULY 14, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WASHINGTON PLACE
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	27	189	8	15	153	35	16	189	33	30	131	33	859
415-430	29	172	5	14	121	25	17	177	22	18	161	26	787
430-445	35	184	11	15	126	29	25	265	29	30	123	34	906
445-500	29	208	12	19	123	25	20	202	30	25	168	33	894
500-515	23	202	9	25	132	24	25	217	25	35	135	25	877
515-530	38	222	15	20	179	33	18	233	25	21	151	33	988
530-545	20	188	9	11	180	30	24	218	26	42	122	35	905
545-600	32	226	8	11	155	31	27	188	14	28	129	26	875
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	120	753	36	63	523	114	78	833	114	103	583	126	3446
415-515	116	766	37	73	502	103	87	861	106	108	587	118	3464
430-530	125	816	47	79	560	111	88	917	109	111	577	125	3665
445-545	110	820	45	75	614	112	87	870	106	123	576	126	3664
500-600	113	838	41	67	646	118	94	856	90	126	537	119	3645

PEAK HOUR 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	2	3	8	14
415-430	7	6	5	6	24
430-445	8	5	6	15	34
445-500	3	7	8	2	20
500-515	11	3	3	17	34
515-530	4	6	3	9	22
530-545	7	6	4	3	20
545-600	4	19	23	8	54
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	19	20	22	31	92
415-515	29	21	22	40	112
430-530	26	21	20	43	110
445-545	25	22	18	31	96
500-600	26	34	33	37	130

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	2	0	0	3	5
430-445	1	3	0	3	7
445-500	1	0	0	4	5
500-515	2	1	2	7	12
515-530	3	4	2	0	9
530-545	5	2	2	3	12
545-600	0	5	0	6	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	3	0	10	17
415-515	6	4	2	17	29
430-530	7	8	4	14	33
445-545	11	7	6	14	38
500-600	10	12	6	16	44

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

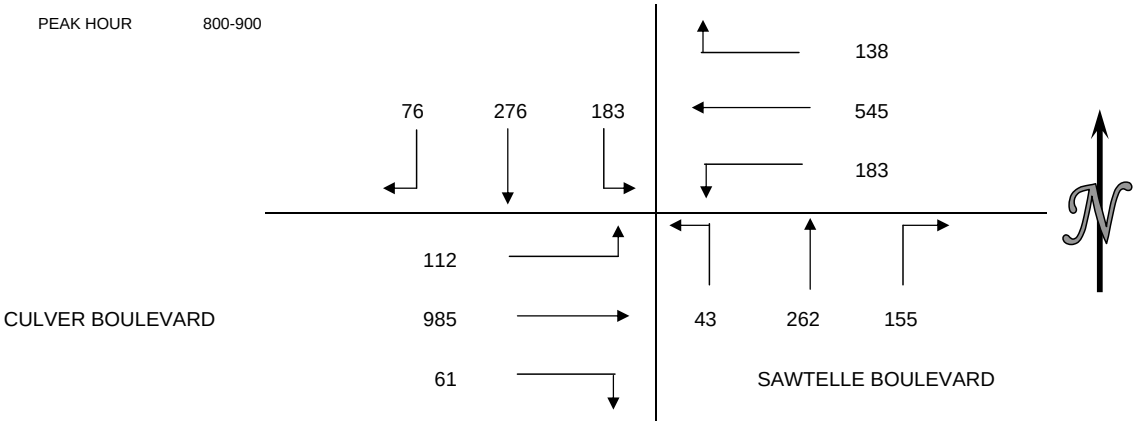
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 15, 2010
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SAWTELLE BOULEVARD
	E/W	CULVER BOULEVARD
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	39	24	27	84	23	36	47	2	8	214	19	543
715-730	9	29	30	21	102	26	30	49	3	10	208	13	530
730-745	22	46	38	31	124	32	54	81	11	13	252	15	719
745-800	14	75	24	27	153	35	40	83	6	14	243	16	730
800-815	21	68	40	30	133	37	48	70	9	16	221	29	722
815-830	19	62	37	34	122	44	33	53	11	11	261	21	708
830-845	21	73	45	33	144	62	42	75	11	12	274	36	828
845-900	15	73	61	41	146	40	32	64	12	22	229	26	761
HOUR TOTALS	1	2	3	4	15	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	65	189	116	106	463	116	160	260	22	45	917	63	2522
715-815	66	218	132	109	512	130	172	283	29	53	924	73	2701
730-830	76	251	139	122	532	148	175	287	37	54	977	81	2879
745-845	75	278	146	124	552	178	163	281	37	53	999	102	2988
800-900	76	276	183	138	545	183	155	262	43	61	985	112	3019

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	0	2	5
715-730	1	1	1	0	3
730-745	0	2	2	4	8
745-800	2	1	1	7	11
800-815	1	1	0	3	5
815-830	1	0	0	6	7
830-845	0	0	0	3	3
845-900	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	6	4	13	27
715-815	4	5	4	14	27
730-830	4	4	3	20	31
745-845	4	2	1	19	26
800-900	2	1	0	15	18

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	6	6
715-730	1	0	1	0	2
730-745	1	0	1	2	4
745-800	0	0	0	0	0
800-815	0	0	2	1	3
815-830	0	0	1	1	2
830-845	0	0	0	2	2
845-900	0	0	2	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	2	8	12
715-815	2	0	4	3	9
730-830	1	0	4	4	9
745-845	0	0	3	4	7
800-900	0	0	5	5	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

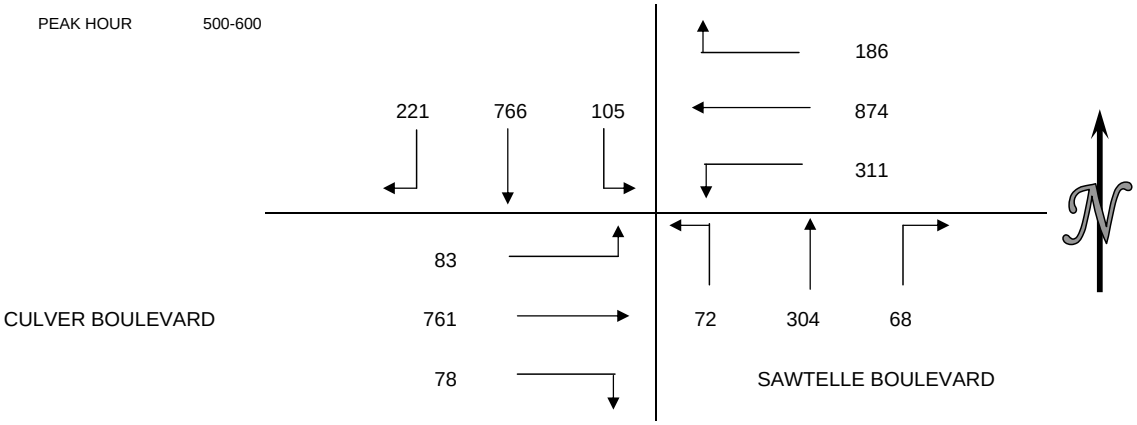
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 15, 2010
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SAWTELLE BOULEVARD
	E/W	CULVER BOULEVARD
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	45	155	27	45	160	76	14	55	13	21	145	14	770
415-430	35	175	33	57	191	58	13	65	11	18	170	22	848
430-445	63	177	27	41	196	69	21	52	8	12	200	25	891
445-500	45	186	32	48	212	64	19	60	17	20	168	23	894
500-515	59	214	34	56	244	90	15	69	17	19	156	19	992
515-530	46	178	13	49	191	72	15	79	14	20	204	23	904
530-545	55	167	21	48	229	78	15	87	22	21	221	19	983
545-600	61	207	37	33	210	71	23	69	19	18	180	22	950
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	188	693	119	191	759	267	67	232	49	71	683	84	3403
415-515	202	752	126	202	843	281	68	246	53	69	694	89	3625
430-530	213	755	106	194	843	295	70	260	56	71	728	90	3681
445-545	205	745	100	201	876	304	64	295	70	80	749	84	3773
500-600	221	766	105	186	874	311	68	304	72	78	761	83	3829

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	2	1	4
415-430	5	0	1	3	9
430-445	0	0	0	0	0
445-500	9	0	1	1	11
500-515	0	0	0	0	0
515-530	6	5	2	3	16
530-545	3	3	0	0	6
545-600	3	6	2	3	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	15	0	4	5	24
415-515	14	0	2	4	20
430-530	15	5	3	4	27
445-545	18	8	3	4	33
500-600	12	14	4	6	36

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	1	1	1	1	4
430-445	4	1	0	0	5
445-500	7	1	2	1	11
500-515	6	0	1	0	7
515-530	2	0	4	3	9
530-545	9	0	0	0	9
545-600	6	0	1	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	12	3	4	3	22
415-515	18	3	4	2	27
430-530	19	2	7	4	32
445-545	24	1	7	4	36
500-600	23	0	6	3	32

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

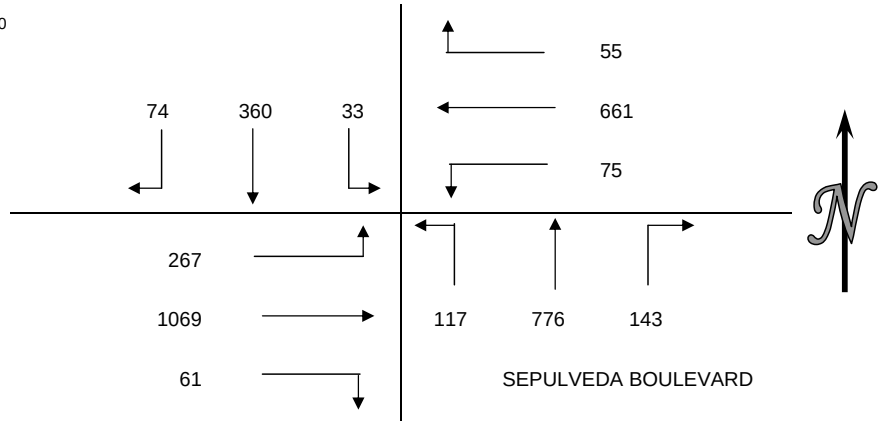
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CULVER BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	11	42	1	2	82	14	20	120	22	7	155	54	530
715-730	17	64	4	7	105	11	28	158	24	10	196	48	672
730-745	18	67	2	2	135	18	49	209	36	13	228	62	839
745-800	13	72	6	10	177	14	35	180	38	12	238	41	836
800-815	16	90	10	10	172	14	26	223	25	10	264	53	913
815-830	15	82	7	14	153	16	31	172	26	10	259	80	865
830-845	20	88	6	11	153	33	47	210	37	22	296	79	1002
845-900	23	100	10	20	183	12	39	171	29	19	250	55	911
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	59	245	13	21	499	57	132	667	120	42	817	205	2877
715-815	64	293	22	29	589	57	138	770	123	45	926	204	3260
730-830	62	311	25	36	637	62	141	784	125	45	989	236	3453
745-845	64	332	29	45	655	77	139	785	126	54	1057	253	3616
800-900	74	360	33	55	661	75	143	776	117	61	1069	267	3691

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	4	3	2	15
715-730	1	1	0	3	5
730-745	6	2	2	0	10
745-800	3	2	1	1	7
800-815	5	1	4	1	11
815-830	5	3	2	4	14
830-845	3	0	0	2	5
845-900	6	3	1	3	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	16	9	6	6	37
715-815	15	6	7	5	33
730-830	19	8	9	6	42
745-845	16	6	7	8	37
800-900	19	7	7	10	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	0	0
730-745	1	2	0	0	3
745-800	1	0	0	0	1
800-815	1	0	0	0	1
815-830	0	0	1	3	4
830-845	1	1	0	0	2
845-900	4	2	0	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	0	2	6
715-815	3	2	0	0	5
730-830	3	2	1	3	9
745-845	3	1	1	3	8
800-900	6	3	1	5	15

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

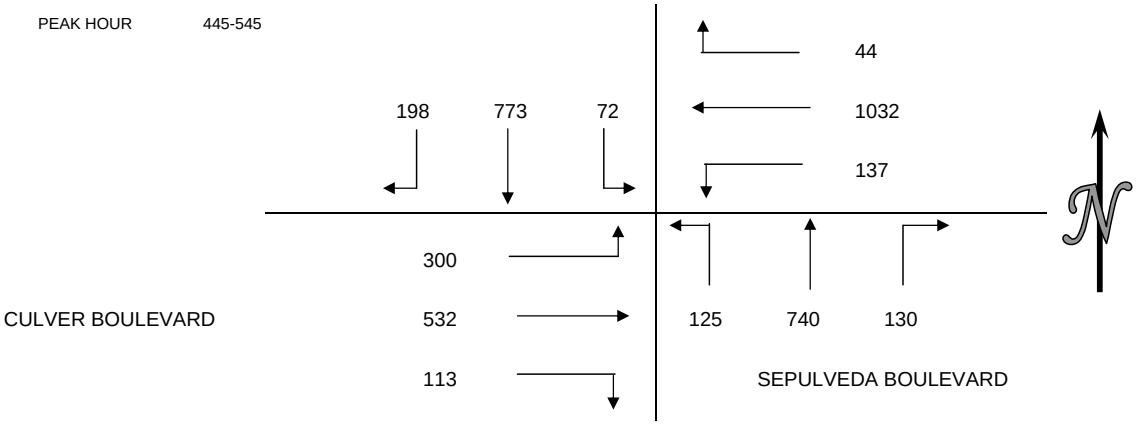
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CULVER BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	45	225	16	6	212	25	27	227	26	31	124	87	1051
415-430	51	190	10	8	226	40	26	219	20	34	108	62	994
430-445	43	208	18	6	244	25	24	221	28	31	148	78	1074
445-500	49	184	16	14	234	28	20	183	37	31	108	61	965
500-515	56	227	24	10	259	38	47	200	35	30	139	84	1149
515-530	42	167	15	5	260	38	38	181	28	23	121	83	1001
530-545	51	195	17	15	279	33	25	176	25	29	164	72	1081
545-600	38	153	16	13	266	30	31	200	25	28	104	61	965
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	188	807	60	34	916	118	97	850	111	127	488	288	4084
415-515	199	809	68	38	963	131	117	823	120	126	503	285	4182
430-530	190	786	73	35	997	129	129	785	128	115	516	306	4189
445-545	198	773	72	44	1032	137	130	740	125	113	532	300	4196
500-600	187	742	72	43	1064	139	141	757	113	110	528	300	4196

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	2	3
415-430	4	3	2	2	11
430-445	0	2	2	3	7
445-500	4	3	2	6	15
500-515	2	3	1	3	9
515-530	6	4	1	3	14
530-545	3	3	2	3	11
545-600	8	3	0	3	14
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	8	7	13	36
415-515	10	11	7	14	42
430-530	12	12	6	15	45
445-545	15	13	6	15	49
500-600	19	13	4	12	48

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	2	5	11
415-430	2	2	3	0	7
430-445	6	1	3	1	11
445-500	5	1	1	2	9
500-515	7	1	1	2	11
515-530	5	1	2	4	12
530-545	13	3	2	4	22
545-600	6	8	2	3	19
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	15	6	9	8	38
415-515	20	5	8	5	38
430-530	23	4	7	9	43
445-545	30	6	6	12	54
500-600	31	13	7	13	64

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

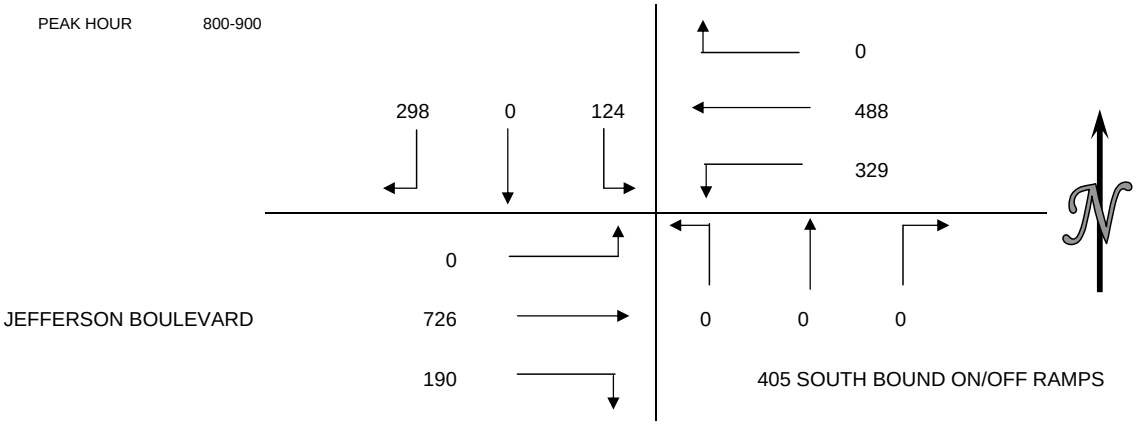
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 15, 2010
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SB I-405 RAMPS
	E/W	JEFFERSON BOULEVARD
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	38	0	24	0	82	52	0	0	0	45	133	0	374
715-730	56	0	23	0	109	53	0	0	0	43	129	0	413
730-745	63	0	35	0	114	84	0	0	0	52	192	0	540
745-800	72	0	22	0	127	73	0	0	0	38	175	0	507
800-815	68	0	31	0	143	88	0	0	0	48	184	0	562
815-830	63	0	27	0	116	77	0	0	0	49	157	0	489
830-845	72	0	28	0	103	91	0	0	0	54	200	0	548
845-900	95	0	38	0	126	73	0	0	0	39	185	0	556
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	229	0	104	0	432	262	0	0	0	178	629	0	1834
715-815	259	0	111	0	493	298	0	0	0	181	680	0	2022
730-830	266	0	115	0	500	322	0	0	0	187	708	0	2098
745-845	275	0	108	0	489	329	0	0	0	189	716	0	2106
800-900	298	0	124	0	488	329	0	0	0	190	726	0	2155

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	3	3
730-745	0	0	0	1	1
745-800	0	0	0	3	3
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	0	0	1	2	3
845-900	0	0	0	3	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	7	7
715-815	0	0	0	7	7
730-830	0	0	0	6	6
745-845	0	0	1	7	8
800-900	0	0	1	7	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	4	4
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	5	5
715-815	0	0	0	6	6
730-830	0	0	0	5	5
745-845	0	0	0	1	1
800-900	0	0	0	2	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

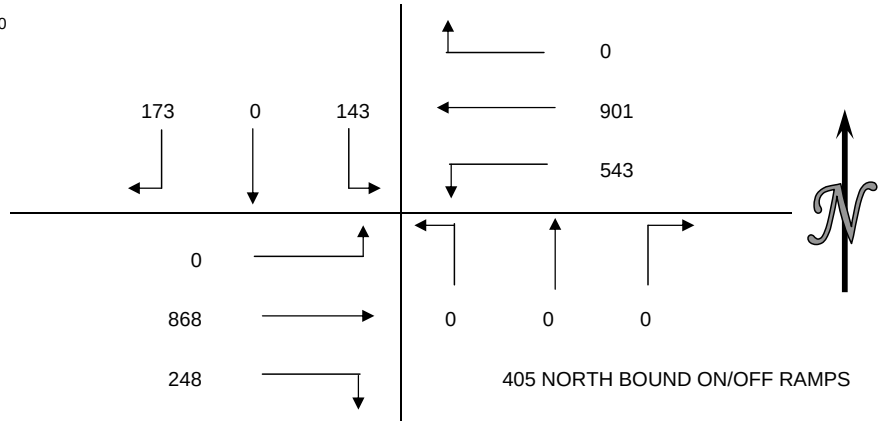
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SB I-405 RAMPS
E/W JEFFERSON BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	35	0	28	0	153	76	0	0	0	57	202	0	551
415-430	38	0	37	0	186	84	0	0	0	54	196	0	595
430-445	38	0	27	0	220	116	0	0	0	72	225	0	698
445-500	45	0	44	0	191	122	0	0	0	52	212	0	666
500-515	43	0	37	0	237	155	0	0	0	57	223	0	752
515-530	47	0	35	0	253	150	0	0	0	67	208	0	760
530-545	38	0	26	0	227	129	0	0	0	38	194	0	652
545-600	32	0	33	0	234	124	0	0	0	43	180	0	646
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	156	0	136	0	750	398	0	0	0	235	835	0	2510
415-515	164	0	145	0	834	477	0	0	0	235	856	0	2711
430-530	173	0	143	0	901	543	0	0	0	248	868	0	2876
445-545	173	0	142	0	908	556	0	0	0	214	837	0	2830
500-600	160	0	131	0	951	558	0	0	0	205	805	0	2810

PEAK HOUR 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	2	2
415-430	0	0	0	4	4
430-445	0	0	0	5	5
445-500	0	0	0	4	4
500-515	0	0	0	2	2
515-530	0	0	0	1	1
530-545	0	3	0	1	4
545-600	0	1	0	5	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	15	15
415-515	0	0	0	15	15
430-530	0	0	0	12	12
445-545	0	3	0	8	11
500-600	0	4	0	9	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	0	0	1
415-430	3	0	0	0	3
430-445	0	0	0	0	0
445-500	1	0	0	0	1
500-515	4	0	0	0	4
515-530	1	0	0	0	1
530-545	3	0	0	0	3
545-600	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	0	0	5
415-515	8	0	0	0	8
430-530	6	0	0	0	6
445-545	9	0	0	0	9
500-600	10	0	0	0	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

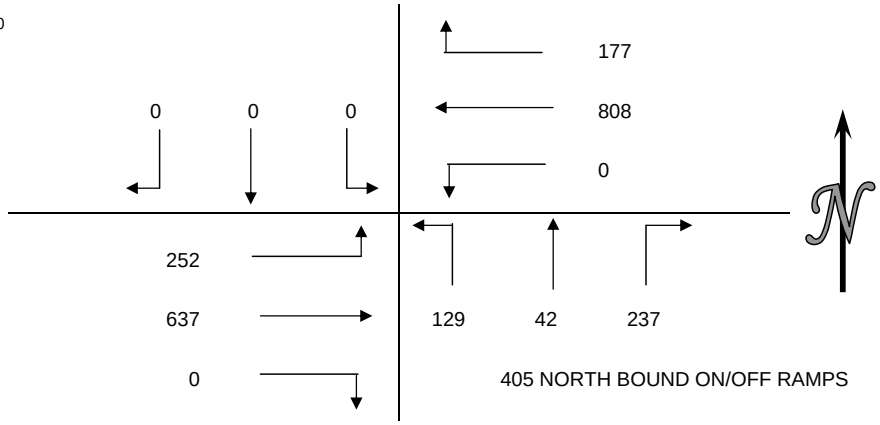
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 15, 2010
PERIOD		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	NB I-405 RAMPS
	E/W	JEFFERSON BOULEVARD
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	36	99	0	29	3	32	0	65	57	321
715-730	0	0	0	51	120	0	41	2	28	0	87	57	386
730-745	0	0	0	50	167	0	36	9	20	0	111	61	454
745-800	0	0	0	44	151	0	52	10	34	0	131	89	511
800-815	0	0	0	50	191	0	77	12	29	0	144	82	585
815-830	0	0	0	45	209	0	58	17	33	0	160	61	583
830-845	0	0	0	52	190	0	43	7	23	0	155	50	520
845-900	0	0	0	30	218	0	59	6	44	0	178	59	594
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	181	537	0	158	24	114	0	394	264	1672
715-815	0	0	0	195	629	0	206	33	111	0	473	289	1936
730-830	0	0	0	189	718	0	223	48	116	0	546	293	2133
745-845	0	0	0	191	741	0	230	46	119	0	590	282	2199
800-900	0	0	0	177	808	0	237	42	129	0	637	252	2282

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	2	0	2
730-745	0	0	1	0	1
745-800	0	0	3	0	3
800-815	0	0	0	0	0
815-830	0	0	2	0	2
830-845	0	0	2	0	2
845-900	0	0	3	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	7	0	7
715-815	0	0	6	0	6
730-830	0	0	6	0	6
745-845	0	0	7	0	7
800-900	0	0	7	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	4	0	4
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	5	0	5
715-815	0	0	5	0	5
730-830	0	0	5	0	5
745-845	0	0	1	0	1
800-900	0	0	2	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

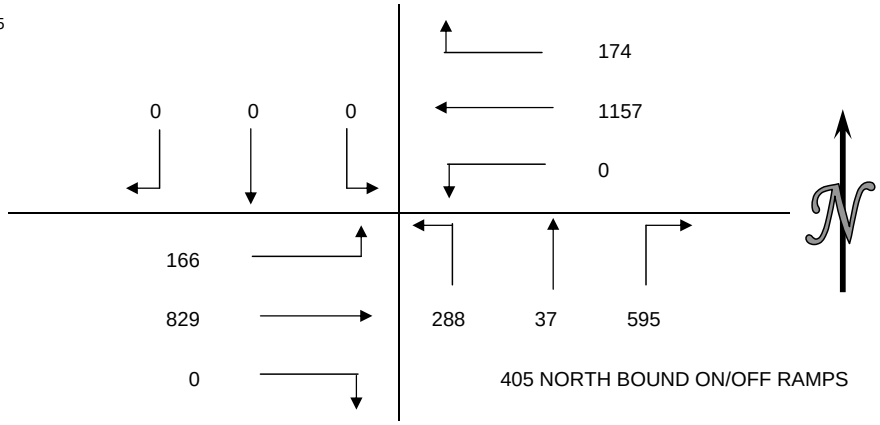
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 15, 2010
PERIOD		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	NB I-405 RAMPS
	E/W	JEFFERSON BOULEVARD
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	52	283	0	80	3	35	0	185	50	688
415-430	0	0	0	42	265	0	104	12	49	0	190	41	703
430-445	0	0	0	35	251	0	131	10	65	0	179	61	732
445-500	0	0	0	36	299	0	150	11	65	0	193	45	799
500-515	0	0	0	46	329	0	158	12	89	0	243	48	925
515-530	0	0	0	57	278	0	135	11	66	0	207	34	788
530-545	0	0	0	35	251	0	152	3	68	0	186	39	734
545-600	0	0	0	31	271	0	145	9	73	0	171	37	737
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	165	1098	0	465	36	214	0	747	197	2922
415-515	0	0	0	159	1144	0	543	45	268	0	805	195	3159
430-530	0	0	0	174	1157	0	574	44	285	0	822	188	3244
445-545	0	0	0	174	1157	0	595	37	288	0	829	166	3246
500-600	0	0	0	169	1129	0	590	35	296	0	807	158	3184

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	0	2
415-430	6	1	0	0	7
430-445	4	0	0	0	4
445-500	4	0	0	0	4
500-515	5	0	0	0	5
515-530	1	0	0	0	1
530-545	1	1	0	0	2
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	15	2	0	0	17
415-515	19	1	0	0	20
430-530	14	0	0	0	14
445-545	11	1	0	0	12
500-600	8	1	0	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	3	0	0	3
530-545	0	0	0	0	0
545-600	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	3	0	0	3
445-545	0	3	0	0	3
500-600	0	4	0	0	4

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

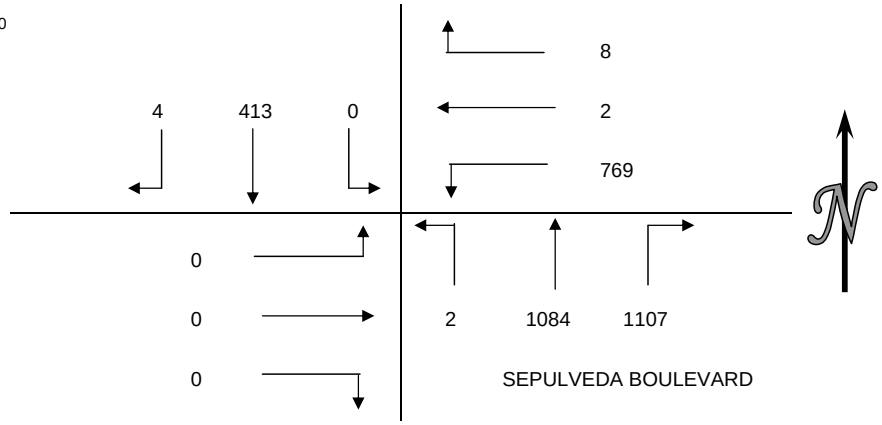
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W JEFFERSON BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	56	0	1	0	101	152	193	0	0	0	0	503
715-730	0	54	0	5	0	124	186	251	0	0	0	0	620
730-745	0	64	0	5	0	151	216	279	0	0	0	0	715
745-800	0	87	0	2	0	143	268	282	1	0	0	0	783
800-815	1	99	0	3	0	167	276	282	0	0	0	0	828
815-830	1	82	0	3	1	183	265	281	0	0	0	0	816
830-845	0	106	0	1	1	205	287	273	0	0	0	0	873
845-900	2	126	0	1	0	214	279	248	2	0	0	0	872
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	261	0	13	0	519	822	1005	1	0	0	0	2621
715-815	1	304	0	15	0	585	946	1094	1	0	0	0	2946
730-830	2	332	0	13	1	644	1025	1124	1	0	0	0	3142
745-845	2	374	0	9	2	698	1096	1118	1	0	0	0	3300
800-900	4	413	0	8	2	769	1107	1084	2	0	0	0	3389

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	2	2	2	0	6
730-745	1	1	1	0	3
745-800	3	4	6	0	13
800-815	4	4	3	0	11
815-830	0	2	5	0	7
830-845	2	0	2	0	4
845-900	2	5	3	0	10
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	7	10	0	23
715-815	10	11	12	0	33
730-830	8	11	15	0	34
745-845	9	10	16	0	35
800-900	8	11	13	0	32

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	2	0	0	2
730-745	1	0	1	0	2
745-800	0	1	2	0	3
800-815	1	2	0	0	3
815-830	0	0	0	0	0
830-845	1	0	3	0	4
845-900	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	3	4	0	8
715-815	2	5	3	0	10
730-830	2	3	3	0	8
745-845	2	3	5	0	10
800-900	3	3	3	0	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

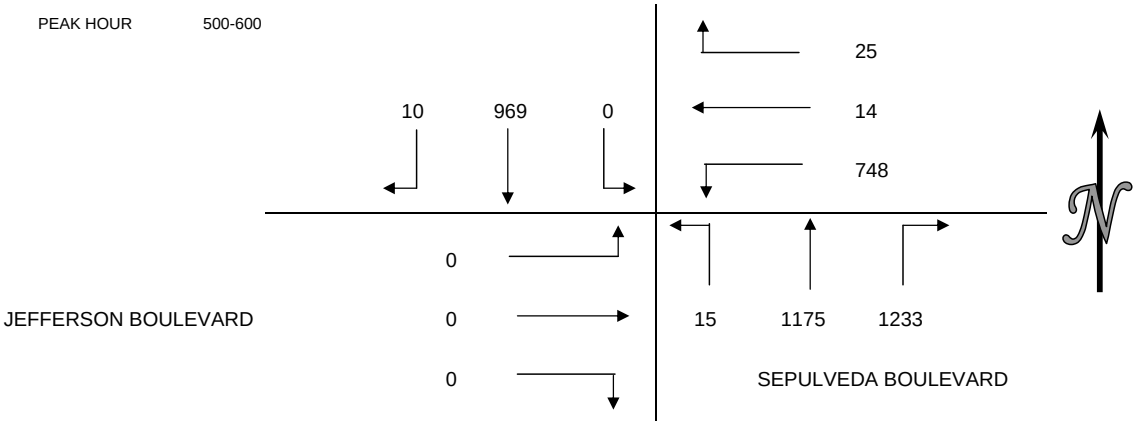
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W JEFFERSON BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	168	0	2	0	155	222	246	0	0	0	0	793
415-430	2	224	0	11	1	194	266	273	1	0	0	0	972
430-445	2	240	0	4	1	227	287	293	4	0	0	0	1058
445-500	4	258	0	6	0	203	266	249	2	0	0	0	988
500-515	4	276	0	5	6	191	296	286	2	0	0	0	1066
515-530	1	240	0	2	4	202	301	313	3	0	0	0	1066
530-545	3	214	0	13	4	188	319	291	3	0	0	0	1035
545-600	2	239	0	5	0	167	317	285	7	0	0	0	1022
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	8	890	0	23	2	779	1041	1061	7	0	0	0	3811
415-515	12	998	0	26	8	815	1115	1101	9	0	0	0	4084
430-530	11	1014	0	17	11	823	1150	1141	11	0	0	0	4178
445-545	12	988	0	26	14	784	1182	1139	10	0	0	0	4155
500-600	10	969	0	25	14	748	1233	1175	15	0	0	0	4189

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	1	0	3
415-430	5	2	1	0	8
430-445	2	4	1	0	7
445-500	4	1	1	0	6
500-515	6	0	3	0	9
515-530	0	0	3	0	3
530-545	3	0	2	0	5
545-600	2	0	6	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	9	4	0	24
415-515	17	7	6	0	30
430-530	12	5	8	0	25
445-545	13	1	9	0	23
500-600	11	0	14	0	25

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	0	2
415-430	0	0	2	0	2
430-445	2	0	3	0	5
445-500	2	0	1	0	3
500-515	0	1	0	0	1
515-530	2	2	0	0	4
530-545	0	0	3	0	3
545-600	3	1	2	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	0	6	0	12
415-515	4	1	6	0	11
430-530	6	3	4	0	13
445-545	4	3	4	0	11
500-600	5	4	5	0	14

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

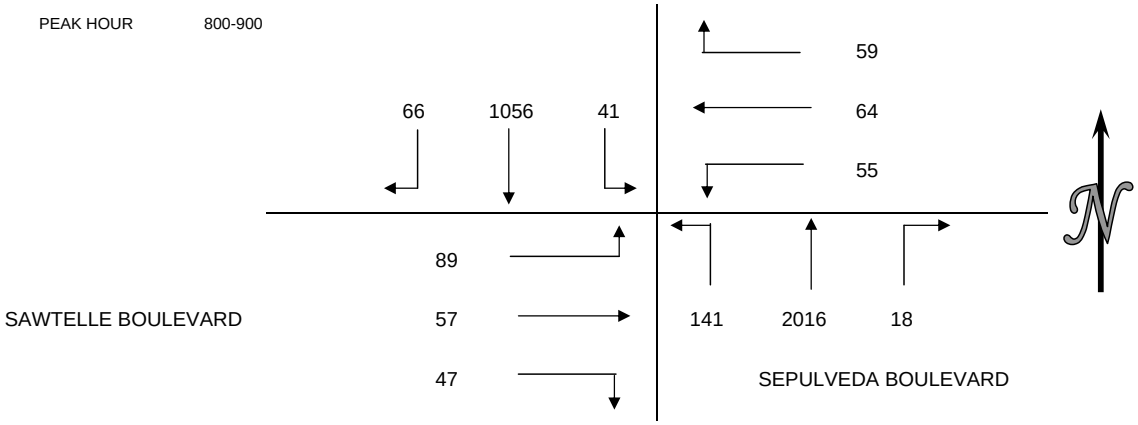
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W SAWTELLE BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	138	8	13	14	11	9	335	16	10	4	8	573
715-730	7	177	10	10	20	7	2	406	28	7	12	16	702
730-745	8	210	9	15	30	12	1	464	29	9	9	12	808
745-800	15	200	7	18	18	10	1	489	30	12	6	16	822
800-815	9	248	9	10	13	11	4	505	24	13	14	25	885
815-830	12	237	7	14	20	15	6	515	36	12	15	16	905
830-845	16	277	14	17	19	13	6	506	43	14	14	19	958
845-900	29	294	11	18	12	16	2	490	38	8	14	29	961
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	37	725	34	56	82	40	13	1694	103	38	31	52	2905
715-815	39	835	35	53	81	40	8	1864	111	41	41	69	3217
730-830	44	895	32	57	81	48	12	1973	119	46	44	69	3420
745-845	52	962	37	59	70	49	17	2015	133	51	49	76	3570
800-900	66	1056	41	59	64	55	18	2016	141	47	57	89	3709

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	2	0	3
715-730	2	6	4	1	13
730-745	1	2	6	2	11
745-800	0	2	2	0	4
800-815	0	3	10	1	14
815-830	3	3	0	0	6
830-845	0	5	4	0	9
845-900	1	6	7	1	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	10	14	3	31
715-815	3	13	22	4	42
730-830	4	10	18	3	35
745-845	3	13	16	1	33
800-900	4	17	21	2	44

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	0	2
715-730	0	0	0	0	0
730-745	0	1	0	1	2
745-800	0	1	0	0	1
800-815	0	2	1	0	3
815-830	0	0	0	0	0
830-845	0	2	1	0	3
845-900	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	3	0	1	5
715-815	0	4	1	1	6
730-830	0	4	1	1	6
745-845	0	5	2	0	7
800-900	0	5	3	0	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

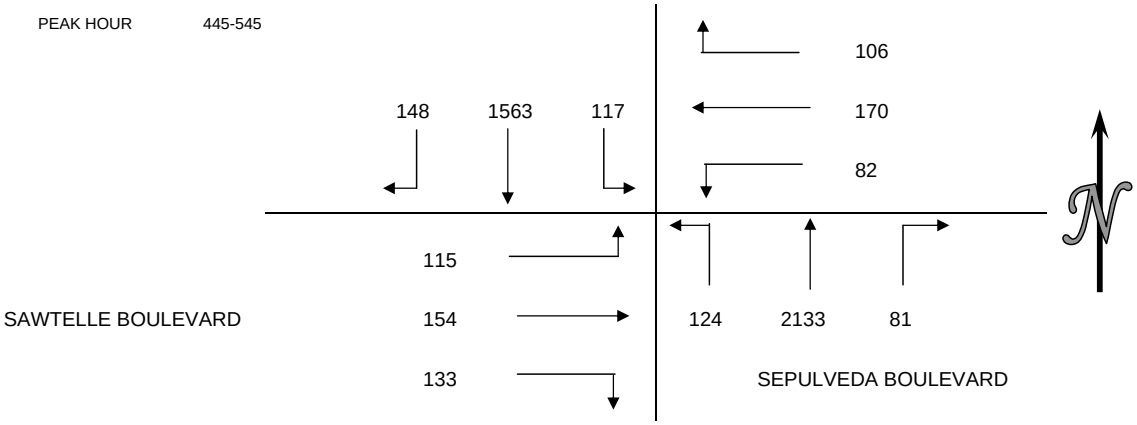
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W SAWTELLE BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	16	360	15	29	36	25	19	364	32	27	24	26	973
415-430	18	373	30	36	30	16	12	441	29	51	33	28	1097
430-445	24	395	27	29	34	25	23	474	33	38	40	39	1181
445-500	35	421	30	26	44	16	17	512	22	42	35	20	1220
500-515	40	409	23	28	44	24	24	530	27	28	55	31	1263
515-530	39	381	27	25	45	22	23	560	37	20	36	27	1242
530-545	34	352	37	27	37	20	17	531	38	43	28	37	1201
545-600	38	370	23	16	36	23	12	500	31	29	34	27	1139
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	93	1549	102	120	144	82	71	1791	116	158	132	113	4471
415-515	117	1598	110	119	152	81	76	1957	111	159	163	118	4761
430-530	138	1606	107	108	167	87	87	2076	119	128	166	117	4906
445-545	148	1563	117	106	170	82	81	2133	124	133	154	115	4926
500-600	151	1512	110	96	162	89	76	2121	133	120	153	122	4845

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	5	2	5	14
415-430	12	3	2	5	22
430-445	1	6	0	3	10
445-500	2	6	4	7	19
500-515	8	6	5	0	19
515-530	3	7	2	1	13
530-545	5	16	3	1	25
545-600	2	3	7	4	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	17	20	8	20	65
415-515	23	21	11	15	70
430-530	14	25	11	11	61
445-545	18	35	14	9	76
500-600	18	32	17	6	73

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	1	0	3
415-430	2	2	0	0	4
430-445	3	3	0	0	6
445-500	0	2	0	0	2
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	0	0	0	0	0
545-600	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	6	8	1	0	15
415-515	5	7	0	0	12
430-530	3	5	3	0	11
445-545	0	2	3	0	5
500-600	0	2	3	0	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

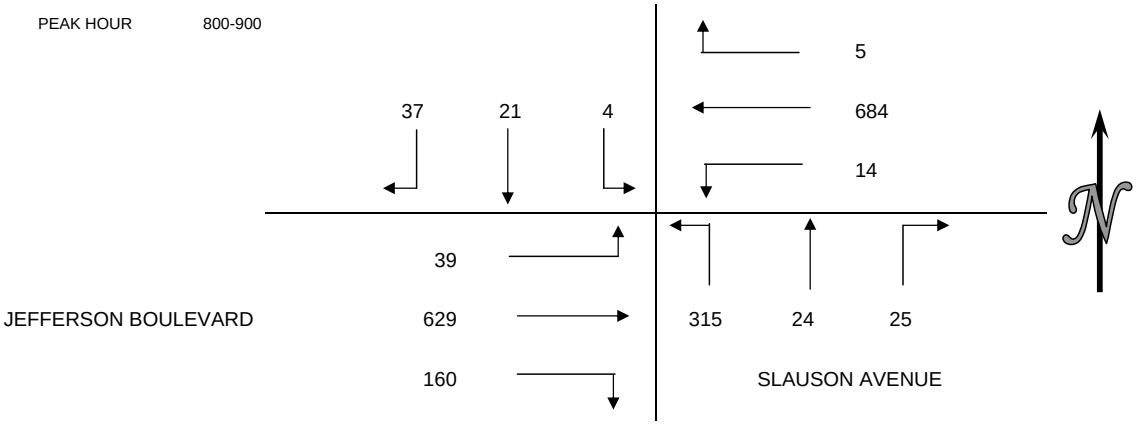
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 15, 2010
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SLAUSON AVENUE
	E/W	JEFFERSON BOULEVARD
CITY:		CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	17	2	2	2	86	1	4	4	60	31	57	7	273
715-730	26	7	0	4	117	5	3	6	52	32	94	1	347
730-745	16	6	3	1	127	4	4	11	65	32	120	6	395
745-800	8	8	4	1	132	5	3	4	82	47	140	7	441
800-815	6	5	1	2	141	1	1	2	52	34	169	2	416
815-830	10	5	0	0	182	4	3	4	88	32	165	10	503
830-845	14	9	3	2	170	5	14	1	83	45	148	9	503
845-900	7	2	0	1	191	4	7	17	92	49	147	18	535
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	67	23	9	8	462	15	14	25	259	142	411	21	1456
715-815	56	26	8	8	517	15	11	23	251	145	523	16	1599
730-830	40	24	8	4	582	14	11	21	287	145	594	25	1755
745-845	38	27	8	5	625	15	21	11	305	158	622	28	1863
800-900	37	21	4	5	684	14	25	24	315	160	629	39	1957

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	1	3
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	2	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	0	3	5
715-815	0	0	0	2	2
730-830	0	0	0	1	1
745-845	0	0	0	1	1
800-900	0	2	0	0	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	2	0	0	3
730-745	0	1	0	0	1
745-800	0	0	0	1	1
800-815	0	4	0	0	4
815-830	0	3	0	0	3
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	3	0	1	5
715-815	1	7	0	1	9
730-830	0	8	0	1	9
745-845	0	7	0	1	8
800-900	0	7	0	0	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

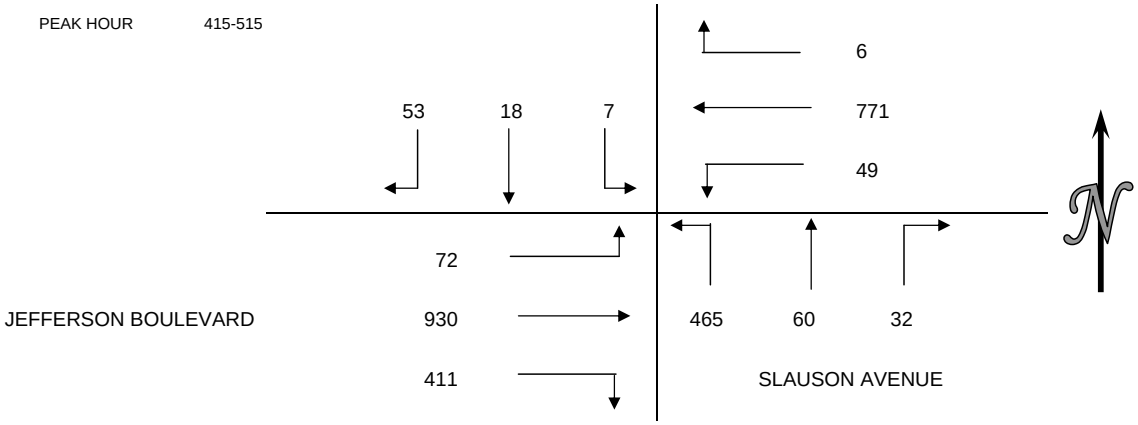
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SLAUSON AVENUE
E/W JEFFERSON BOULEVARD
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	7	4	0	2	162	10	14	8	89	96	224	17	633
415-430	13	4	1	4	201	4	8	15	104	100	232	17	703
430-445	12	4	2	1	194	10	7	21	106	96	226	18	697
445-500	14	0	4	1	185	14	11	14	131	117	249	20	760
500-515	14	10	0	0	191	21	6	10	124	98	223	17	714
515-530	1	0	1	2	212	8	2	13	109	83	213	20	664
530-545	11	0	1	4	201	11	2	12	93	75	202	8	620
545-600	4	4	3	10	192	7	3	23	73	97	222	15	653
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	46	12	7	8	742	38	40	58	430	409	931	72	2793
415-515	53	18	7	6	771	49	32	60	465	411	930	72	2874
430-530	41	14	7	4	782	53	26	58	470	394	911	75	2835
445-545	40	10	6	7	789	54	21	49	457	373	887	65	2758
500-600	30	14	5	16	796	47	13	58	399	353	860	60	2651

PEAK HOUR 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	1	2
430-445	0	0	0	2	2
445-500	0	0	0	2	2
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	2	0	0	3	5
545-600	5	0	0	1	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	5	6
415-515	0	0	1	5	6
430-530	0	0	0	4	4
445-545	2	0	0	5	7
500-600	7	0	0	4	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	0	2
415-430	3	0	0	1	4
430-445	0	0	2	0	2
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	2	1	8
415-515	3	0	2	1	6
430-530	0	0	2	0	2
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

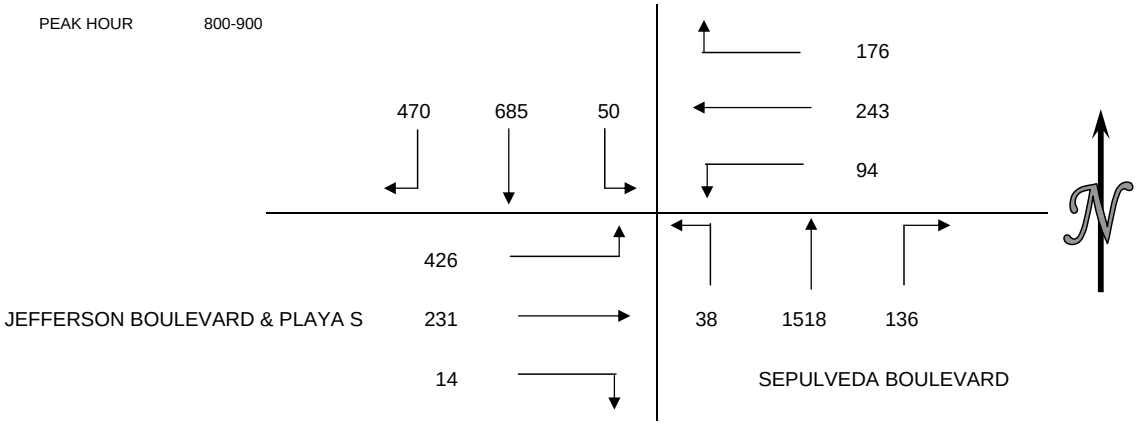
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W JEFFERSON BOULEVARD & PLAYA STREET
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	70	88	4	25	33	8	30	271	6	4	37	50	626
715-730	73	104	1	38	47	17	16	330	7	2	40	66	741
730-745	87	126	7	39	62	9	36	392	6	5	55	85	909
745-800	86	155	8	44	43	17	40	355	5	1	40	85	879
800-815	91	157	11	52	69	25	34	363	5	4	60	106	977
815-830	109	140	11	46	53	23	38	406	12	3	50	102	993
830-845	140	188	14	43	60	19	34	377	7	4	55	95	1036
845-900	130	200	14	35	61	27	30	372	14	3	66	123	1075
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	316	473	20	146	185	51	122	1348	24	12	172	286	3155
715-815	337	542	27	173	221	68	126	1440	23	12	195	342	3506
730-830	373	578	37	181	227	74	148	1516	28	13	205	378	3758
745-845	426	640	44	185	225	84	146	1501	29	12	205	388	3885
800-900	470	685	50	176	243	94	136	1518	38	14	231	426	4081

PEAK HOUR 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	1	1
730-745	0	2	0	0	2
745-800	1	1	2	1	5
800-815	2	0	0	0	2
815-830	0	0	1	2	3
830-845	0	0	0	4	4
845-900	2	5	0	1	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	3	2	4	10
715-815	3	3	2	2	10
730-830	3	3	3	3	12
745-845	3	1	3	7	14
800-900	4	5	1	7	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	1	2
715-730	0	1	1	0	2
730-745	0	2	0	0	2
745-800	0	0	0	1	1
800-815	0	1	0	0	1
815-830	0	1	0	0	1
830-845	0	0	0	1	1
845-900	0	1	1	3	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	1	2	7
715-815	0	4	1	1	6
730-830	0	4	0	1	5
745-845	0	2	0	2	4
800-900	0	3	1	4	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

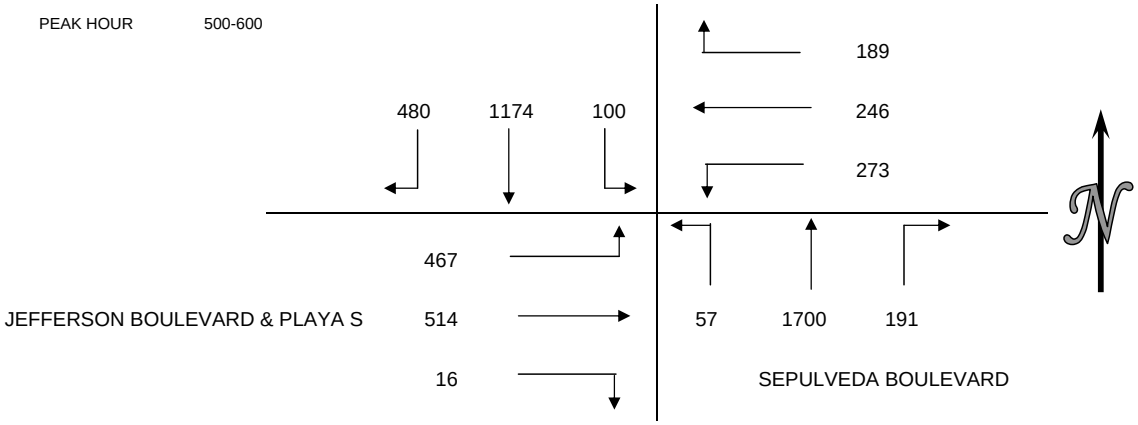
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W JEFFERSON BOULEVARD & PLAYA STREET
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	128	259	27	42	69	49	37	356	25	9	75	109	1185
415-430	118	271	27	38	44	53	24	352	10	5	95	104	1141
430-445	127	310	34	42	62	74	33	372	18	11	105	114	1302
445-500	104	266	29	32	45	53	50	392	28	3	121	144	1267
500-515	120	303	29	63	69	77	40	412	18	4	106	116	1357
515-530	141	307	26	48	74	86	54	444	19	5	131	107	1442
530-545	110	266	18	45	42	56	38	408	13	2	150	135	1283
545-600	109	298	27	33	61	54	59	436	7	5	127	109	1325
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	477	1106	117	154	220	229	144	1472	81	28	396	471	4895
415-515	469	1150	119	175	220	257	147	1528	74	23	427	478	5067
430-530	492	1186	118	185	250	290	177	1620	83	23	463	481	5368
445-545	475	1142	102	188	230	272	182	1656	78	14	508	502	5349
500-600	480	1174	100	189	246	273	191	1700	57	16	514	467	5407

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	5	0	1	9
415-430	4	4	0	3	11
430-445	2	3	2	0	7
445-500	2	1	1	2	6
500-515	4	2	0	1	7
515-530	3	5	3	0	11
530-545	2	3	0	4	9
545-600	7	7	2	2	18
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	13	3	6	33
415-515	12	10	3	6	31
430-530	11	11	6	3	31
445-545	11	11	4	7	33
500-600	16	17	5	7	45

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	0	0	2
415-430	0	4	0	0	4
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	3	2	0	0	5
530-545	2	0	0	0	2
545-600	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	6	0	0	6
415-515	0	4	0	0	4
430-530	3	2	0	0	5
445-545	5	2	0	0	7
500-600	7	2	0	0	9

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

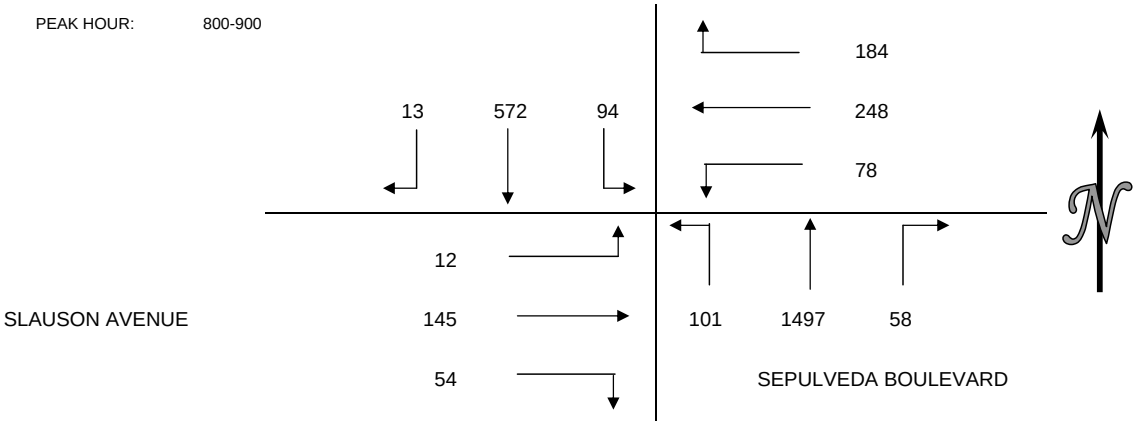
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W SLAUSON AVENUE
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	1	86	20	21	48	11	19	268	16	8	22	7	527
715-730	0	107	10	31	32	19	8	332	18	10	24	2	593
730-745	1	133	15	52	50	18	8	367	27	14	28	5	718
745-800	5	147	22	53	57	30	16	381	17	8	34	3	773
800-815	0	157	27	48	63	19	15	382	23	14	32	3	783
815-830	0	133	16	32	46	15	14	341	21	8	26	3	655
830-845	5	146	17	52	65	25	17	366	32	14	43	3	785
845-900	8	136	34	52	74	19	12	408	25	18	44	3	833
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	7	473	67	157	187	78	51	1348	78	40	108	17	2611
715-815	6	544	74	184	202	86	47	1462	85	46	118	13	2867
730-830	6	570	80	185	216	82	53	1471	88	44	120	14	2929
745-845	10	583	82	185	231	89	62	1470	93	44	135	12	2996
800-900	13	572	94	184	248	78	58	1497	101	54	145	12	3056

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	5	10	4	22
715-730	2	7	7	3	19
730-745	2	8	2	0	12
745-800	0	0	10	3	13
800-815	3	5	6	5	19
815-830	4	4	5	4	17
830-845	2	4	4	2	12
845-900	2	2	13	4	21
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	20	29	10	66
715-815	7	20	25	11	63
730-830	9	17	23	12	61
745-845	9	13	25	14	61
800-900	11	15	28	15	69

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	1	2	4
715-730	0	0	0	1	1
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	2	1	3	6
715-815	0	1	0	1	2
730-830	0	1	0	1	2
745-845	0	0	0	1	1
800-900	0	0	0	1	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

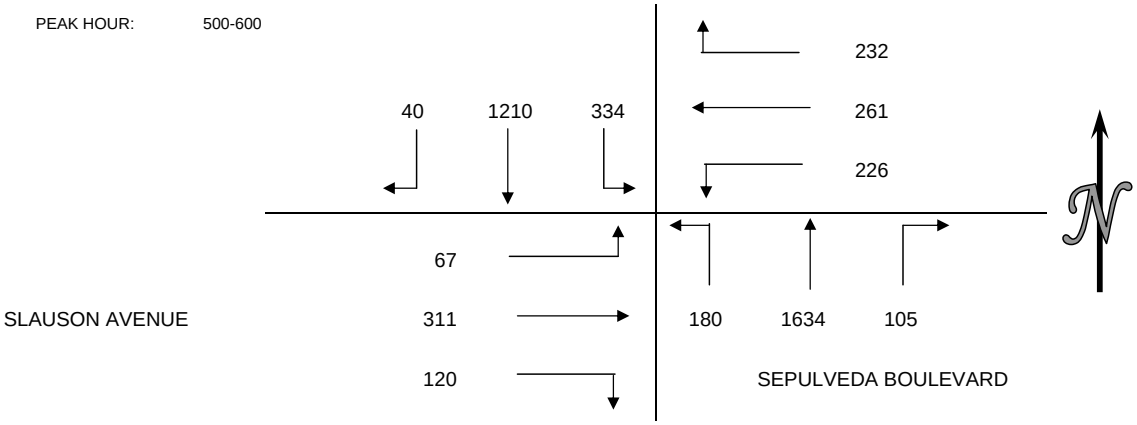
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: THURSDAY JULY 15, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W SLAUSON AVENUE
CITY: CULVER CITY

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	5	229	97	67	91	42	25	387	51	30	70	9	1103
415-430	10	266	96	72	89	44	25	414	56	28	78	14	1192
430-445	15	290	93	66	100	65	32	423	37	29	80	17	1247
445-500	6	275	70	63	79	41	27	382	43	30	61	18	1095
500-515	10	286	84	53	65	48	31	420	42	38	79	16	1172
515-530	10	282	78	55	73	62	22	385	62	29	80	22	1160
530-545	12	322	94	47	66	59	25	422	32	23	68	18	1188
545-600	8	320	78	77	57	57	27	407	44	30	84	11	1200
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	36	1060	356	268	359	192	109	1606	187	117	289	58	4637
415-515	41	1117	343	254	333	198	115	1639	178	125	298	65	4706
430-530	41	1133	325	237	317	216	112	1610	184	126	300	73	4674
445-545	38	1165	326	218	283	210	105	1609	179	120	288	74	4615
500-600	40	1210	334	232	261	226	105	1634	180	120	311	67	4720

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	13	11	8	9	41
415-430	10	12	8	7	37
430-445	16	15	6	8	45
445-500	5	5	7	1	18
500-515	16	7	6	2	31
515-530	3	15	9	4	31
530-545	13	19	11	3	46
545-600	6	11	2	7	26
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	44	43	29	25	141
415-515	47	39	27	18	131
430-530	40	42	28	15	125
445-545	37	46	33	10	126
500-600	38	52	28	16	134

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	1	3	1	5
430-445	0	0	3	1	4
445-500	0	0	5	3	8
500-515	2	0	5	3	10
515-530	1	2	5	5	13
530-545	0	0	2	5	7
545-600	0	0	2	4	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	11	5	17
415-515	2	1	16	8	27
430-530	3	2	18	12	35
445-545	3	2	17	16	38
500-600	3	2	14	17	36

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

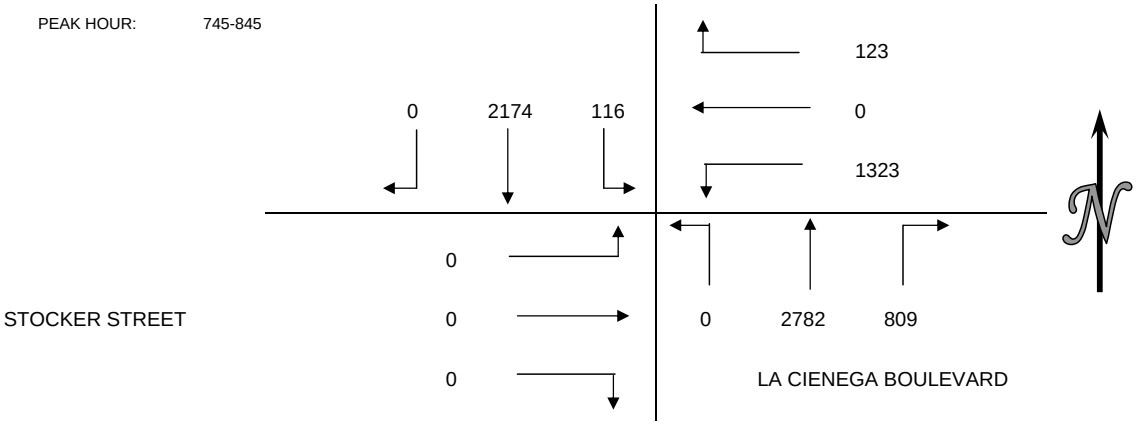
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	STOCKER STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	386	18	21	0	267	125	646	0	0	0	0	1463
715-730	0	412	14	26	0	294	141	695	0	0	0	0	1582
730-745	0	454	23	29	0	311	182	715	0	0	0	0	1714
745-800	0	544	33	28	0	375	203	743	0	0	0	0	1926
800-815	0	502	23	36	0	282	181	676	0	0	0	0	1700
815-830	0	563	30	31	0	294	191	626	0	0	0	0	1735
830-845	0	565	30	28	0	372	234	737	0	0	0	0	1966
845-900	0	563	38	33	0	314	217	642	0	0	0	0	1807
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	1796	88	104	0	1247	651	2799	0	0	0	0	6685
715-815	0	1912	93	119	0	1262	707	2829	0	0	0	0	6922
730-830	0	2063	109	124	0	1262	757	2760	0	0	0	0	7075
745-845	0	2174	116	123	0	1323	809	2782	0	0	0	0	7327
800-900	0	2193	121	128	0	1262	823	2681	0	0	0	0	7208

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

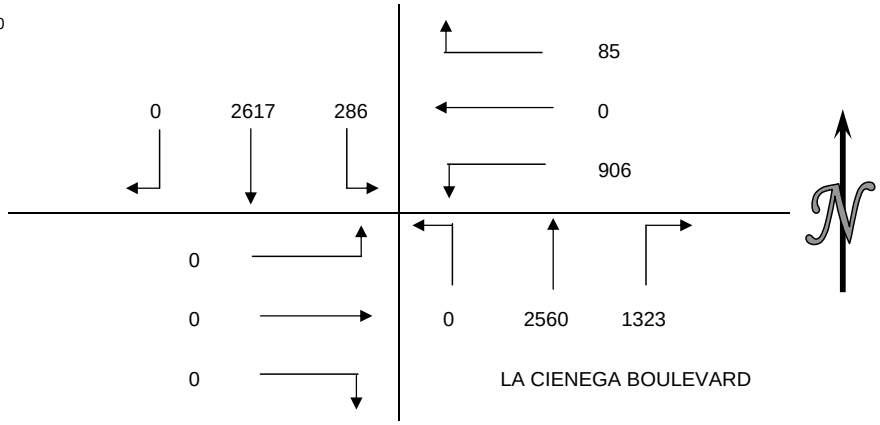
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	STOCKER STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	543	47	11	0	265	283	658	0	0	0	0	1807
415-430	0	590	45	10	0	223	320	594	0	0	0	0	1782
430-445	0	650	70	11	0	251	351	665	0	0	0	0	1998
445-500	0	628	65	25	0	135	300	577	0	0	0	0	1730
500-515	0	635	64	22	0	225	296	631	0	0	0	0	1873
515-530	0	704	87	27	0	295	376	687	0	0	0	0	2176
530-545	0	611	93	20	0	207	299	611	0	0	0	0	1841
545-600	0	632	104	17	0	197	304	595	0	0	0	0	1849
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	2411	227	57	0	874	1254	2494	0	0	0	0	7317
415-515	0	2503	244	68	0	834	1267	2467	0	0	0	0	7383
430-530	0	2617	286	85	0	906	1323	2560	0	0	0	0	7777
445-545	0	2578	309	94	0	862	1271	2506	0	0	0	0	7620
500-600	0	2582	348	86	0	924	1275	2524	0	0	0	0	7739

PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

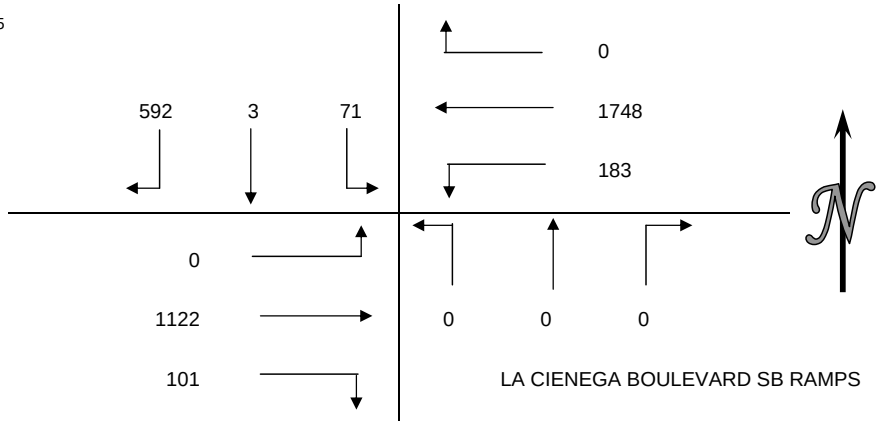
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 20, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD SB RAMPS
E/W SLAUSON AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	56	8	7	0	385	30	0	0	0	24	202	0	712
715-730	82	0	18	0	469	54	0	0	0	24	236	0	883
730-745	101	0	7	0	496	47	0	0	0	25	237	0	913
745-800	124	0	21	0	481	59	0	0	0	24	254	0	963
800-815	143	1	16	0	439	41	0	0	0	24	284	0	948
815-830	172	2	18	0	403	49	0	0	0	24	267	0	935
830-845	153	0	16	0	425	34	0	0	0	29	317	0	974
845-900	156	0	22	0	438	54	0	0	0	25	261	0	956
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	363	8	53	0	1831	190	0	0	0	97	929	0	3471
715-815	450	1	62	0	1885	201	0	0	0	97	1011	0	3707
730-830	540	3	62	0	1819	196	0	0	0	97	1042	0	3759
745-845	592	3	71	0	1748	183	0	0	0	101	1122	0	3820
800-900	624	3	72	0	1705	178	0	0	0	102	1129	0	3813

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	0	3	0	5
745-800	0	0	1	0	1
800-815	0	0	2	0	2
815-830	2	0	4	0	6
830-845	0	0	1	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	4	0	6
715-815	2	0	6	0	8
730-830	4	0	10	0	14
745-845	2	0	8	0	10
800-900	2	0	7	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	1	0	0	0	1
745-800	1	0	1	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	0	2	0	4
715-815	2	0	2	0	4
730-830	2	0	1	0	3
745-845	1	0	1	0	2
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

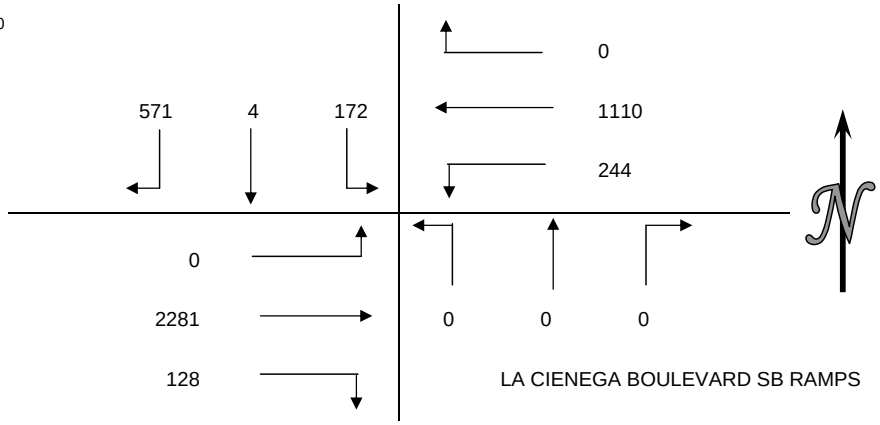
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 20, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD SB RAMPS
E/W SLAUSON AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	84	3	40	0	186	69	0	0	0	42	542	0	966
415-430	95	3	35	0	285	61	0	0	0	44	576	0	1099
430-445	104	1	41	0	238	49	0	0	0	30	514	0	977
445-500	106	0	39	0	232	30	0	0	0	28	532	0	967
500-515	128	2	48	0	250	69	0	0	0	40	587	0	1124
515-530	179	0	47	0	288	51	0	0	0	32	616	0	1213
530-545	139	0	34	0	302	60	0	0	0	32	549	0	1116
545-600	125	2	43	0	270	64	0	0	0	24	529	0	1057
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	389	7	155	0	941	209	0	0	0	144	2164	0	4009
415-515	433	6	163	0	1005	209	0	0	0	142	2209	0	4167
430-530	517	3	175	0	1008	199	0	0	0	130	2249	0	4281
445-545	552	2	168	0	1072	210	0	0	0	132	2284	0	4420
500-600	571	4	172	0	1110	244	0	0	0	128	2281	0	4510

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	3	0	3
430-445	0	0	2	0	2
445-500	0	0	1	0	1
500-515	0	0	3	0	3
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	1	0	6	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	6	0	6
415-515	0	0	9	0	9
430-530	0	0	6	0	6
445-545	0	0	4	0	4
500-600	1	0	9	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	3	0	3
415-515	0	0	2	0	2
430-530	0	0	1	0	1
445-545	0	0	1	0	1
500-600	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

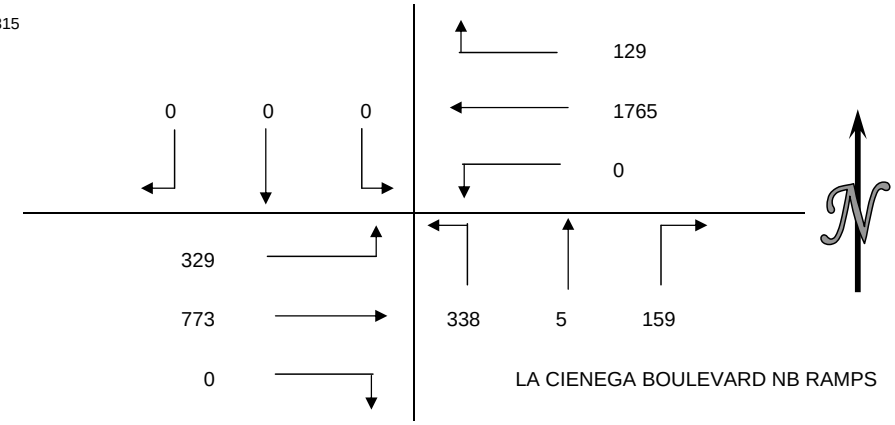
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 20, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD NB RAMPS
E/W SLAUSON AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	0	0	29	339	0	23	0	80	0	151	62	684
715-730	0	0	0	36	437	0	33	1	90	0	194	71	862
730-745	0	0	0	40	469	0	48	3	79	0	167	77	883
745-800	0	0	0	26	459	0	34	0	95	0	191	80	885
800-815	0	0	0	27	400	0	44	1	74	0	221	101	868
815-830	0	0	0	26	378	0	27	1	78	0	202	84	796
830-845	0	0	0	22	390	0	49	1	78	0	230	100	870
845-900	0	0	0	31	425	0	63	3	72	0	208	81	883
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	0	0	131	1704	0	138	4	344	0	703	290	3314
715-815	0	0	0	129	1765	0	159	5	338	0	773	329	3498
730-830	0	0	0	119	1706	0	153	5	326	0	781	342	3432
745-845	0	0	0	101	1627	0	154	3	325	0	844	365	3419
800-900	0	0	0	106	1593	0	183	6	302	0	861	366	3417

PEAK HOUR: 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	0	4
715-730	1	1	0	0	2
730-745	0	2	4	0	6
745-800	0	0	1	0	1
800-815	2	0	2	0	4
815-830	1	2	4	0	7
830-845	4	0	1	0	5
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	5	5	0	13
715-815	3	3	7	0	13
730-830	3	4	11	0	18
745-845	7	2	8	0	17
800-900	8	2	7	0	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	1	1	0	0	2
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	1	0	3
715-815	1	1	1	0	3
730-830	1	1	0	0	2
745-845	1	1	0	0	2
800-900	0	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

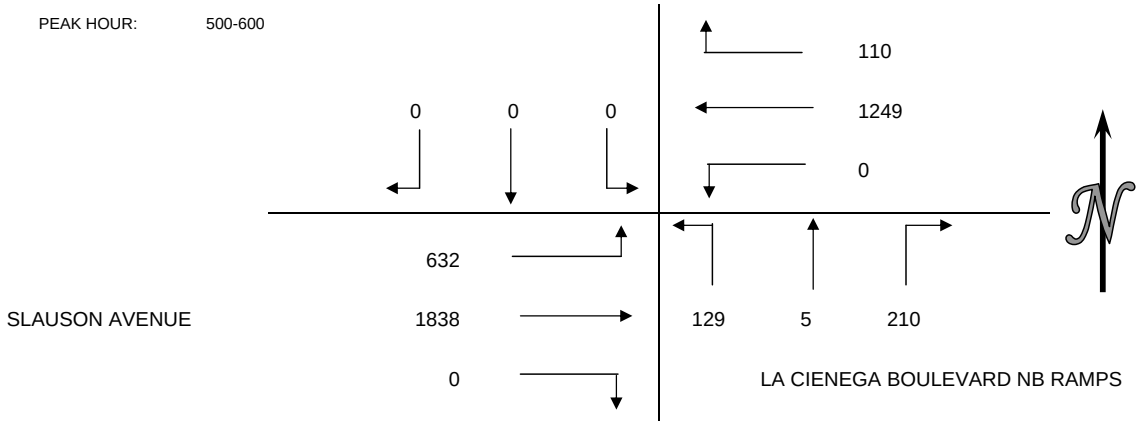
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		TUESDAY JULY 20, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD NB RAMPS
	E/W	SLAUSON AVENUE
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	0	0	0	31	226	0	44	2	48	0	460	125	936
415-430	0	0	0	25	324	0	41	3	23	0	493	127	1036
430-445	0	0	0	24	267	0	48	4	26	0	433	138	940
445-500	0	0	0	34	230	0	76	2	39	0	471	114	966
500-515	0	0	0	26	295	0	53	2	28	0	478	165	1047
515-530	0	0	0	34	306	0	52	1	35	0	491	173	1092
530-545	0	0	0	24	338	0	46	0	33	0	417	166	1024
545-600	0	0	0	26	310	0	59	2	33	0	452	128	1010
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	0	0	0	114	1047	0	209	11	136	0	1857	504	3878
415-515	0	0	0	109	1116	0	218	11	116	0	1875	544	3989
430-530	0	0	0	118	1098	0	229	9	128	0	1873	590	4045
445-545	0	0	0	118	1169	0	227	5	135	0	1857	618	4129
500-600	0	0	0	110	1249	0	210	5	129	0	1838	632	4173

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	1	0	3	3	7
430-445	0	0	0	2	2
445-500	1	0	1	1	3
500-515	2	0	3	3	8
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	1	1	0	6	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	5	6	13
415-515	4	0	7	9	20
430-530	4	0	4	6	14
445-545	4	0	4	4	12
500-600	4	1	3	9	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	2	0	0	1	3
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	1	0	4	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	1	3	6
415-515	2	0	0	2	4
430-530	0	0	0	1	1
445-545	0	0	0	1	1
500-600	1	0	4	0	5

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

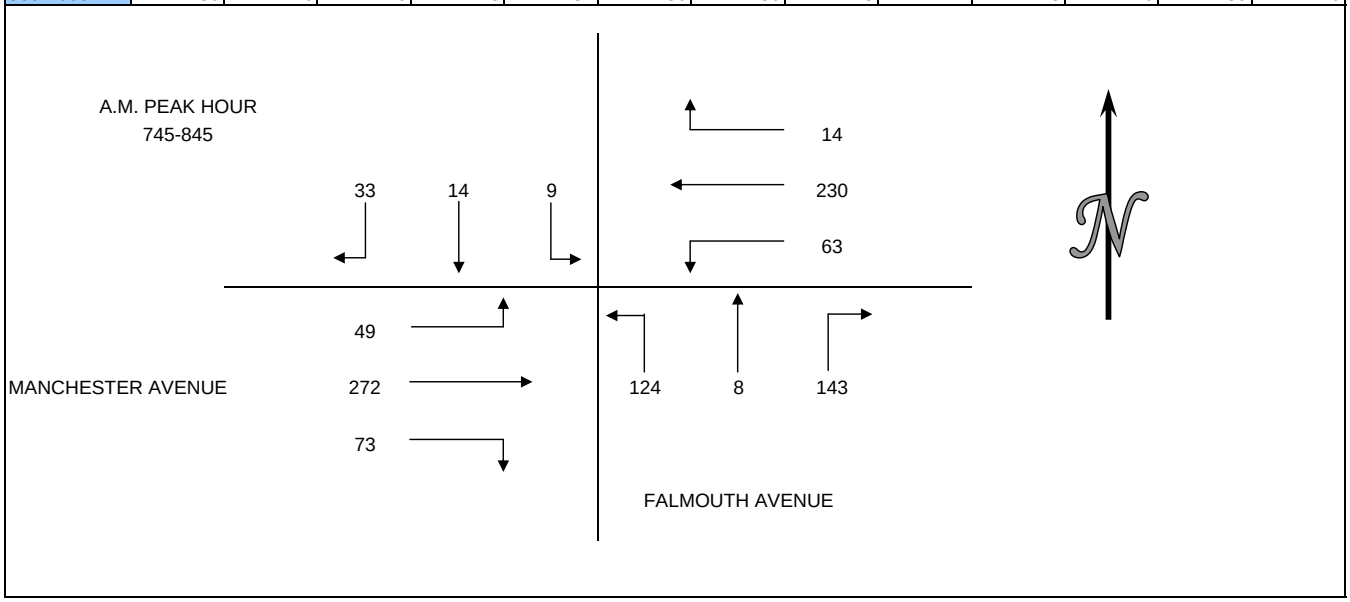
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	FALMOUTH AVENUE
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	1	1	1	49	8	19	6	17	7	35	13	163
715-730	9	2	1	0	49	11	28	1	24	9	66	14	214
730-745	10	2	1	2	52	9	26	1	12	5	54	10	184
745-800	8	6	1	1	52	16	50	2	27	14	79	16	272
800-815	7	3	3	1	57	20	29	1	35	25	65	10	256
815-830	7	3	2	4	60	12	36	3	37	21	58	9	252
830-845	11	2	3	8	61	15	28	2	25	13	70	14	252
845-900	8	2	8	6	50	8	34	4	18	9	61	22	230
900-915	7	2	4	6	56	10	28	6	24	8	66	14	231
915-930	7	2	3	0	32	9	28	2	24	9	53	11	180
930-945	6	1	2	3	51	12	16	2	14	4	47	12	170
945-1000	16	1	7	4	43	19	14	3	12	4	44	22	189

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	33	11	4	4	202	44	123	10	80	35	234	53	833
715-815	34	13	6	4	210	56	133	5	98	53	264	50	926
730-830	32	14	7	8	221	57	141	7	111	65	256	45	964
745-845	33	14	9	14	230	63	143	8	124	73	272	49	1032
800-900	33	10	16	19	228	55	127	10	115	68	254	55	990
815-815	33	9	17	24	227	45	126	15	104	51	255	59	965
830-930	33	8	18	20	199	42	118	14	91	39	250	61	893
845-945	28	7	17	15	189	39	106	14	80	30	227	59	811
900-1000	36	6	16	13	182	50	86	13	74	25	210	59	770



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

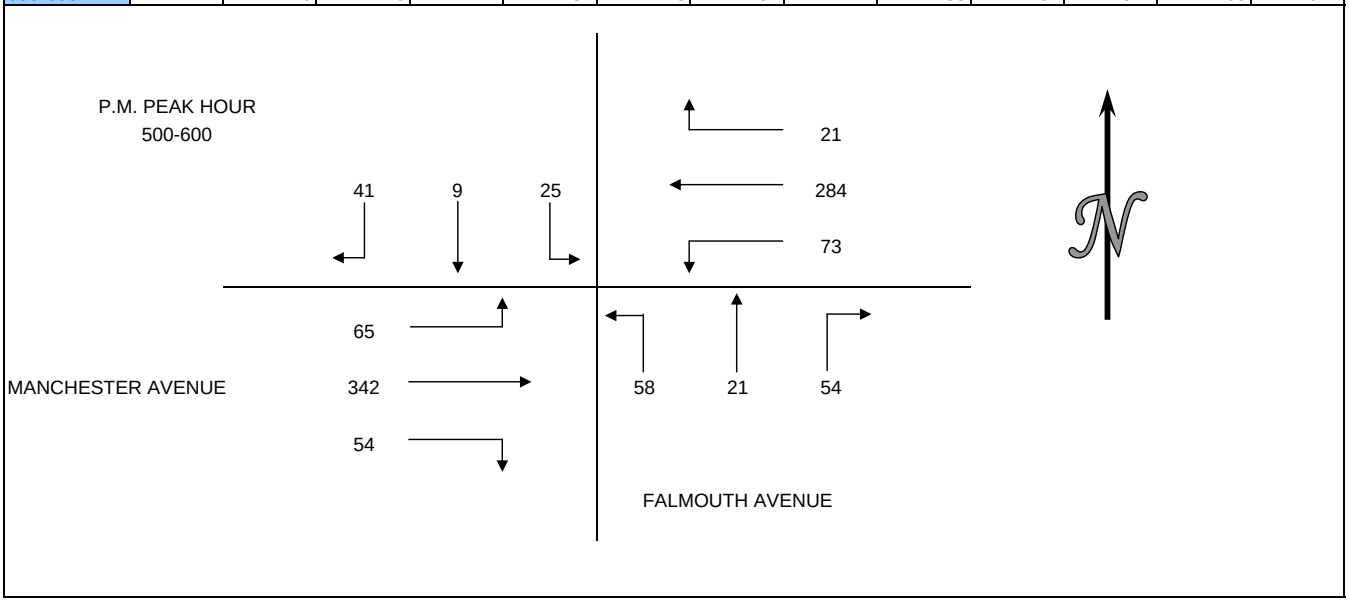
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	FALMOUTH AVENUE
	E/W	MANCHESTER AVENUE
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	3	4	3	6	74	23	18	6	15	5	58	7	222
315-330	8	1	3	3	67	10	11	5	11	9	66	10	204
330-345	7	3	3	5	59	20	18	4	18	16	63	13	229
345-400	8	1	8	4	58	23	23	4	14	13	66	6	228
400-415	11	1	11	6	59	30	27	2	11	14	76	14	262
415-430	6	4	9	5	70	21	21	2	11	10	75	6	240
430-445	12	3	8	6	78	21	17	2	8	10	83	20	268
445-500	10	3	3	4	59	18	22	5	12	18	75	12	241
500-515	16	2	8	4	71	18	12	4	11	12	71	9	238
515-530	8	0	2	6	70	18	15	8	17	15	96	18	273
530-545	14	4	10	4	77	14	10	8	16	13	101	20	291
545-600	3	3	5	7	66	23	17	1	14	14	74	18	245

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	26	9	17	18	258	76	70	19	58	43	253	36	883
315-415	34	6	25	18	243	83	79	15	54	52	271	43	923
330-430	32	9	31	20	246	94	89	12	54	53	280	39	959
345-445	37	9	36	21	265	95	88	10	44	47	300	46	998
400-500	39	11	31	21	266	90	87	11	42	52	309	52	1011
415-515	44	12	28	19	278	78	72	13	42	50	304	47	987
430-530	46	8	21	20	278	75	66	19	48	55	325	59	1020
445-545	48	9	23	18	277	68	59	25	56	58	343	59	1043
500-600	41	9	25	21	284	73	54	21	58	54	342	65	1047



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

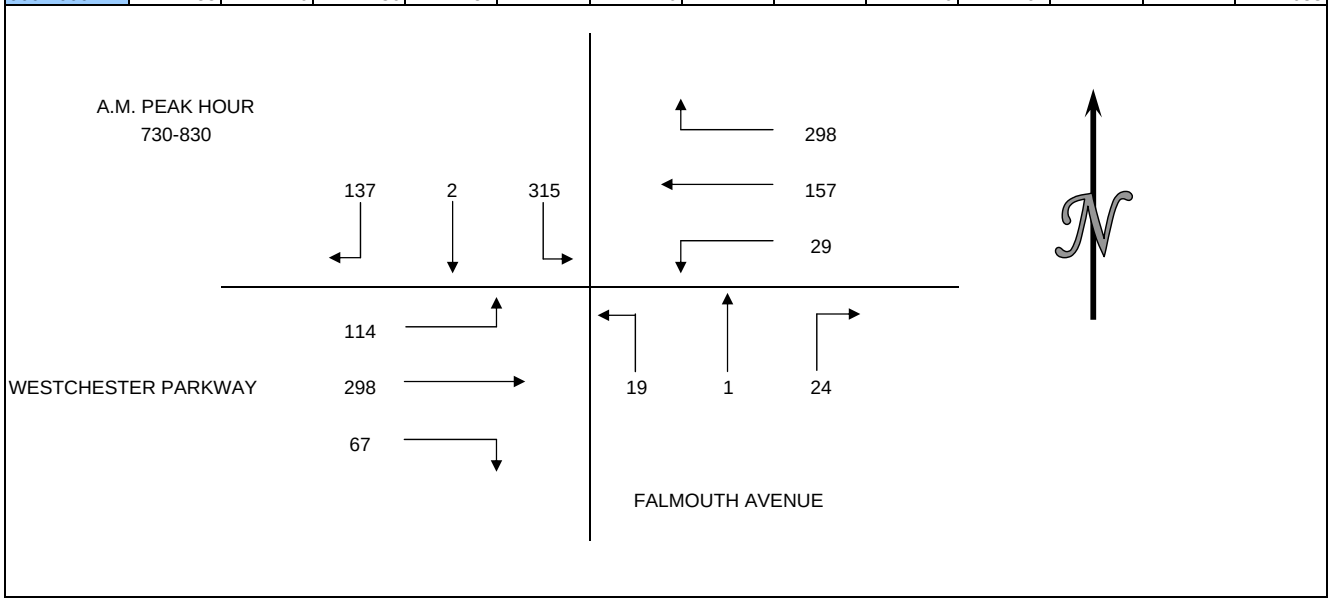
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		THURSDAY FEBRUARY 9, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	FALMOUTH AVENUE
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	19	1	28	13	32	5	6	0	3	28	39	11	185
715-730	23	2	45	26	37	5	3	1	3	25	57	19	246
730-745	29	1	69	63	37	7	8	1	5	20	75	25	340
745-800	35	0	80	116	47	10	7	0	4	19	77	42	437
800-815	42	1	114	101	35	8	4	0	4	13	72	39	433
815-830	31	0	52	18	38	4	5	0	6	15	74	8	251
830-845	26	0	39	8	47	8	3	0	4	7	65	5	212
845-900	16	0	32	4	39	7	3	0	13	15	72	3	204
900-915	16	0	27	13	31	9	9	0	9	16	41	5	176
915-930	12	0	20	8	36	2	5	0	5	13	52	4	157
930-945	17	0	17	20	26	2	3	0	8	13	34	1	141
945-1000	10	0	22	16	28	7	5	1	7	19	45	4	164

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	106	4	222	218	153	27	24	2	15	92	248	97	1208
715-815	129	4	308	306	156	30	22	2	16	77	281	125	1456
730-830	137	2	315	298	157	29	24	1	19	67	298	114	1461
745-845	134	1	285	243	167	30	19	0	18	54	288	94	1333
800-900	115	1	237	131	159	27	15	0	27	50	283	55	1100
815-815	89	0	150	43	155	28	20	0	32	53	252	21	843
830-930	70	0	118	33	153	26	20	0	31	51	230	17	749
845-945	61	0	96	45	132	20	20	0	35	57	199	13	678
900-1000	55	0	86	57	121	20	22	1	29	61	172	14	638



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

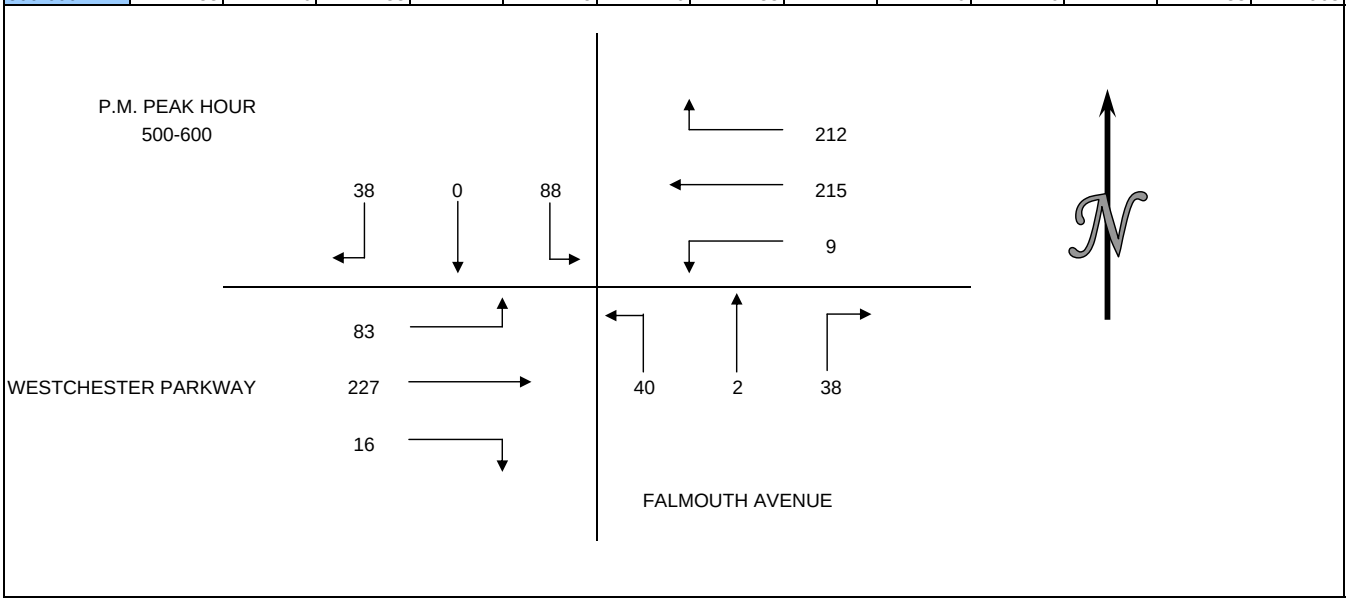
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		THURSDAY FEBRUARY 9, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	FALMOUTH AVENUE
	E/W	WESTCHESTER PARKWAY
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	14	0	36	39	51	0	10	0	11	6	71	12	250
315-330	11	0	31	43	51	1	2	0	16	12	56	12	235
330-345	16	0	19	35	63	2	14	0	18	11	45	12	235
345-400	4	0	26	31	51	2	2	0	19	6	62	23	226
400-415	16	0	24	40	62	5	18	1	15	0	58	6	245
415-430	13	0	30	31	34	2	3	0	11	4	62	13	203
430-445	13	0	20	33	53	1	13	0	10	2	55	9	209
445-500	10	0	24	40	42	0	11	1	15	6	46	17	212
500-515	15	0	28	47	51	2	8	0	10	6	58	10	235
515-530	12	0	19	53	74	1	7	0	8	4	52	26	256
530-545	9	0	23	50	46	1	12	1	10	5	64	21	242
545-600	2	0	18	62	44	5	11	1	12	1	53	26	235

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	45	0	112	148	216	5	28	0	64	35	234	59	946
315-415	47	0	100	149	227	10	36	1	68	29	221	53	941
330-430	49	0	99	137	210	11	37	1	63	21	227	54	909
345-445	46	0	100	135	200	10	36	1	55	12	237	51	883
400-500	52	0	98	144	191	8	45	2	51	12	221	45	869
415-515	51	0	102	151	180	5	35	1	46	18	221	49	859
430-530	50	0	91	173	220	4	39	1	43	18	211	62	912
445-545	46	0	94	190	213	4	38	2	43	21	220	74	945
500-600	38	0	88	212	215	9	38	2	40	16	227	83	968



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE: WEDNESDAY FEBRUARY 8, 2012
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S LOYOLA BLVD.
E/W LINCOLN BLVD.
CITY: LOS ANGELES, CA

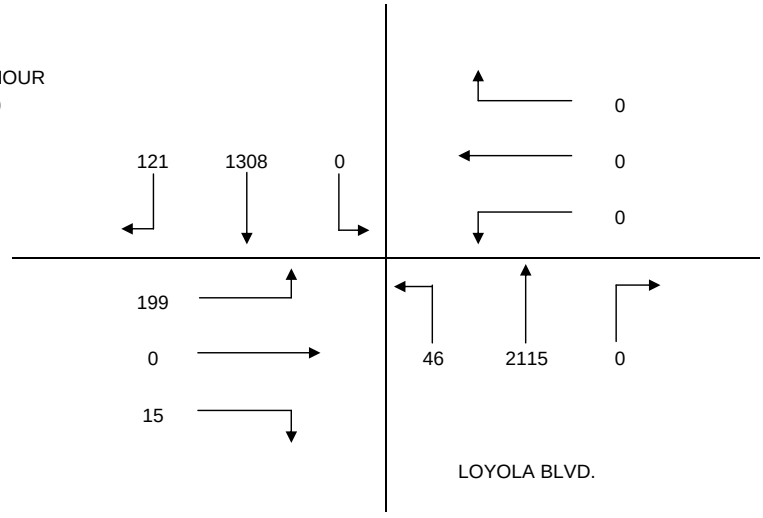
15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	16	197	0	0	0	0	0	427	9	4	0	12	665
715-730	10	223	0	0	0	0	0	514	6	2	0	30	785
730-745	20	305	0	0	0	0	0	539	6	3	0	42	915
745-800	35	311	0	0	0	0	0	577	13	7	0	51	994
800-815	39	357	0	0	0	0	0	502	19	2	0	58	977
815-830	27	335	0	0	0	0	0	497	8	3	0	48	918
830-845	21	290	0	0	0	0	0	490	10	4	0	48	863
845-900	17	321	0	0	0	0	0	477	9	4	0	41	869
900-915	22	279	0	0	0	0	0	455	3	6	0	50	815
915-930	20	222	0	0	0	0	0	333	10	4	0	32	621
930-945	17	249	0	0	0	0	0	346	7	1	0	22	642
945-1000	17	193	0	0	0	0	0	315	9	3	0	25	562

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	81	1036	0	0	0	0	0	2057	34	16	0	135	3359
715-815	104	1196	0	0	0	0	0	2132	44	14	0	181	3671
730-830	121	1308	0	0	0	0	0	2115	46	15	0	199	3804
745-845	122	1293	0	0	0	0	0	2066	50	16	0	205	3752
800-900	104	1303	0	0	0	0	0	1966	46	13	0	195	3627
815-815	87	1225	0	0	0	0	0	1919	30	17	0	187	3465
830-930	80	1112	0	0	0	0	0	1755	32	18	0	171	3168
845-945	76	1071	0	0	0	0	0	1611	29	15	0	145	2947
900-1000	76	943	0	0	0	0	0	1449	29	14	0	129	2640

A.M. PEAK HOUR
730-830



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

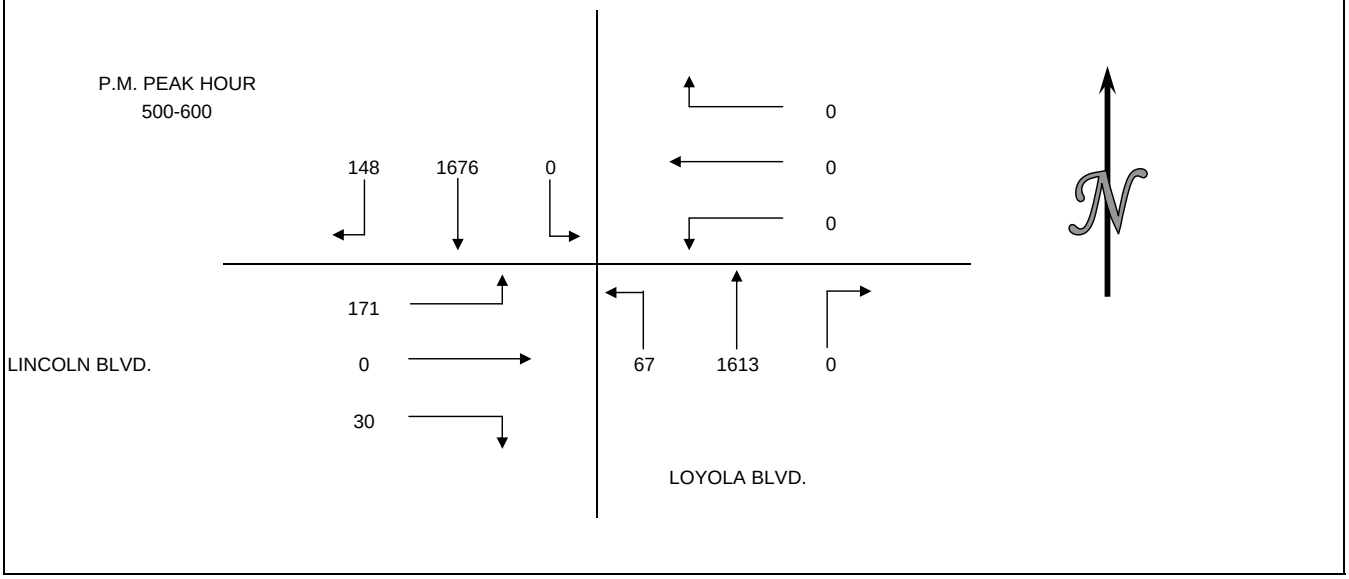
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	LOYOLA BLVD.
	E/W	LINCOLN BLVD.
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	22	330	0	0	0	0	0	278	4	3	0	32	669
315-330	16	337	0	0	0	0	0	295	5	5	0	46	704
330-345	20	328	0	0	0	0	0	303	10	10	0	39	710
345-400	23	310	0	0	0	0	0	312	5	6	0	38	694
400-415	28	334	0	0	0	0	0	320	5	7	0	27	721
415-430	32	343	0	0	0	0	0	355	12	5	0	38	785
430-445	31	425	0	0	0	0	0	331	13	6	0	36	842
445-500	20	377	0	0	0	0	0	333	13	2	0	44	789
500-515	26	454	0	0	0	0	0	381	10	7	0	41	919
515-530	47	419	0	0	0	0	0	430	17	5	0	45	963
530-545	33	429	0	0	0	0	0	399	22	9	0	39	931
545-600	42	374	0	0	0	0	0	403	18	9	0	46	892

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	81	1305	0	0	0	0	0	1188	24	24	0	155	2777
315-415	87	1309	0	0	0	0	0	1230	25	28	0	150	2829
330-430	103	1315	0	0	0	0	0	1290	32	28	0	142	2910
345-445	114	1412	0	0	0	0	0	1318	35	24	0	139	3042
400-500	111	1479	0	0	0	0	0	1339	43	20	0	145	3137
415-515	109	1599	0	0	0	0	0	1400	48	20	0	159	3335
430-530	124	1675	0	0	0	0	0	1475	53	20	0	166	3513
445-545	126	1679	0	0	0	0	0	1543	62	23	0	169	3602
500-600	148	1676	0	0	0	0	0	1613	67	30	0	171	3705



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

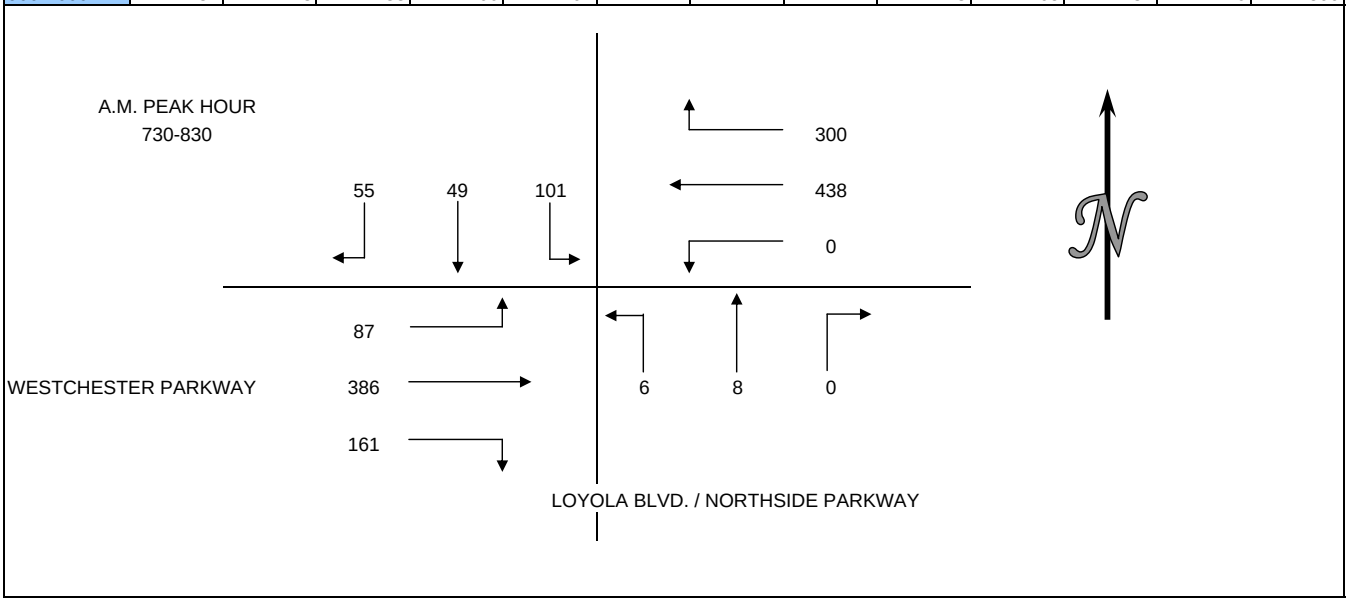
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	LOYOLA BLVD. / NORTHSIDE PARKWAY
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	5	9	15	42	0	0	1	0	27	38	10	154
715-730	10	8	5	28	56	0	0	0	0	29	51	15	202
730-745	14	6	11	79	94	0	0	4	1	41	82	27	359
745-800	16	11	33	95	168	0	0	0	5	31	100	26	485
800-815	12	16	27	82	119	0	0	1	0	46	126	22	451
815-830	13	16	30	44	57	0	0	3	0	43	78	12	296
830-845	7	7	16	12	37	0	0	0	4	29	55	23	190
845-900	12	7	11	23	52	1	0	2	0	26	62	19	215
900-915	10	2	12	24	40	1	1	1	2	24	67	12	196
915-930	11	1	12	13	35	0	0	1	1	19	42	12	147
930-945	7	4	6	14	41	0	0	0	0	10	39	9	130
945-1000	6	1	8	9	48	0	0	2	0	12	33	7	126

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	47	30	58	217	360	0	0	5	6	128	271	78	1200
715-815	52	41	76	284	437	0	0	5	6	147	359	90	1497
730-830	55	49	101	300	438	0	0	8	6	161	386	87	1591
745-845	48	50	106	233	381	0	0	4	9	149	359	83	1422
800-900	44	46	84	161	265	1	0	6	4	144	321	76	1152
815-815	42	32	69	103	186	2	1	6	6	122	262	66	897
830-930	40	17	51	72	164	2	1	4	7	98	226	66	748
845-945	40	14	41	74	168	2	1	4	3	79	210	52	688
900-1000	34	8	38	60	164	1	1	4	3	65	181	40	599



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

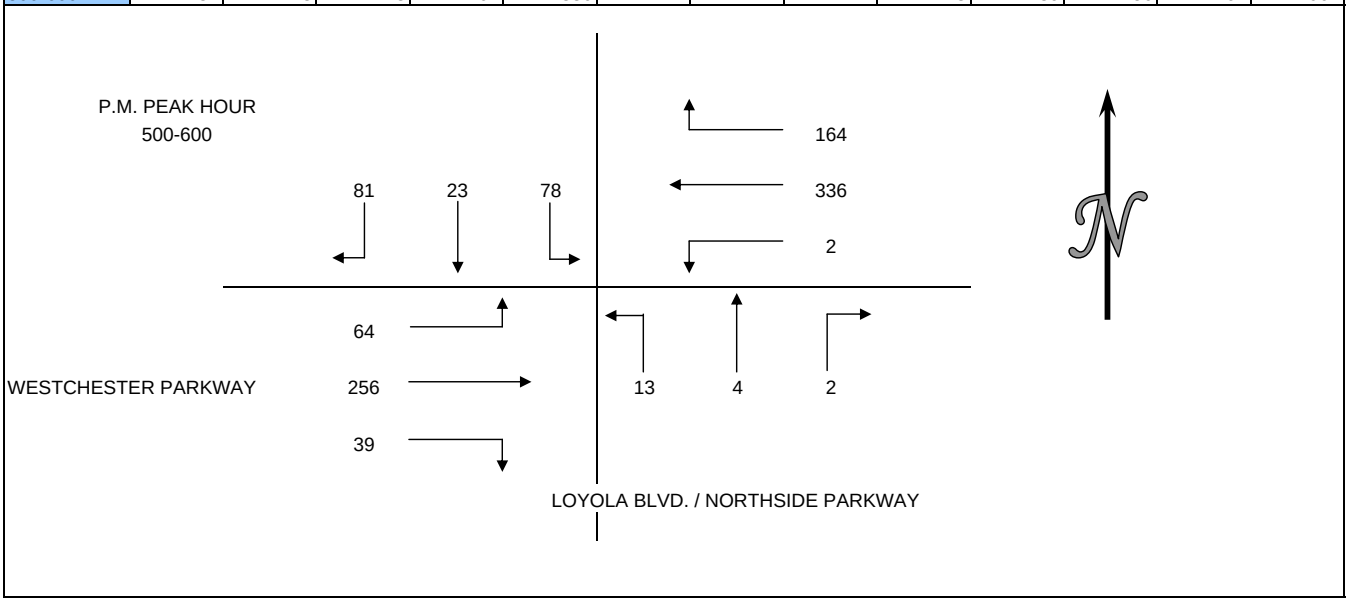
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	LOYOLA BLVD. / NORTHSIDE PARKWAY
	E/W	WESTCHESTER PARKWAY
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	13	10	35	29	94	0	0	0	0	20	84	15	300
315-330	19	4	11	28	61	2	0	0	1	21	66	13	226
330-345	14	5	17	21	83	1	0	0	1	18	44	8	212
345-400	13	2	17	32	66	1	0	0	3	12	49	13	208
400-415	14	7	17	32	79	1	0	0	3	14	70	7	244
415-430	13	5	16	31	58	1	0	0	0	14	83	14	235
430-445	23	5	24	25	72	0	0	0	1	20	64	13	247
445-500	12	5	20	33	68	0	0	0	0	11	50	10	209
500-515	19	4	22	37	77	1	1	2	0	15	70	14	262
515-530	21	7	21	35	98	1	1	0	1	7	49	19	260
530-545	18	5	15	47	82	0	0	0	5	9	74	13	268
545-600	23	7	20	45	79	0	0	2	7	8	63	18	272

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	59	21	80	110	304	4	0	0	5	71	243	49	946
315-415	60	18	62	113	289	5	0	0	8	65	229	41	890
330-430	54	19	67	116	286	4	0	0	7	58	246	42	899
345-445	63	19	74	120	275	3	0	0	7	60	266	47	934
400-500	62	22	77	121	277	2	0	0	4	59	267	44	935
415-515	67	19	82	126	275	2	1	2	1	60	267	51	953
430-530	75	21	87	130	315	2	2	2	2	53	233	56	978
445-545	70	21	78	152	325	2	2	2	6	42	243	56	999
500-600	81	23	78	164	336	2	2	4	13	39	256	64	1062



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

`

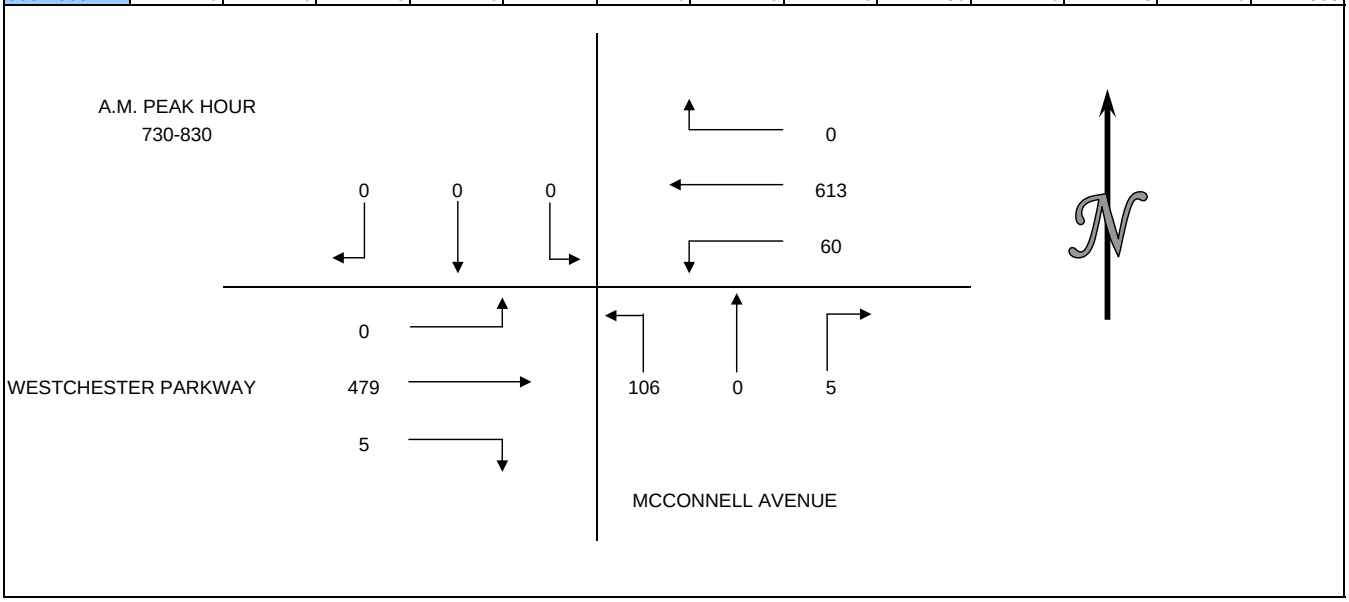
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	MCCONNELL AVENUE
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	0	55	8	1	0	10	0	42	0	116
715-730	0	0	0	0	77	27	2	0	14	1	53	0	174
730-745	0	0	0	0	162	20	1	0	22	0	96	0	301
745-800	0	0	0	0	222	19	1	0	29	2	139	0	412
800-815	0	0	0	0	145	11	1	0	37	1	147	0	342
815-830	0	0	0	0	84	10	2	0	18	2	97	0	213
830-845	0	0	0	0	52	12	3	0	11	0	72	0	150
845-900	0	0	0	0	57	13	8	0	17	0	82	0	177
900-915	0	0	0	0	50	10	2	0	13	1	71	0	147
915-930	0	0	0	0	45	12	3	0	14	1	55	0	130
930-945	0	0	0	0	43	8	2	0	12	2	47	0	114
945-1000	0	0	0	0	39	10	2	0	11	2	50	0	114

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	0	516	74	5	0	75	3	330	0	1003
715-815	0	0	0	0	606	77	5	0	102	4	435	0	1229
730-830	0	0	0	0	613	60	5	0	106	5	479	0	1268
745-845	0	0	0	0	503	52	7	0	95	5	455	0	1117
800-900	0	0	0	0	338	46	14	0	83	3	398	0	882
815-815	0	0	0	0	243	45	15	0	59	3	322	0	687
830-930	0	0	0	0	204	47	16	0	55	2	280	0	604
845-945	0	0	0	0	195	43	15	0	56	4	255	0	568
900-1000	0	0	0	0	177	40	9	0	50	6	223	0	505



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

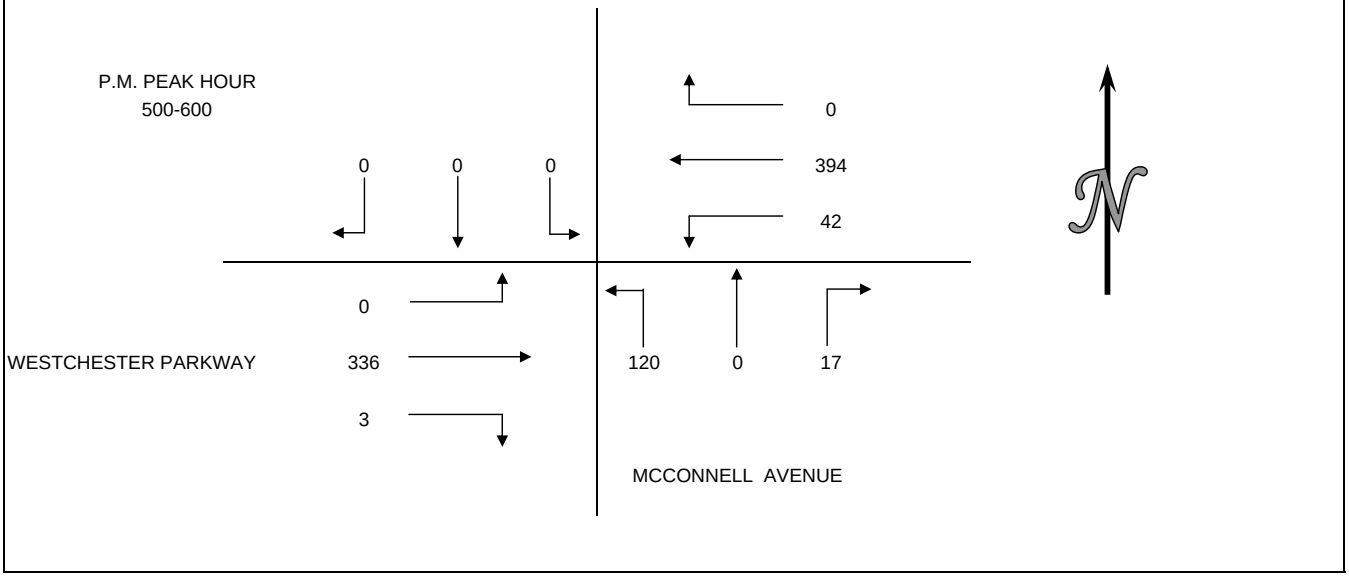
CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE: WEDNESDAY FEBRUARY 8, 2012
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S MCCONNELL AVENUE
E/W WESTCHESTER PARKWAY
CITY: LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	0	0	0	0	81	5	0	0	26	1	98	0	211
315-330	0	0	0	0	70	1	3	0	25	0	79	0	178
330-345	0	0	0	0	90	10	5	0	19	1	57	0	182
345-400	0	0	0	0	75	8	4	0	27	1	81	0	196
400-415	0	0	0	0	88	11	5	0	21	1	76	0	202
415-430	0	0	0	0	54	8	4	0	33	2	99	0	200
430-445	0	0	0	0	76	7	6	0	25	0	89	0	203
445-500	0	0	0	0	83	7	1	0	19	1	77	0	188
500-515	0	0	0	0	102	4	0	0	20	0	75	0	201
515-530	0	0	0	0	95	16	7	0	40	1	89	0	248
530-545	0	0	0	0	92	12	7	0	34	2	93	0	240
545-600	0	0	0	0	105	10	3	0	26	0	79	0	223

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	0	0	0	0	316	24	12	0	97	3	315	0	767
315-415	0	0	0	0	323	30	17	0	92	3	293	0	758
330-430	0	0	0	0	307	37	18	0	100	5	313	0	780
345-445	0	0	0	0	293	34	19	0	106	4	345	0	801
400-500	0	0	0	0	301	33	16	0	98	4	341	0	793
415-515	0	0	0	0	315	26	11	0	97	3	340	0	792
430-530	0	0	0	0	356	34	14	0	104	2	330	0	840
445-545	0	0	0	0	372	39	15	0	113	4	334	0	877
500-600	0	0	0	0	394	42	17	0	120	3	336	0	912



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

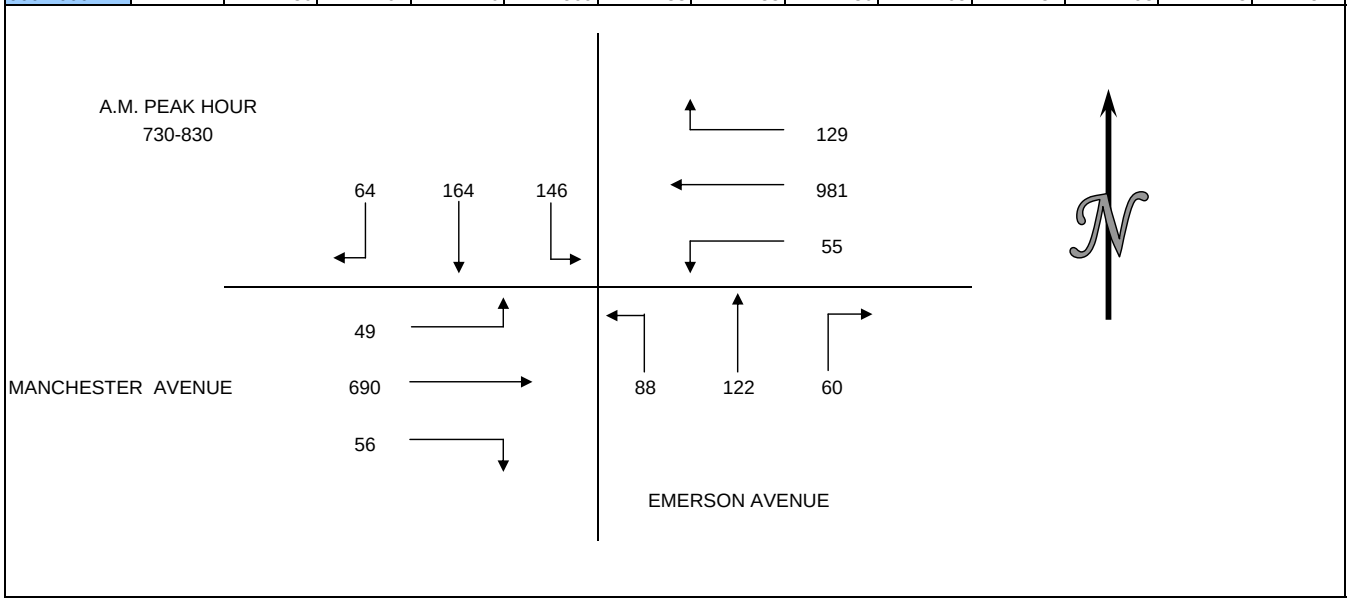
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	EMERSON AVENUE
	E/W	MANCHESTER AVENUE
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	19	13	13	155	3	15	10	12	5	82	4	337
715-730	9	19	19	25	180	3	17	9	13	11	95	7	407
730-745	20	43	31	28	311	14	11	25	24	18	123	15	663
745-800	16	68	33	37	273	18	18	62	38	17	193	18	791
800-815	19	34	39	28	209	15	19	18	16	10	208	11	626
815-830	9	19	43	36	188	8	12	17	10	11	166	5	524
830-845	3	27	21	37	200	8	19	21	15	10	171	12	544
845-900	4	19	22	19	179	14	14	13	22	11	106	3	426
900-915	6	24	21	30	159	17	12	8	22	14	115	4	432
915-930	10	21	14	16	156	8	7	10	13	5	126	4	390
930-945	9	14	13	12	135	5	8	5	17	9	130	2	359
945-1000	2	21	16	12	119	3	11	7	13	9	122	8	343

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	51	149	96	103	919	38	61	106	87	51	493	44	2198
715-815	64	164	122	118	973	50	65	114	91	56	619	51	2487
730-830	64	164	146	129	981	55	60	122	88	56	690	49	2604
745-845	47	148	136	138	870	49	68	118	79	48	738	46	2485
800-900	35	99	125	120	776	45	64	69	63	42	651	31	2120
815-815	22	89	107	122	726	47	57	59	69	46	558	24	1926
830-930	23	91	78	102	694	47	52	52	72	40	518	23	1792
845-945	29	78	70	77	629	44	41	36	74	39	477	13	1607
900-1000	27	80	64	70	569	33	38	30	65	37	493	18	1524



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

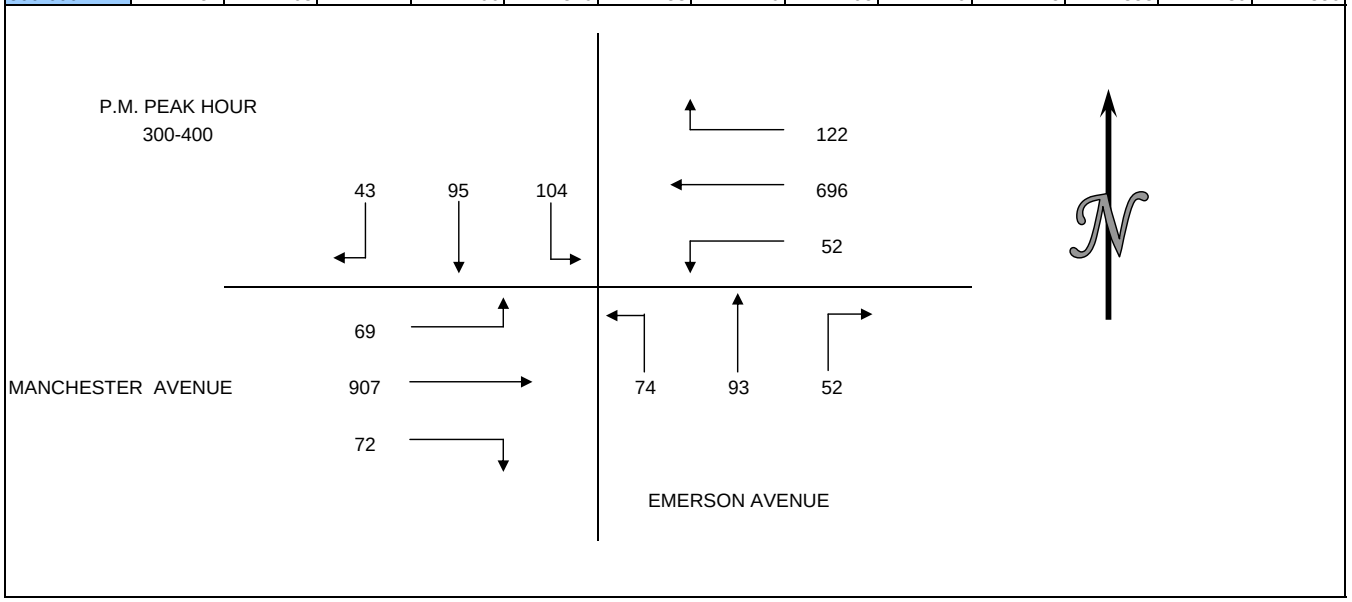
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	EMERSON AVENUE
	E/W	MANCHESTER AVENUE
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	6	21	16	23	207	12	18	28	18	20	264	25	658
315-330	19	33	31	39	184	16	17	33	26	15	238	24	675
330-345	10	23	27	31	133	14	9	14	11	18	197	13	500
345-400	8	18	30	29	172	10	8	18	19	19	208	7	546
400-415	11	16	21	22	198	17	8	22	16	11	193	5	540
415-430	11	19	20	27	193	10	13	16	18	14	233	7	581
430-445	10	19	29	26	149	15	10	14	15	10	194	13	504
445-500	6	15	24	34	193	14	5	23	13	15	206	7	555
500-515	12	16	37	27	210	16	5	27	12	16	211	10	599
515-530	11	12	24	26	202	10	10	26	16	12	219	13	581
530-545	16	22	29	23	185	13	12	23	24	10	202	6	565
545-600	18	18	21	30	213	14	13	19	27	7	221	10	611

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	43	95	104	122	696	52	52	93	74	72	907	69	2379
315-415	48	90	109	121	687	57	42	87	72	63	836	49	2261
330-430	40	76	98	109	696	51	38	70	64	62	831	32	2167
345-445	40	72	100	104	712	52	39	70	68	54	828	32	2171
400-500	38	69	94	109	733	56	36	75	62	50	826	32	2180
415-515	39	69	110	114	745	55	33	80	58	55	844	37	2239
430-530	39	62	114	113	754	55	30	90	56	53	830	43	2239
445-545	45	65	114	110	790	53	32	99	65	53	838	36	2300
500-600	57	68	111	106	810	53	40	95	79	45	853	39	2356



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

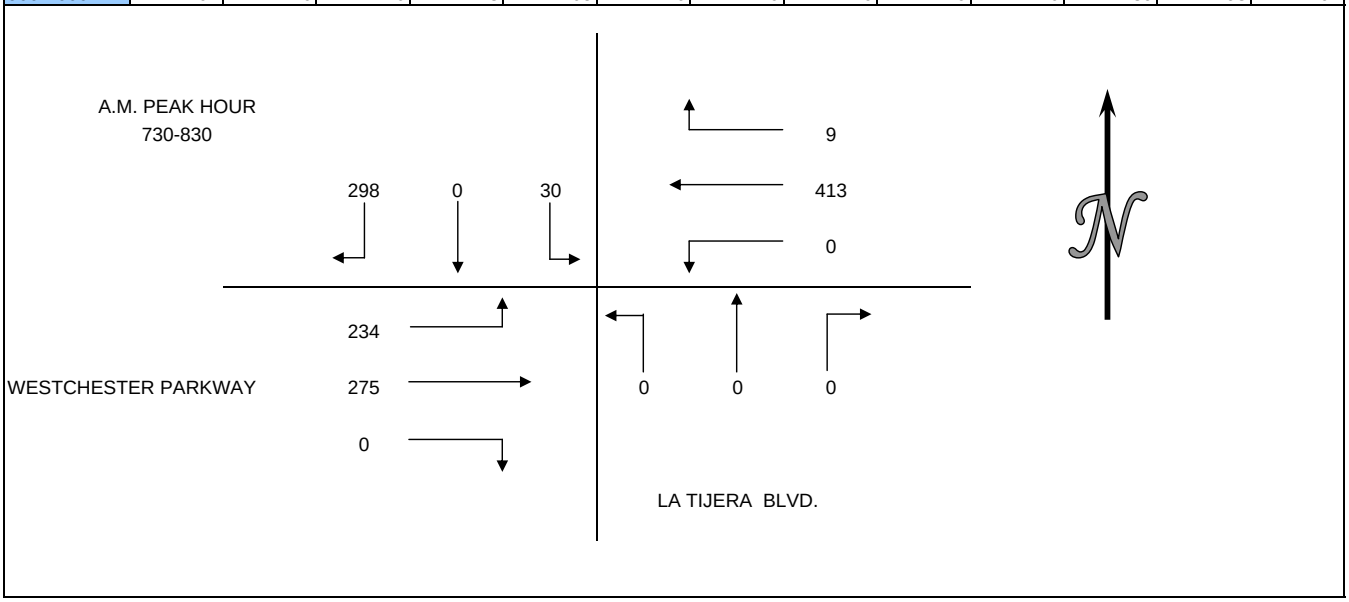
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	LA TIJERA BLVD.
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	23	0	4	2	36	0	0	0	0	0	28	22	115
715-730	26	0	2	0	68	0	0	0	0	0	39	22	157
730-745	81	0	9	4	123	0	0	0	0	0	44	49	310
745-800	101	0	10	2	144	0	0	0	0	0	84	58	399
800-815	73	0	5	2	90	0	0	0	0	0	82	69	321
815-830	43	0	6	1	56	0	0	0	0	0	65	58	229
830-845	28	0	13	1	37	0	0	0	0	0	41	33	153
845-900	30	0	4	3	41	0	0	0	0	0	44	33	155
900-915	22	0	3	3	34	0	0	0	0	0	29	33	124
915-930	20	0	2	2	23	0	0	0	0	0	42	28	117
930-945	29	0	1	3	18	0	0	0	0	0	35	21	107
945-1000	30	0	4	0	30	0	0	0	0	0	33	16	113

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	231	0	25	8	371	0	0	0	0	0	195	151	981
715-815	281	0	26	8	425	0	0	0	0	0	249	198	1187
730-830	298	0	30	9	413	0	0	0	0	0	275	234	1259
745-845	245	0	34	6	327	0	0	0	0	0	272	218	1102
800-900	174	0	28	7	224	0	0	0	0	0	232	193	858
815-815	123	0	26	8	168	0	0	0	0	0	179	157	661
830-930	100	0	22	9	135	0	0	0	0	0	156	127	549
845-945	101	0	10	11	116	0	0	0	0	0	150	115	503
900-1000	101	0	10	8	105	0	0	0	0	0	139	98	461



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Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

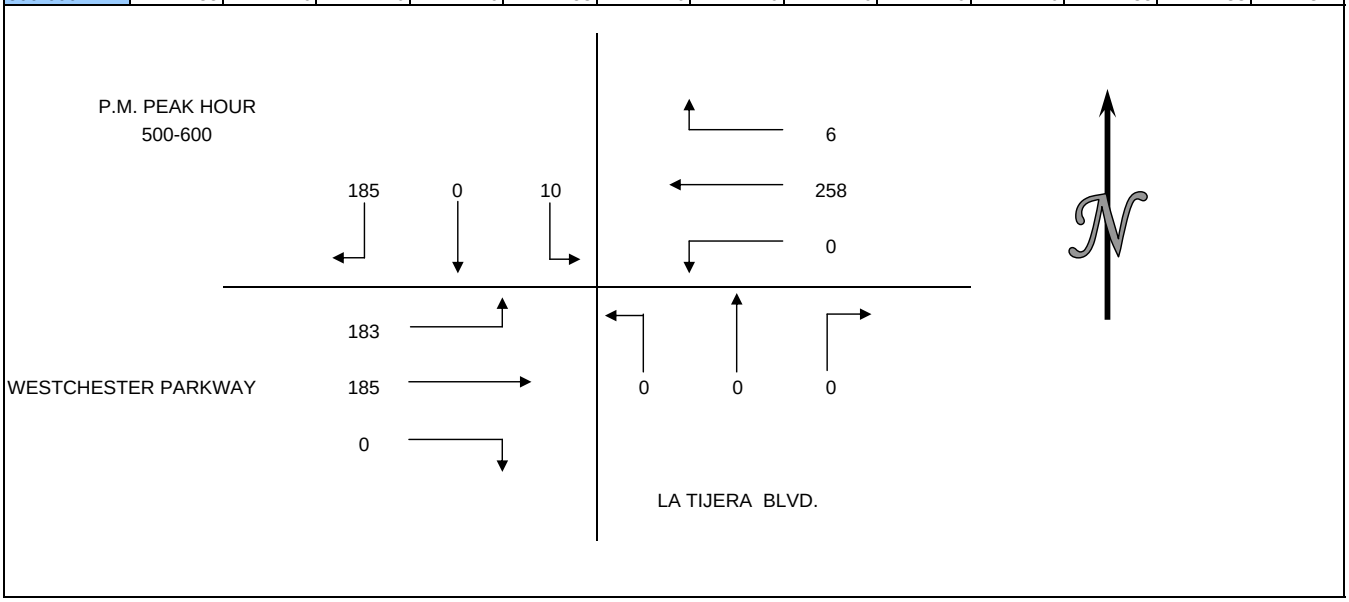
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA TIJERA BLVD.
	E/W	WESTCHESTER PARKWAY
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	41	0	3	3	48	0	0	0	0	0	55	57	207
315-330	28	0	3	1	43	0	0	0	0	0	42	37	154
330-345	46	0	7	1	51	0	0	0	0	0	43	37	185
345-400	37	0	4	5	47	0	0	0	0	0	36	28	157
400-415	40	0	2	5	56	0	0	0	0	0	54	41	198
415-430	28	0	3	3	39	0	0	0	0	0	59	44	176
430-445	29	0	3	5	54	0	0	0	0	0	51	39	181
445-500	38	0	1	0	52	0	0	0	0	0	40	41	172
500-515	39	0	1	2	71	0	0	0	0	0	40	55	208
515-530	54	0	1	3	57	0	0	0	0	0	48	39	202
530-545	48	0	5	0	57	0	0	0	0	0	50	46	206
545-600	44	0	3	1	73	0	0	0	0	0	47	43	211

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	152	0	17	10	189	0	0	0	0	0	176	159	703
315-415	151	0	16	12	197	0	0	0	0	0	175	143	694
330-430	151	0	16	14	193	0	0	0	0	0	192	150	716
345-445	134	0	12	18	196	0	0	0	0	0	200	152	712
400-500	135	0	9	13	201	0	0	0	0	0	204	165	727
415-515	134	0	8	10	216	0	0	0	0	0	190	179	737
430-530	160	0	6	10	234	0	0	0	0	0	179	174	763
445-545	179	0	8	5	237	0	0	0	0	0	178	181	788
500-600	185	0	10	6	258	0	0	0	0	0	185	183	827



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

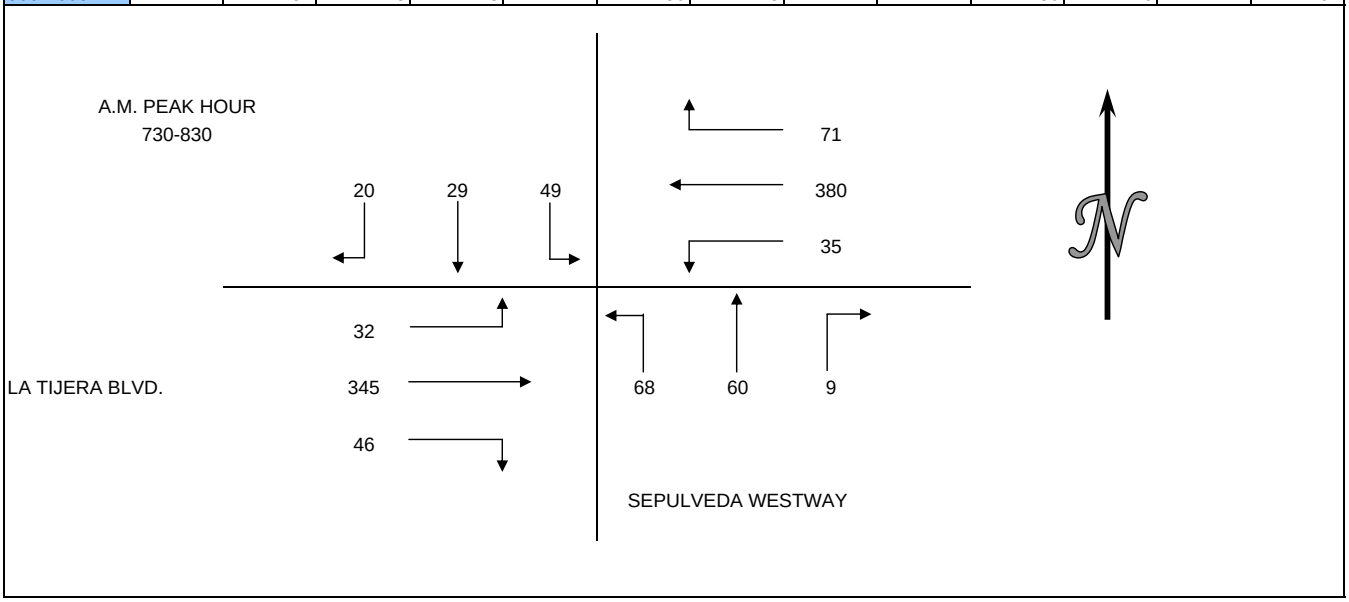
CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE: WEDNESDAY FEBRUARY 8, 2012
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S SEPULVEDA WESTWAY
E/W LA TIJERA BLVD.
CITY: LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	11	9	9	36	4	0	4	0	2	31	3	111
715-730	1	4	2	10	39	2	0	9	9	11	45	2	134
730-745	6	12	9	15	111	8	2	16	23	9	79	4	294
745-800	1	5	9	19	137	6	2	28	27	14	100	8	356
800-815	5	7	13	13	87	12	3	10	12	12	89	10	273
815-830	8	5	18	24	45	9	2	6	6	11	77	10	221
830-845	7	17	20	20	33	19	4	10	11	17	63	8	229
845-900	1	9	14	24	53	7	4	9	2	14	50	6	193
900-915	4	16	15	29	31	12	6	9	5	7	47	4	185
915-930	2	9	14	22	38	10	3	15	3	2	58	1	177
930-945	3	11	17	27	39	12	10	9	10	10	41	3	192
945-1000	3	21	27	35	34	16	9	14	4	11	30	3	207

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	10	32	29	53	323	20	4	57	59	36	255	17	895
715-815	13	28	33	57	374	28	7	63	71	46	313	24	1057
730-830	20	29	49	71	380	35	9	60	68	46	345	32	1144
745-845	21	34	60	76	302	46	11	54	56	54	329	36	1079
800-900	21	38	65	81	218	47	13	35	31	54	279	34	916
815-815	20	47	67	97	162	47	16	34	24	49	237	28	828
830-930	14	51	63	95	155	48	17	43	21	40	218	19	784
845-945	10	45	60	102	161	41	23	42	20	33	196	14	747
900-1000	12	57	73	113	142	50	28	47	22	30	176	11	761



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

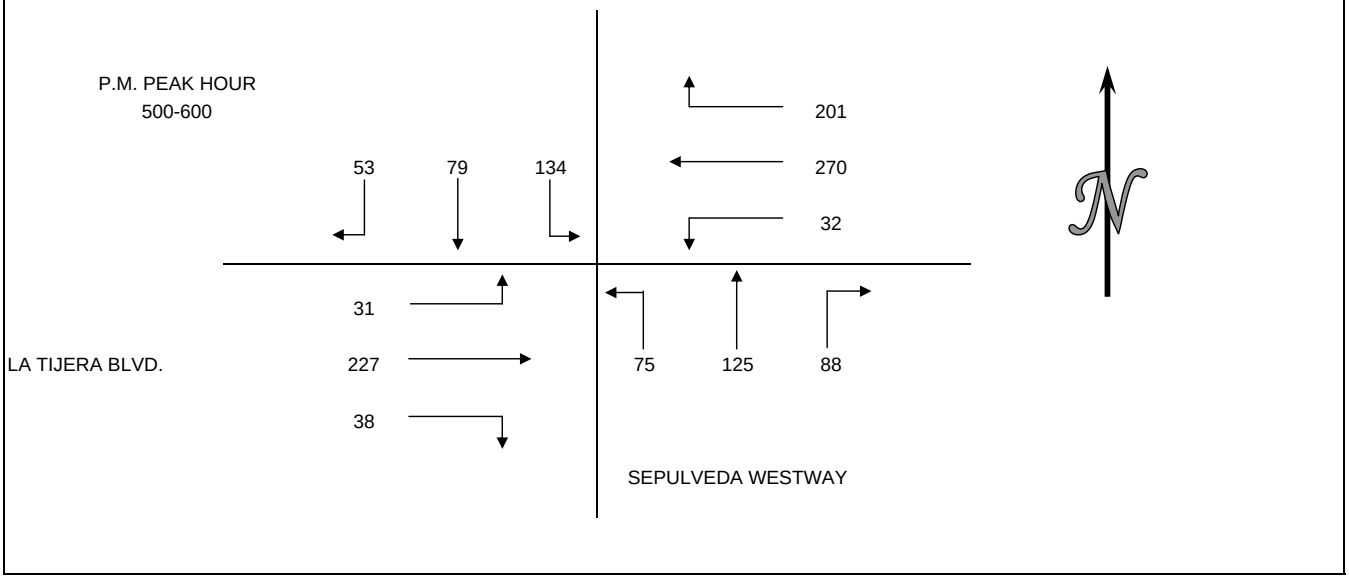
CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE: WEDNESDAY FEBRUARY 8, 2012
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA WESTWAY
E/W LA TIJERA BLVD.
CITY: LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	14	21	33	50	50	9	15	27	14	9	70	8	320
315-330	13	29	40	42	49	4	11	30	13	14	64	7	316
330-345	13	16	26	45	47	6	12	23	11	9	60	3	271
345-400	8	27	28	50	56	6	12	25	12	9	61	2	296
400-415	14	27	35	39	49	12	14	27	12	9	53	9	300
415-430	8	17	27	38	50	6	17	21	5	8	58	3	258
430-445	12	22	29	52	42	8	12	24	12	2	51	4	270
445-500	13	23	32	56	53	4	11	23	21	4	60	4	304
500-515	6	12	27	53	60	9	25	25	14	12	57	7	307
515-530	21	20	34	42	65	9	24	33	20	11	64	11	354
530-545	12	25	35	60	70	6	15	39	22	6	44	2	336
545-600	14	22	38	46	75	8	24	28	19	9	62	11	356

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	48	93	127	187	202	25	50	105	50	41	255	20	1203
315-415	48	99	129	176	201	28	49	105	48	41	238	21	1183
330-430	43	87	116	172	202	30	55	96	40	35	232	17	1125
345-445	42	93	119	179	197	32	55	97	41	28	223	18	1124
400-500	47	89	123	185	194	30	54	95	50	23	222	20	1132
415-515	39	74	115	199	205	27	65	93	52	26	226	18	1139
430-530	52	77	122	203	220	30	72	105	67	29	232	26	1235
445-545	52	80	128	211	248	28	75	120	77	33	225	24	1301
500-600	53	79	134	201	270	32	88	125	75	38	227	31	1353



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

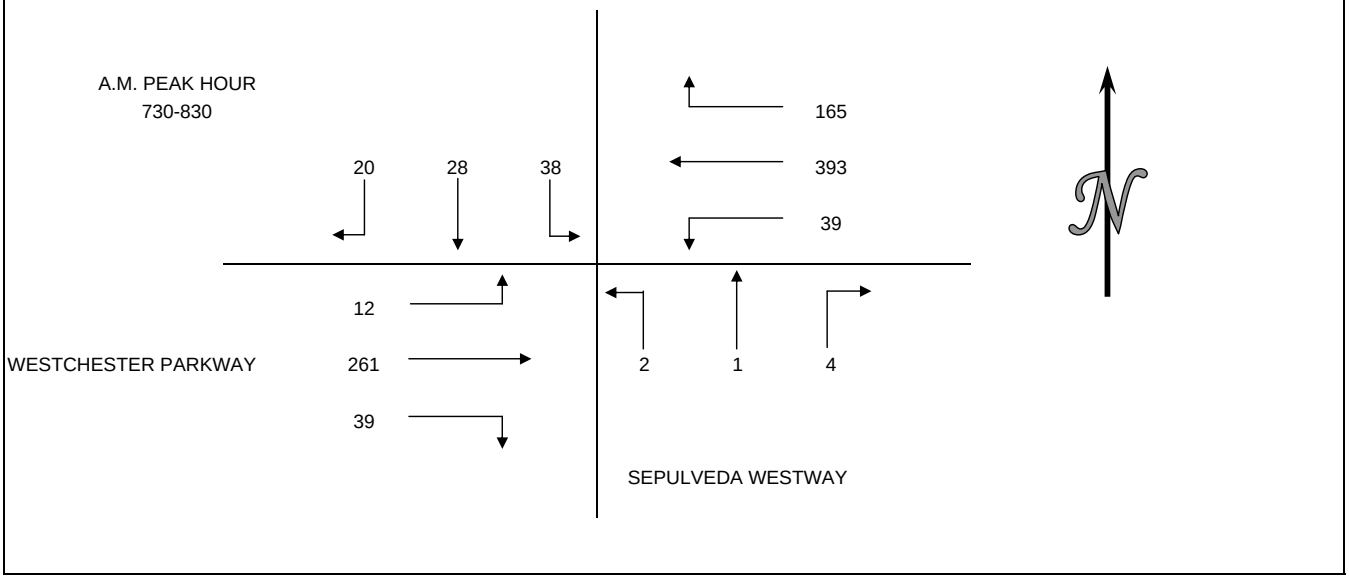
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	SEPULVEDA WESTWAY
	E/W	WESTCHESTER PARKWAY
CITY:		LOS ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	4	6	7	11	35	11	3	0	2	7	23	1	110
715-730	2	9	3	24	70	17	1	0	0	4	38	1	169
730-745	2	6	9	51	124	11	1	1	1	6	46	1	259
745-800	5	7	11	57	135	8	1	0	1	16	78	2	321
800-815	6	6	10	30	79	10	0	0	0	11	76	3	231
815-830	7	9	8	27	55	10	2	0	0	6	61	6	191
830-845	2	10	18	20	34	11	6	0	0	9	39	4	153
845-900	3	7	10	31	40	8	1	0	2	9	39	2	152
900-915	3	6	8	26	35	10	4	1	0	9	22	4	128
915-930	1	3	2	31	31	9	2	0	0	7	34	5	125
930-945	6	10	6	25	15	8	5	2	0	9	20	3	109
945-1000	5	11	9	29	26	10	2	0	1	10	31	3	137

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	13	28	30	143	364	47	6	1	4	33	185	5	859
715-815	15	28	33	162	408	46	3	1	2	37	238	7	980
730-830	20	28	38	165	393	39	4	1	2	39	261	12	1002
745-845	20	32	47	134	303	39	9	0	1	42	254	15	896
800-900	18	32	46	108	208	39	9	0	2	35	215	15	727
815-815	15	32	44	104	164	39	13	1	2	33	161	16	624
830-930	9	26	38	108	140	38	13	1	2	34	134	15	558
845-945	13	26	26	113	121	35	12	3	2	34	115	14	514
900-1000	15	30	25	111	107	37	13	3	1	35	107	15	499



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

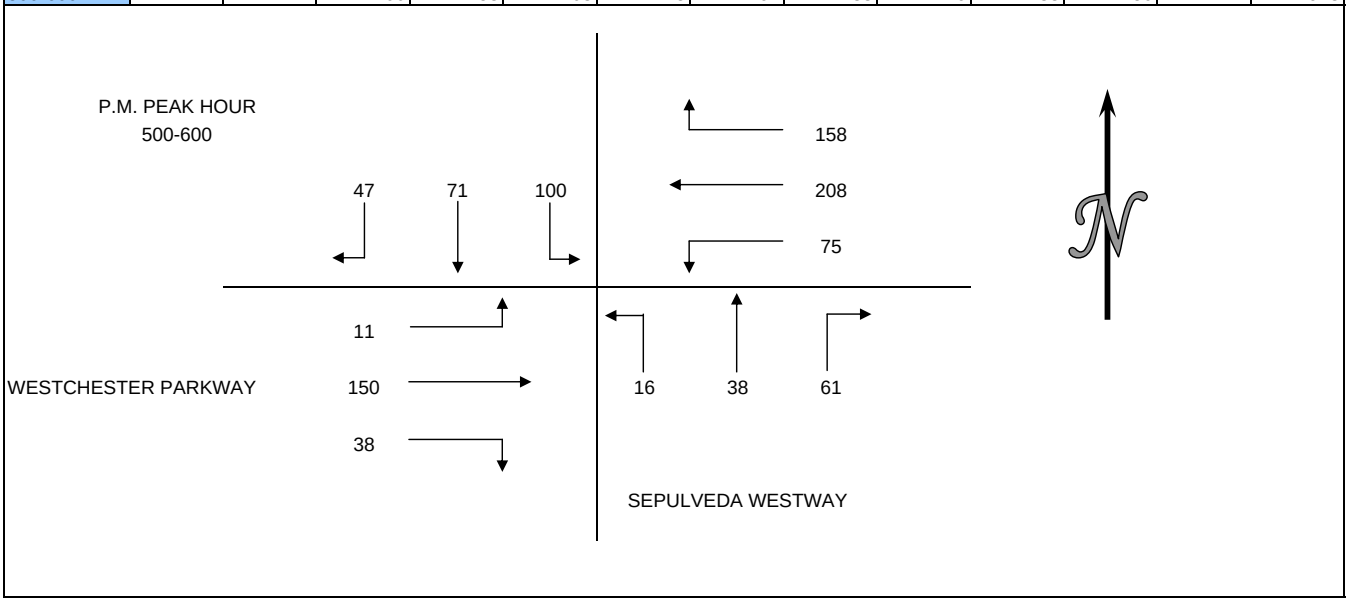
CLIENT:		GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT:		LAX / WESTCHESTER AREA TRAFFIC COUNTS
DATE:		WEDNESDAY FEBRUARY 8, 2012
PERIOD:		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	SEPULVEDA WESTWAY
	E/W	WESTCHESTER PARKWAY
CITY:		LOC ANGELES, CA

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	12	15	20	41	40	18	11	9	3	14	45	6	234
315-330	6	24	19	34	33	23	13	8	7	10	37	3	217
330-345	6	16	19	23	42	16	17	8	5	10	34	2	198
345-400	14	14	21	31	31	17	15	8	5	4	31	6	197
400-415	11	14	28	31	47	16	11	5	11	15	45	3	237
415-430	9	19	16	27	33	19	13	12	1	10	49	6	214
430-445	12	15	21	27	37	15	8	6	7	16	32	5	201
445-500	5	12	25	35	35	25	11	9	5	5	33	6	206
500-515	16	14	30	33	60	21	17	9	2	9	31	2	244
515-530	10	18	21	43	51	16	16	7	3	7	41	3	236
530-545	9	19	22	40	45	20	19	15	7	13	40	5	254
545-600	12	20	27	42	52	18	9	7	4	9	38	1	239

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	38	69	79	129	146	74	56	33	20	38	147	17	846
315-415	37	68	87	119	153	72	56	29	28	39	147	14	849
330-430	40	63	84	112	153	68	56	33	22	39	159	17	846
345-445	46	62	86	116	148	67	47	31	24	45	157	20	849
400-500	37	60	90	120	152	75	43	32	24	46	159	20	858
415-515	42	60	92	122	165	80	49	36	15	40	145	19	865
430-530	43	59	97	138	183	77	52	31	17	37	137	16	887
445-545	40	63	98	151	191	82	63	40	17	34	145	16	940
500-600	47	71	100	158	208	75	61	38	16	38	150	11	973



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

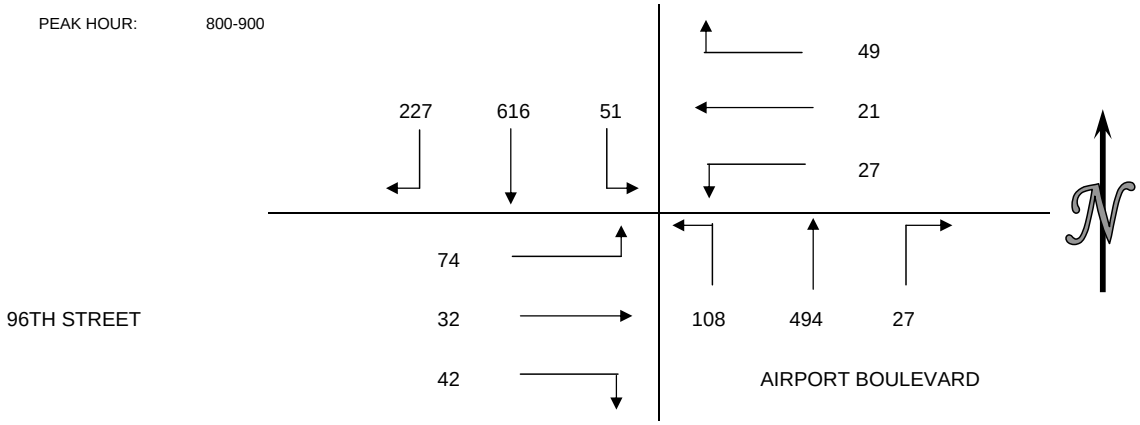
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	96TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	67	98	10	13	14	8	2	85	13	3	0	3	316
715-730	67	113	7	8	12	5	5	123	29	7	10	20	406
730-745	60	133	7	18	4	2	2	149	12	12	9	14	422
745-800	65	109	24	13	8	7	8	145	21	11	6	19	436
800-815	54	138	15	15	7	8	3	127	27	6	9	20	429
815-830	43	155	12	11	5	10	6	123	36	11	9	19	440
830-845	67	143	12	10	4	6	13	136	20	11	11	18	451
845-900	63	180	12	13	5	3	5	108	25	14	3	17	448
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	259	453	48	52	38	22	17	502	75	33	25	56	1580
715-815	246	493	53	54	31	22	18	544	89	36	34	73	1693
730-830	222	535	58	57	24	27	19	544	96	40	33	72	1727
745-845	229	545	63	49	24	31	30	531	104	39	35	76	1756
800-900	227	616	51	49	21	27	27	494	108	42	32	74	1768

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	1	0	3
715-730	0	1	0	3	4
730-745	0	2	2	5	9
745-800	2	3	4	8	17
800-815	0	1	8	2	11
815-830	0	4	4	2	10
830-845	0	3	16	2	21
845-900	0	7	6	3	16
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	8	7	16	33
715-815	2	7	14	18	41
730-830	2	10	18	17	47
745-845	2	11	32	14	59
800-900	0	15	34	9	58

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	1	1	1	4
730-745	0	0	5	2	7
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	6	3	11
715-815	1	1	6	4	12
730-830	0	0	5	3	8
745-845	0	0	0	1	1
800-900	0	0	0	1	1

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

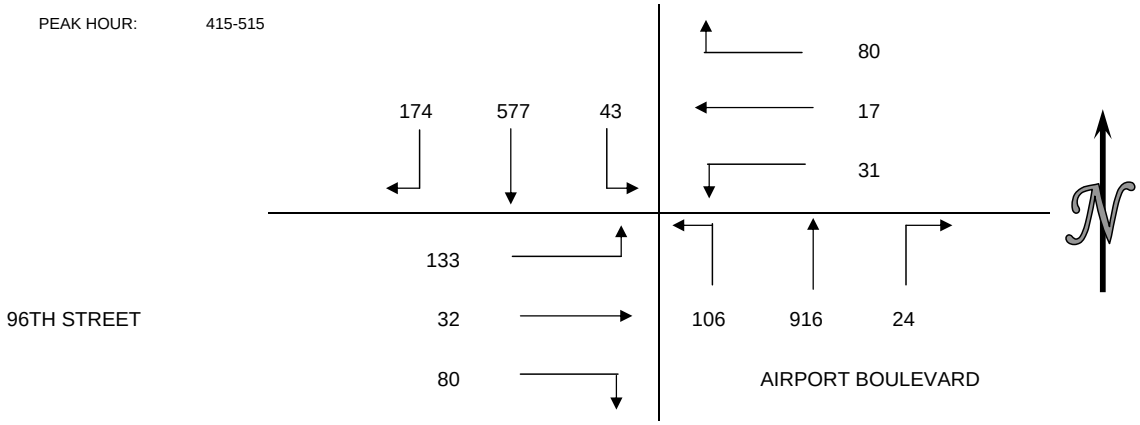
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		THURSDAY JULY 29, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	AIRPORT BOULEVARD
	E/W	96TH STREET
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	44	129	6	15	6	8	10	231	26	14	11	44	544
415-430	42	138	14	16	3	1	7	222	19	16	3	27	508
430-445	53	134	5	21	5	9	3	244	32	21	9	41	577
445-500	43	128	12	20	4	7	9	237	24	23	9	25	541
500-515	36	177	12	23	5	14	5	213	31	20	11	40	587
515-530	34	134	7	24	13	2	6	201	19	23	5	28	496
530-545	24	129	15	25	9	13	12	213	27	17	5	34	523
545-600	37	120	16	25	9	7	5	224	23	17	6	27	516
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	182	529	37	72	18	25	29	934	101	74	32	137	2170
415-515	174	577	43	80	17	31	24	916	106	80	32	133	2213
430-530	166	573	36	88	27	32	23	895	106	87	34	134	2201
445-545	137	568	46	92	31	36	32	864	101	83	30	127	2147
500-600	131	560	50	97	36	36	28	851	100	77	27	129	2122

PEAK HOUR: 415-515



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	8	11	3	22
415-430	1	11	3	4	19
430-445	0	1	3	1	5
445-500	0	10	10	5	25
500-515	1	6	12	7	26
515-530	0	2	6	2	10
530-545	1	1	11	8	21
545-600	0	5	2	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	30	27	13	71
415-515	2	28	28	17	75
430-530	1	19	31	15	66
445-545	2	19	39	22	82
500-600	2	14	31	17	64

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	2	2	0	4
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	1	1	0	0	2
530-545	0	1	0	1	2
545-600	0	0	0	4	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	2	2	1	5
415-515	0	2	2	1	5
430-530	1	3	2	1	7
445-545	1	2	0	2	5
500-600	1	2	0	5	8

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

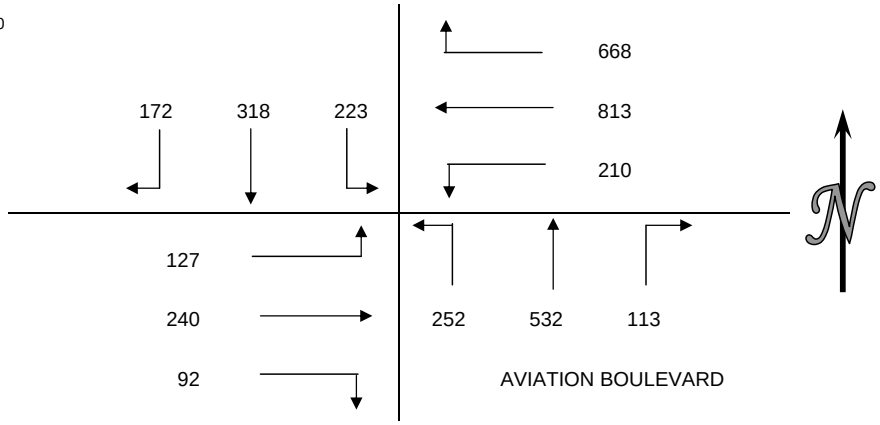
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 4, 2010
PERIOD"		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	AVIATION BOULEVARD
	E/W	IMPERIAL HIGHWAY
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	16	54	46	208	129	39	22	83	50	12	44	17	720
715-730	32	62	25	207	164	42	24	92	62	18	53	21	802
730-745	46	92	68	195	205	58	35	123	54	18	57	27	978
745-800	39	77	55	145	225	60	26	134	60	26	44	33	924
800-815	39	58	52	157	194	42	22	126	62	21	80	42	895
815-830	48	91	48	171	189	50	30	149	76	27	59	25	963
830-845	64	56	71	204	212	36	27	111	68	20	50	24	943
845-900	26	43	39	152	215	33	24	135	92	26	71	26	882
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	133	285	194	755	723	199	107	432	226	74	198	98	3424
715-815	156	289	200	704	788	202	107	475	238	83	234	123	3599
730-830	172	318	223	668	813	210	113	532	252	92	240	127	3760
745-845	190	282	226	677	820	188	105	520	266	94	233	124	3725
800-900	177	248	210	684	810	161	103	521	298	94	260	117	3683

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	3	5	3	13
715-730	0	1	2	5	8
730-745	0	2	3	7	12
745-800	6	5	6	5	22
800-815	2	2	2	17	23
815-830	0	2	1	7	10
830-845	1	2	3	7	13
845-900	1	1	1	10	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	11	16	20	55
715-815	8	10	13	34	65
730-830	8	11	12	36	67
745-845	9	11	12	36	68
800-900	4	7	7	41	59

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	4	2	6
715-730	0	1	1	1	3
730-745	0	1	2	2	5
745-800	0	1	2	3	6
800-815	1	2	3	2	8
815-830	0	0	0	1	1
830-845	0	1	2	4	7
845-900	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	9	8	20
715-815	1	5	8	8	22
730-830	1	4	7	8	20
745-845	1	4	7	10	22
800-900	1	3	5	8	17

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

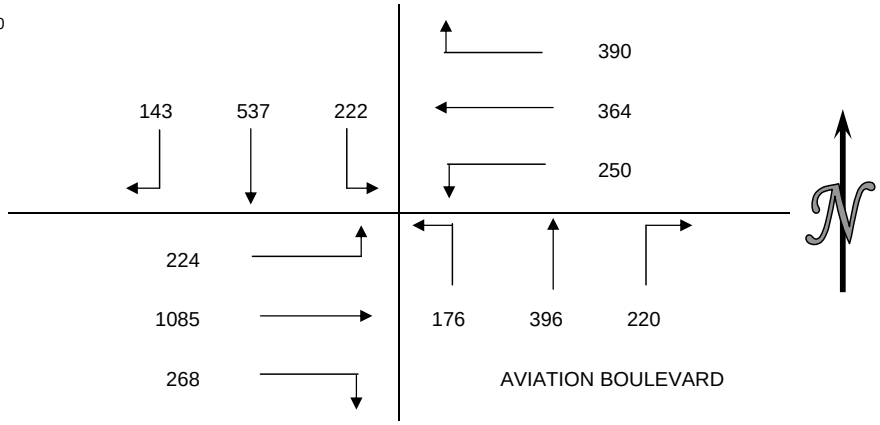
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4TH, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S AVIATION BOULEVARD
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	22	90	101	145	83	31	95	114	32	56	226	64	1059
415-430	24	116	115	123	69	22	69	82	31	34	242	52	979
430-445	50	153	139	91	91	34	94	104	51	41	229	50	1127
445-500	37	177	101	126	76	29	61	87	43	45	210	44	1036
500-515	24	137	73	90	106	42	57	94	50	50	253	66	1042
515-530	54	156	43	88	71	56	46	65	47	92	303	43	1064
530-545	35	136	55	98	90	88	70	106	35	61	275	53	1102
545-600	30	108	51	114	97	64	47	131	44	65	254	62	1067
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	133	536	456	485	319	116	319	387	157	176	907	210	4201
415-515	135	583	428	430	342	127	281	367	175	170	934	212	4184
430-530	165	623	356	395	344	161	258	350	191	228	995	203	4269
445-545	150	606	272	402	343	215	234	352	175	248	1041	206	4244
500-600	143	537	222	390	364	250	220	396	176	268	1085	224	4275

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	3	5	11
415-430	0	1	2	7	10
430-445	10	17	27	9	63
445-500	22	24	22	2	70
500-515	20	16	18	10	64
515-530	25	11	19	17	72
530-545	10	7	11	10	38
545-600	15	5	3	6	29
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	34	43	54	23	154
415-515	52	58	69	28	207
430-530	77	68	86	38	269
445-545	77	58	70	39	244
500-600	70	39	51	43	203

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	4	4
415-430	1	2	0	3	6
430-445	0	0	6	3	9
445-500	3	0	1	1	5
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	3	0	0	1	4
545-600	1	0	1	4	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	2	7	11	24
415-515	4	2	7	7	20
430-530	3	0	10	4	17
445-545	6	0	4	2	12
500-600	4	0	4	5	13

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

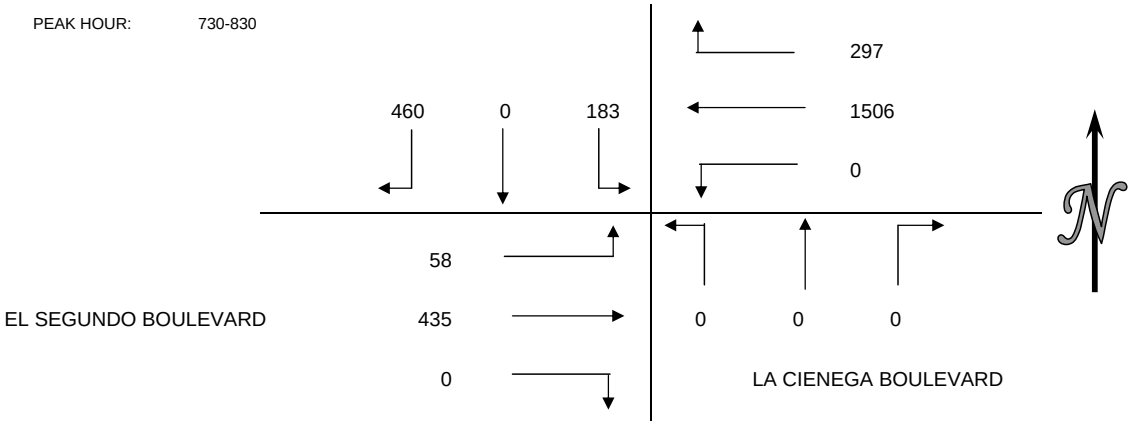
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 11, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W EL SEGUNDO BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	88	0	48	63	356	0	0	0	0	0	85	11	651
715-730	96	0	50	63	372	0	0	0	0	0	103	14	698
730-745	99	0	40	81	414	0	0	0	0	0	122	9	765
745-800	126	0	45	85	403	0	0	0	0	0	95	12	766
800-815	109	0	42	68	367	0	0	0	0	0	100	18	704
815-830	126	0	56	63	322	0	0	0	0	0	118	19	704
830-845	103	0	68	97	342	0	0	0	0	0	125	14	749
845-900	114	0	53	45	355	0	0	0	0	0	117	15	699
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	409	0	183	292	1545	0	0	0	0	0	405	46	2880
715-815	430	0	177	297	1556	0	0	0	0	0	420	53	2933
730-830	460	0	183	297	1506	0	0	0	0	0	435	58	2939
745-845	464	0	211	313	1434	0	0	0	0	0	438	63	2923
800-900	452	0	219	273	1386	0	0	0	0	0	460	66	2856

PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	5	0	0	0	5
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	0	0	1
715-815	5	0	0	0	5
730-830	5	0	0	0	5
745-845	5	0	0	0	5
800-900	6	0	0	0	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	0	0	0	0	0
730-745	3	0	0	0	3
745-800	1	0	0	0	1
800-815	0	0	0	0	0
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	6	0	0	0	6
715-815	4	0	0	0	4
730-830	5	0	0	0	5
745-845	2	0	0	0	2
800-900	2	0	0	0	2

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

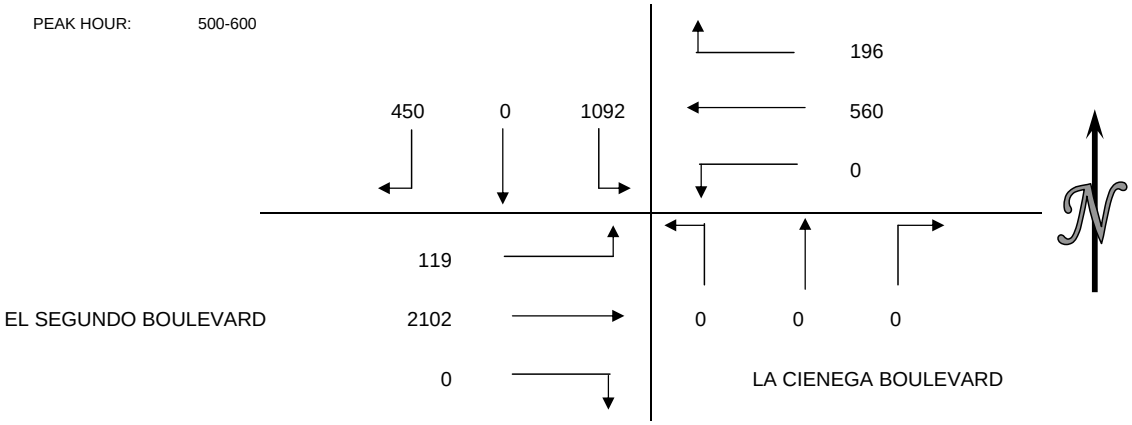
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		CDM
PROJECT:		LAX SPAS TRAFFIC COUNTS
DATE:		WEDNESDAY AUGUST 11, 2010
PERIOD"		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	LA CIENEGA BOULEVARD
	E/W	EL SEGUNDO BOULEVARD
CITY:		LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	77	0	218	42	143	0	0	0	0	0	359	32	871
415-430	74	0	195	47	128	0	0	0	0	0	391	25	860
430-445	97	0	231	47	147	0	0	0	0	0	456	31	1009
445-500	85	0	283	43	126	0	0	0	0	0	471	18	1026
500-515	98	0	256	61	160	0	0	0	0	0	486	24	1085
515-530	131	0	309	59	146	0	0	0	0	0	513	32	1190
530-545	114	0	275	44	137	0	0	0	0	0	528	36	1134
545-600	107	0	252	32	117	0	0	0	0	0	575	27	1110
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	333	0	927	179	544	0	0	0	0	0	1677	106	3766
415-515	354	0	965	198	561	0	0	0	0	0	1804	98	3980
430-530	411	0	1079	210	579	0	0	0	0	0	1926	105	4310
445-545	428	0	1123	207	569	0	0	0	0	0	1998	110	4435
500-600	450	0	1092	196	560	0	0	0	0	0	2102	119	4519

PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	2	0	0	2
415-430	1	0	0	0	1
430-445	1	0	0	0	1
445-500	2	0	0	0	2
500-515	2	0	0	0	2
515-530	1	0	0	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	2	0	0	6
415-515	6	0	0	0	6
430-530	6	0	0	0	6
445-545	5	0	0	0	5
500-600	3	0	0	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	4	0	0	5
415-430	3	0	0	0	3
430-445	4	0	0	0	4
445-500	4	0	0	0	4
500-515	3	0	0	0	3
515-530	1	0	0	0	1
530-545	2	1	0	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	12	4	0	0	16
415-515	14	0	0	0	14
430-530	12	0	0	0	12
445-545	10	1	0	0	11
500-600	6	1	0	0	7

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

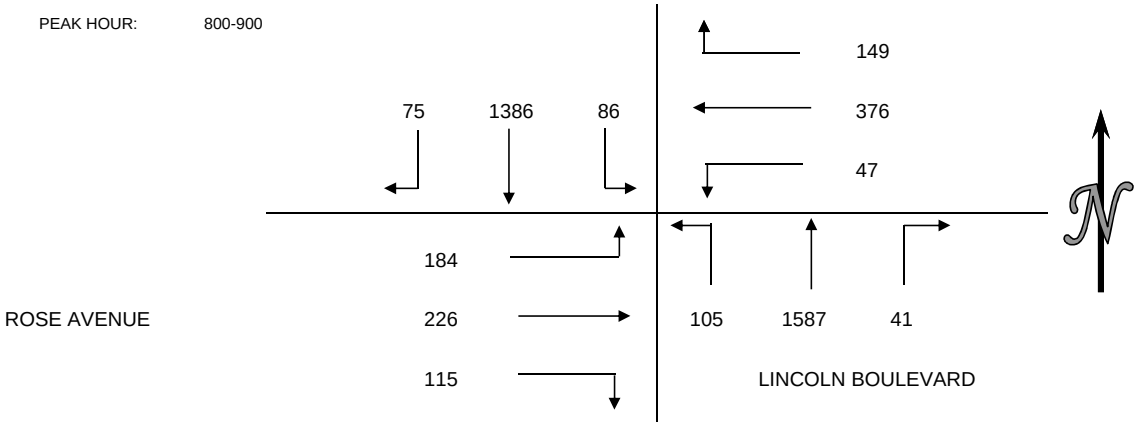
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 27, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W ROSE AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	13	94	2	5	34	5	8	281	34	15	22	18	531
715-730	14	152	8	7	31	7	6	342	19	12	35	28	661
730-745	13	217	8	18	49	13	17	377	32	38	48	40	870
745-800	11	288	19	33	79	17	6	395	16	21	39	31	955
800-815	14	311	16	26	60	7	8	375	22	22	36	37	934
815-830	20	354	19	34	97	14	17	431	31	28	70	65	1180
830-845	18	345	27	36	117	16	10	377	23	33	65	33	1100
845-900	23	376	24	53	102	10	6	404	29	32	55	49	1163
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	51	751	37	63	193	42	37	1395	101	86	144	117	3017
715-815	52	968	51	84	219	44	37	1489	89	93	158	136	3420
730-830	58	1170	62	111	285	51	48	1578	101	109	193	173	3939
745-845	63	1298	81	129	353	54	41	1578	92	104	210	166	4169
800-900	75	1386	86	149	376	47	41	1587	105	115	226	184	4377

PEAK HOUR: 800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	5	4	5	4	18
715-730	0	0	8	4	12
730-745	10	11	20	7	48
745-800	9	9	19	2	39
800-815	7	5	13	8	33
815-830	9	16	29	11	65
830-845	3	6	31	4	44
845-900	13	16	25	5	59
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	24	24	52	17	117
715-815	26	25	60	21	132
730-830	35	41	81	28	185
745-845	28	36	92	25	181
800-900	32	43	98	28	201

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	4	0	1	9
715-730	2	0	4	2	8
730-745	5	4	6	5	20
745-800	2	0	1	1	4
800-815	3	3	1	1	8
815-830	2	3	9	3	17
830-845	7	1	4	0	12
845-900	10	9	5	3	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	13	8	11	9	41
715-815	12	7	12	9	40
730-830	12	10	17	10	49
745-845	14	7	15	5	41
800-900	22	16	19	7	64

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

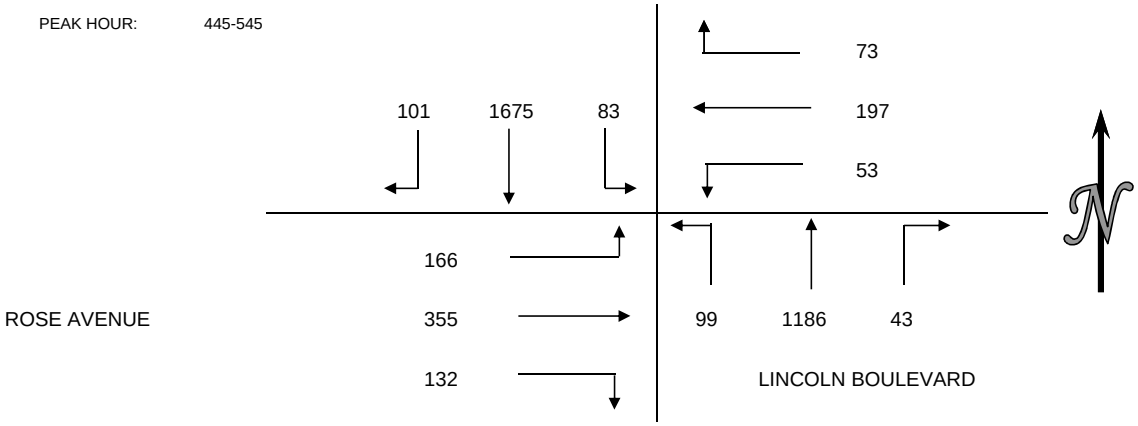
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: TUESDAY JULY 27, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LINCOLN BOULEVARD
E/W ROSE AVENUE
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	29	266	12	16	53	9	8	287	24	31	78	32	845
415-430	20	340	31	27	62	21	9	302	31	35	71	41	990
430-445	23	310	22	25	74	15	7	303	22	45	82	33	961
445-500	34	372	22	17	59	16	12	332	24	39	74	33	1034
500-515	22	440	18	15	36	14	13	305	32	34	95	49	1073
515-530	27	442	29	27	45	15	9	253	22	34	94	37	1034
530-545	18	421	14	14	57	8	9	296	21	25	92	47	1022
545-600	30	365	23	25	50	10	6	313	23	31	100	31	1007
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	106	1288	87	85	248	61	36	1224	101	150	305	139	3830
415-515	99	1462	93	84	231	66	41	1242	109	153	322	156	4058
430-530	106	1564	91	84	214	60	41	1193	100	152	345	152	4102
445-545	101	1675	83	73	197	53	43	1186	99	132	355	166	4163
500-600	97	1668	84	81	188	47	37	1167	98	124	381	164	4136

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	9	7	8	9	33
415-430	20	13	15	11	59
430-445	19	17	10	12	58
445-500	18	12	7	6	43
500-515	12	7	4	7	30
515-530	9	7	9	3	28
530-545	12	19	4	3	38
545-600	5	5	11	6	27
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	66	49	40	38	193
415-515	69	49	36	36	190
430-530	58	43	30	28	159
445-545	51	45	24	19	139
500-600	38	38	28	19	123

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	7	4	2	16
415-430	2	8	1	2	13
430-445	2	3	6	4	15
445-500	7	5	4	3	19
500-515	5	2	2	2	11
515-530	3	10	9	11	33
530-545	1	2	5	3	11
545-600	1	4	2	0	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	14	23	15	11	63
415-515	16	18	13	11	58
430-530	17	20	21	20	78
445-545	16	19	20	19	74
500-600	10	18	18	16	62

WILTEC

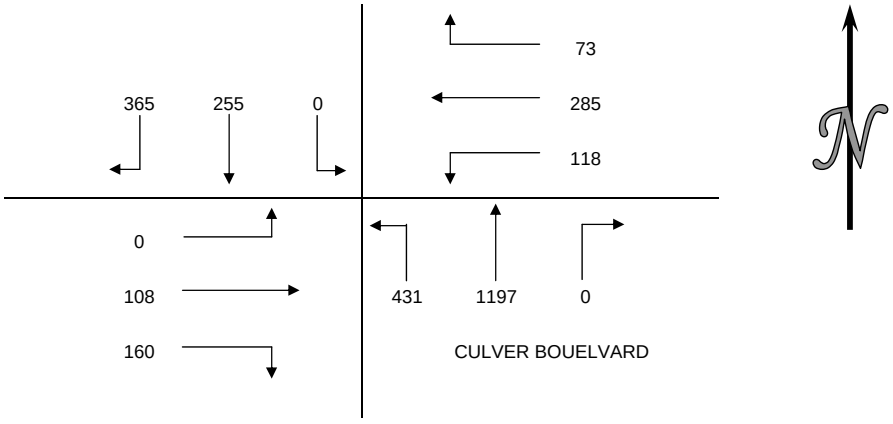
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING
PROJECT:		WESTSIDE TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 23, 2012
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	CULVER BOUELVARD
	E/W	SR-90 WB RAMPS
CITY:		LOS ANGELES

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	32	31	0	8	35	23	0	212	66	31	12	0	450
715-730	44	42	0	11	51	23	0	248	93	22	10	0	544
730-745	70	48	0	11	83	23	0	291	105	45	19	0	695
745-800	84	63	0	32	92	24	0	293	108	35	36	0	767
800-815	118	75	0	16	64	37	0	307	116	45	33	0	811
815-830	93	69	0	14	46	34	0	306	102	35	20	0	719
830-845	71	64	0	15	47	28	0	267	129	33	15	0	669
845-900	80	68	0	16	58	18	0	280	119	42	26	0	707
900-915	45	53	0	16	26	10	0	222	115	28	14	0	529
915-930	54	63	0	12	39	19	0	221	94	30	21	0	553
930-945	37	42	0	13	42	36	0	184	74	38	11	0	477
945-1000	52	38	0	20	43	21	0	161	49	26	14	0	424
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	230	184	0	62	261	93	0	1044	372	133	77	0	2456
715-815	316	228	0	70	290	107	0	1139	422	147	98	0	2817
730-830	365	255	0	73	285	118	0	1197	431	160	108	0	2992
745-845	366	271	0	77	249	123	0	1173	455	148	104	0	2966
800-900	362	276	0	61	215	117	0	1160	466	155	94	0	2906
815-915	289	254	0	61	177	90	0	1075	465	138	75	0	2624
830-930	250	248	0	59	170	75	0	990	457	133	76	0	2458
845-945	216	226	0	57	165	83	0	907	402	138	72	0	2266
900-1000	188	196	0	61	150	86	0	788	332	122	60	0	1983

AM PEAK HOUR: 730-830



WILTEC

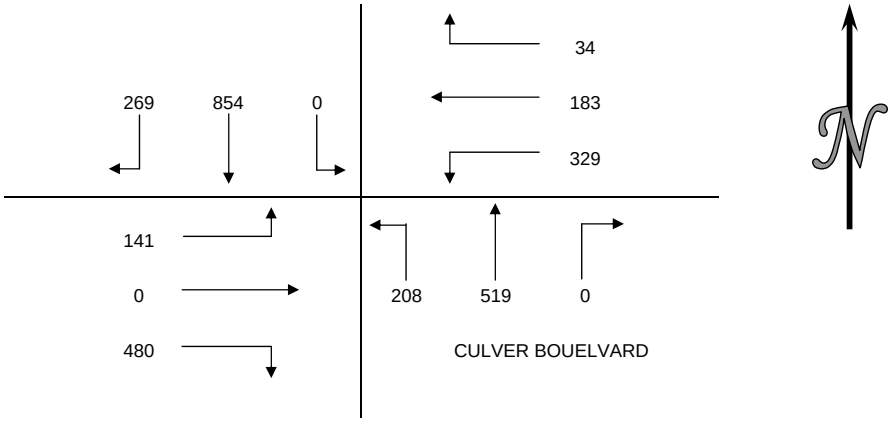
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING
PROJECT:		WESTSIDE TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 23, 2012
PERIOD"		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	CULVER BOUELVARD
	E/W	SR-90 WB RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	54	106	0	10	41	60	0	101	27	50	0	34	483
315-330	69	101	0	6	41	54	0	114	55	64	0	22	526
330-345	53	123	0	10	32	66	0	134	50	86	0	23	577
345-400	58	150	0	8	36	59	0	120	33	77	0	18	559
400-415	53	171	0	9	38	68	0	130	38	99	0	26	632
415-430	54	181	0	5	51	77	0	120	51	78	0	26	643
430-445	58	156	0	9	32	87	0	126	55	101	0	23	647
445-500	56	191	0	8	48	92	0	118	54	98	0	23	688
500-515	65	206	0	6	41	92	0	128	48	117	0	39	742
515-530	75	193	0	13	47	75	0	145	68	100	0	28	744
530-545	70	227	0	7	49	80	0	127	50	144	0	34	788
545-600	59	228	0	8	46	82	0	119	42	119	0	40	743
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	234	480	0	34	150	239	0	469	165	277	0	97	2145
315-415	233	545	0	33	147	247	0	498	176	326	0	89	2294
330-430	218	625	0	32	157	270	0	504	172	340	0	93	2411
345-445	223	658	0	31	157	291	0	496	177	355	0	93	2481
400-500	221	699	0	31	169	324	0	494	198	376	0	98	2610
415-515	233	734	0	28	172	348	0	492	208	394	0	111	2720
430-530	254	746	0	36	168	346	0	517	225	416	0	113	2821
445-545	266	817	0	34	185	339	0	518	220	459	0	124	2962
500-600	269	854	0	34	183	329	0	519	208	480	0	141	3017

PM PEAK HOUR: 500-600



WILTEC

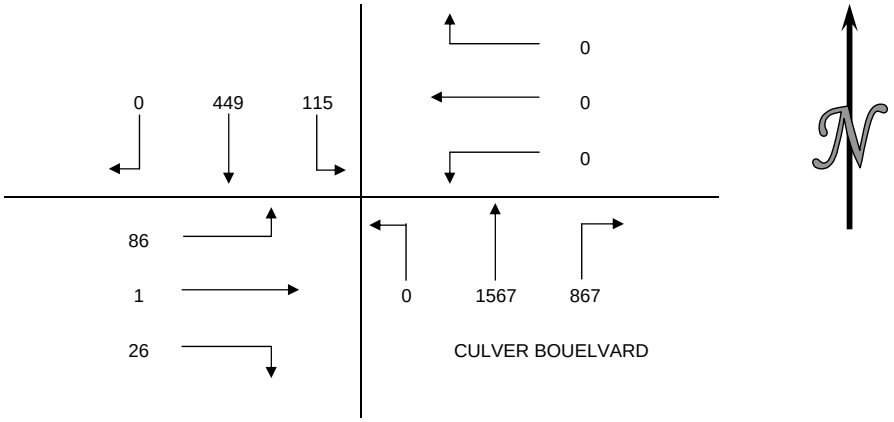
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING
PROJECT:		WESTSIDE TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 23, 2012
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	CULVER BOUELVARD
	E/W	SR-90 EB RAMPS
CITY:		LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	54	27	0	0	0	202	262	0	1	0	9	555
715-730	0	68	21	0	0	0	195	310	0	4	0	19	617
730-745	0	92	29	0	0	0	200	383	0	6	0	15	725
745-800	0	98	27	0	0	0	226	394	0	6	0	34	785
800-815	0	114	28	0	0	0	210	387	0	8	1	23	771
815-830	0	112	25	0	0	0	230	385	0	7	0	15	774
830-845	0	125	35	0	0	0	201	401	0	5	0	14	781
845-900	0	107	31	0	0	0	174	383	0	3	0	14	712
900-915	0	93	27	0	0	0	171	312	0	3	0	20	626
915-930	0	89	24	0	0	0	138	299	0	7	0	16	573
930-945	0	88	30	0	0	0	114	242	0	12	0	19	505
945-1000	0	55	29	0	0	0	93	184	0	8	0	19	388
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	312	104	0	0	0	823	1349	0	17	0	77	2682
715-815	0	372	105	0	0	0	831	1474	0	24	1	91	2898
730-830	0	416	109	0	0	0	866	1549	0	27	1	87	3055
745-845	0	449	115	0	0	0	867	1567	0	26	1	86	3111
800-900	0	458	119	0	0	0	815	1556	0	23	1	66	3038
815-915	0	437	118	0	0	0	776	1481	0	18	0	63	2893
830-930	0	414	117	0	0	0	684	1395	0	18	0	64	2692
845-945	0	377	112	0	0	0	597	1236	0	25	0	69	2416
900-1000	0	325	110	0	0	0	516	1037	0	30	0	74	2092

AM PEAK HOUR: 745-845



WILTEC

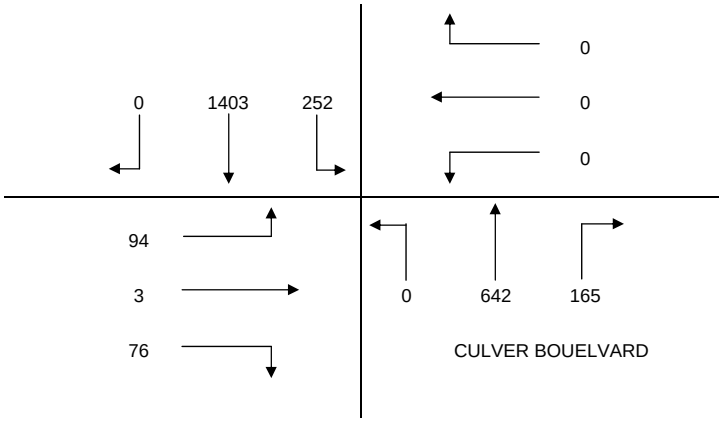
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING
PROJECT: WESTSIDE TRAFFIC COUNTS
DATE: WEDNESDAY MAY 23, 2012
PERIOD" 3:00 PM TO 6:00 PM
INTERSECTION: N/S CULVER BOUELVARD
E/W SR-90 EB RAMPS
CITY: LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	167	48	0	0	0	61	161	0	10	1	23	471
315-330	0	180	47	0	0	0	55	125	0	12	0	17	436
330-345	0	218	75	0	0	0	65	148	0	15	1	21	543
345-400	0	205	55	0	0	0	34	131	0	16	2	23	466
400-415	0	244	72	0	0	0	64	149	0	8	0	19	556
415-430	0	263	53	0	0	0	48	154	0	18	0	19	555
430-445	0	287	63	0	0	0	40	146	0	11	0	19	566
445-500	0	336	56	0	0	0	40	167	0	15	0	21	635
500-515	0	332	66	0	0	0	45	156	0	20	1	23	643
515-530	0	353	55	0	0	0	51	170	0	12	1	23	665
530-545	0	360	56	0	0	0	37	153	0	20	0	26	652
545-600	0	358	75	0	0	0	32	163	0	24	1	22	675
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	770	225	0	0	0	215	565	0	53	4	84	1916
315-415	0	847	249	0	0	0	218	553	0	51	3	80	2001
330-430	0	930	255	0	0	0	211	582	0	57	3	82	2120
345-445	0	999	243	0	0	0	186	580	0	53	2	80	2143
400-500	0	1130	244	0	0	0	192	616	0	52	0	78	2312
415-515	0	1218	238	0	0	0	173	623	0	64	1	82	2399
430-530	0	1308	240	0	0	0	176	639	0	58	2	86	2509
445-545	0	1381	233	0	0	0	173	646	0	67	2	93	2595
500-600	0	1403	252	0	0	0	165	642	0	76	3	94	2635

PM PEAK HOUR: 500-600



WILTEC

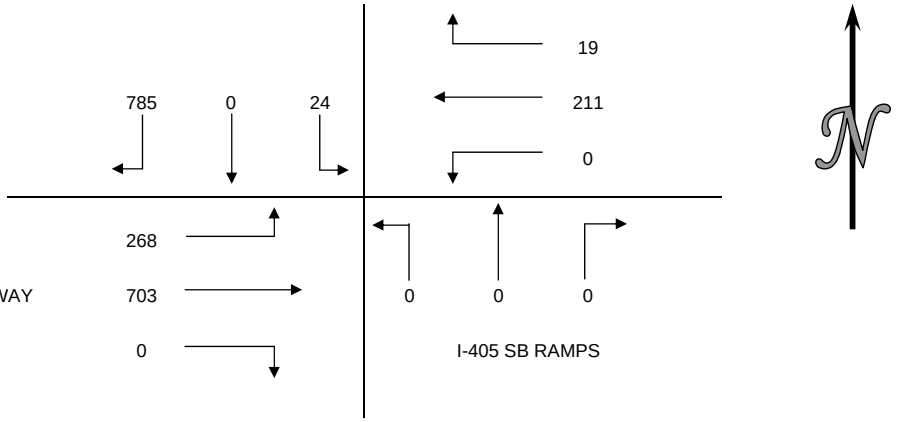
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING
PROJECT: WESTSIDE TRAFFIC COUNTS
DATE: WEDNESDAY MAY 23, 2012
PERIOD" 7:00 AM TO 10:00 AM
INTERSECTION: N/S I-405 SB RAMPS
E/W HOWARD HUGHES PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	183	0	1	4	28	0	0	0	0	0	195	45	456
715-730	162	0	4	2	35	0	0	0	0	0	210	50	463
730-745	146	0	2	1	43	0	0	0	0	0	210	71	473
745-800	193	0	1	4	50	0	0	0	0	0	204	62	514
800-815	210	0	5	4	46	0	0	0	0	0	180	78	523
815-830	192	0	11	6	55	0	0	0	0	0	167	64	495
830-845	190	0	7	5	60	0	0	0	0	0	152	64	478
845-900	172	0	11	2	47	0	0	0	0	0	158	71	461
900-915	199	0	7	5	56	0	0	0	0	0	146	60	473
915-930	200	0	8	6	56	0	0	0	0	0	147	68	485
930-945	219	0	13	3	60	0	0	0	0	0	181	48	524
945-1000	204	0	7	4	39	0	0	0	0	0	128	62	444
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	684	0	8	11	156	0	0	0	0	0	819	228	1906
715-815	711	0	12	11	174	0	0	0	0	0	804	261	1973
730-830	741	0	19	15	194	0	0	0	0	0	761	275	2005
745-845	785	0	24	19	211	0	0	0	0	0	703	268	2010
800-900	764	0	34	17	208	0	0	0	0	0	657	277	1957
815-915	753	0	36	18	218	0	0	0	0	0	623	259	1907
830-930	761	0	33	18	219	0	0	0	0	0	603	263	1897
845-945	790	0	39	16	219	0	0	0	0	0	632	247	1943
900-1000	822	0	35	18	211	0	0	0	0	0	602	238	1926

AM PEAK HOUR: 745-845



WILTEC

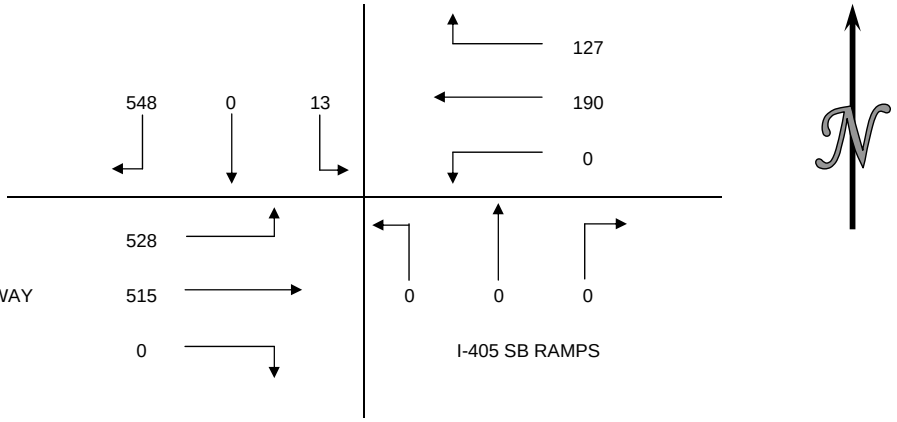
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING
PROJECT:		WESTSIDE TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 23, 2012
PERIOD"		3:00 PM TO 6:00 PM
INTERSECTION:	N/S	I-405 SB RAMPS
	E/W	HOWARD HUGHES PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	182	0	7	12	41	0	0	0	0	0	133	106	481
315-330	141	0	6	16	38	0	0	0	0	0	142	98	441
330-345	173	0	4	22	35	0	0	0	0	0	123	109	466
345-400	179	0	1	18	37	0	0	0	0	0	137	113	485
400-415	148	0	1	31	38	0	0	0	0	0	122	135	475
415-430	138	0	5	19	47	0	0	0	0	0	131	107	447
430-445	136	0	2	30	47	0	0	0	0	0	129	126	470
445-500	153	0	4	30	39	0	0	0	0	0	119	111	456
500-515	136	0	4	41	57	0	0	0	0	0	126	146	510
515-530	123	0	3	26	47	0	0	0	0	0	141	145	485
530-545	117	0	0	37	51	0	0	0	0	0	133	130	468
545-600	129	0	1	44	40	0	0	0	0	0	117	121	452
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	675	0	18	68	151	0	0	0	0	0	535	426	1873
315-415	641	0	12	87	148	0	0	0	0	0	524	455	1867
330-430	638	0	11	90	157	0	0	0	0	0	513	464	1873
345-445	601	0	9	98	169	0	0	0	0	0	519	481	1877
400-500	575	0	12	110	171	0	0	0	0	0	501	479	1848
415-515	563	0	15	120	190	0	0	0	0	0	505	490	1883
430-530	548	0	13	127	190	0	0	0	0	0	515	528	1921
445-545	529	0	11	134	194	0	0	0	0	0	519	532	1919
500-600	505	0	8	148	195	0	0	0	0	0	517	542	1915

PM PEAK HOUR: 430-530



WILTEC

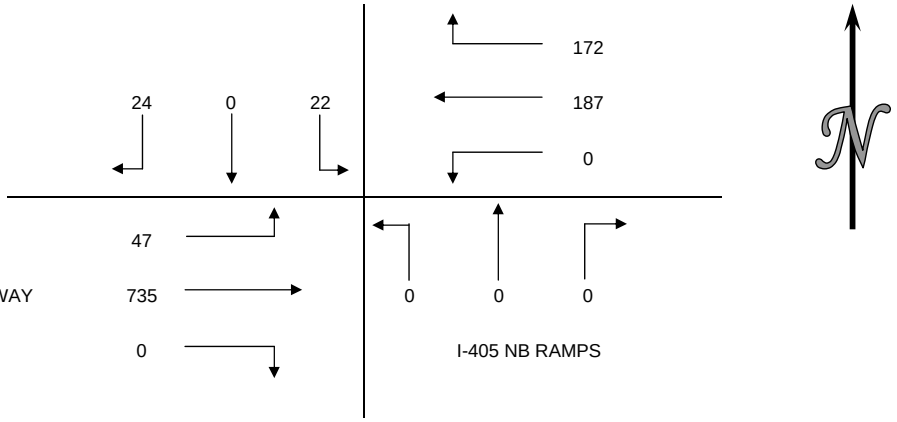
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		GIBSON TRANSPORTATION CONSULTING
PROJECT:		WESTSIDE TRAFFIC COUNTS
DATE:		WEDNESDAY MAY 23, 2012
PERIOD"		7:00 AM TO 10:00 AM
INTERSECTION:	N/S	I-405 NB RAMPS
	E/W	HOWARD HUGHES PARKWAY
CITY:		LOS ANGELES

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	7	0	4	30	29	0	0	0	0	0	188	1	259
715-730	3	0	3	24	34	0	0	0	0	0	199	6	269
730-745	2	0	3	21	43	0	0	0	0	0	214	3	286
745-800	4	0	3	49	46	0	0	0	0	0	199	9	310
800-815	8	0	3	46	42	0	0	0	0	0	164	11	274
815-830	10	0	13	56	56	0	0	0	0	0	158	24	317
830-845	5	0	3	37	61	0	0	0	0	0	132	21	259
845-900	5	0	3	55	43	0	0	0	0	0	156	19	281
900-915	4	0	4	35	53	0	0	0	0	0	137	7	240
915-930	6	0	8	40	54	0	0	0	0	0	138	14	260
930-945	4	0	4	32	55	0	0	0	0	0	157	11	263
945-1000	5	0	2	30	40	0	0	0	0	0	151	13	241
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	16	0	13	124	152	0	0	0	0	0	800	19	1124
715-815	17	0	12	140	165	0	0	0	0	0	776	29	1139
730-830	24	0	22	172	187	0	0	0	0	0	735	47	1187
745-845	27	0	22	188	205	0	0	0	0	0	653	65	1160
800-900	28	0	22	194	202	0	0	0	0	0	610	75	1131
815-915	24	0	23	183	213	0	0	0	0	0	583	71	1097
830-930	20	0	18	167	211	0	0	0	0	0	563	61	1040
845-945	19	0	19	162	205	0	0	0	0	0	588	51	1044
900-1000	19	0	18	137	202	0	0	0	0	0	583	45	1004

AM PEAK HOUR: 730-830



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

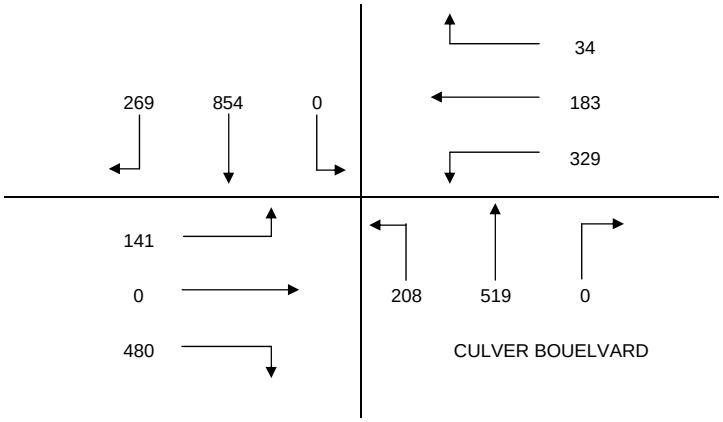
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING
PROJECT: WESTSIDE TRAFFIC COUNTS
DATE: WEDNESDAY MAY 23, 2012
PERIOD" 3:00 PM TO 6:00 PM
INTERSECTION: N/S I-405 NB RAMPS
E/W HOWARD HUGHES PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	19	0	22	17	34	0	0	0	0	0	143	10	245
315-330	25	0	25	21	36	0	0	0	0	0	136	1	244
330-345	19	0	19	20	34	0	0	0	0	0	116	5	213
345-400	26	0	18	22	29	0	0	0	0	0	130	7	232
400-415	40	0	24	14	39	0	0	0	0	0	129	4	250
415-430	22	0	20	28	39	0	0	0	0	0	126	9	244
430-445	38	0	17	19	43	0	0	0	0	0	118	2	237
445-500	35	0	30	25	29	0	0	0	0	0	119	11	249
500-515	50	0	50	16	35	0	0	0	0	0	114	7	272
515-530	42	0	29	18	39	0	0	0	0	0	125	4	257
530-545	55	0	33	15	35	0	0	0	0	0	137	3	278
545-600	44	0	30	10	41	0	0	0	0	0	136	4	265
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	89	0	84	80	133	0	0	0	0	0	525	23	934
315-415	110	0	86	77	138	0	0	0	0	0	511	17	939
330-430	107	0	81	84	141	0	0	0	0	0	501	25	939
345-445	126	0	79	83	150	0	0	0	0	0	503	22	963
400-500	135	0	91	86	150	0	0	0	0	0	492	26	980
415-515	145	0	117	88	146	0	0	0	0	0	477	29	1002
430-530	165	0	126	78	146	0	0	0	0	0	476	24	1015
445-545	182	0	142	74	138	0	0	0	0	0	495	25	1056
500-600	191	0	142	59	150	0	0	0	0	0	512	18	1072

PM PEAK HOUR: 500-600



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

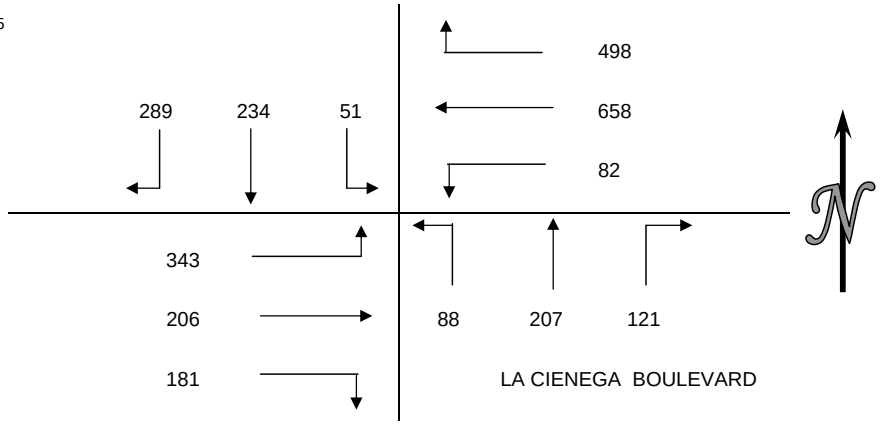
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4TH, 2010
PERIOD" 7:00 AM TO 9:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	37	27	7	69	89	6	24	35	12	22	62	53	443
715-730	20	30	9	91	119	9	32	43	22	35	60	59	529
730-745	76	39	12	98	148	19	35	52	17	37	47	68	648
745-800	68	66	9	143	192	29	30	54	18	42	43	75	769
800-815	71	56	6	128	156	16	39	53	19	50	64	88	746
815-830	77	61	20	124	155	24	22	59	23	42	44	91	742
830-845	73	51	16	103	155	13	30	41	28	47	55	89	701
845-900	78	52	8	95	155	15	39	36	30	26	55	75	664
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	201	162	37	401	548	63	121	184	69	136	212	255	2389
715-815	235	191	36	460	615	73	136	202	76	164	214	290	2692
730-830	292	222	47	493	651	88	126	218	77	171	198	322	2905
745-845	289	234	51	498	658	82	121	207	88	181	206	343	2958
800-900	299	220	50	450	621	68	130	189	100	165	218	343	2853

PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	3	4
715-730	0	0	3	4	7
730-745	1	0	0	0	1
745-800	1	1	0	3	5
800-815	3	1	1	2	7
815-830	1	0	2	3	6
830-845	2	0	1	2	5
845-900	4	0	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	3	10	17
715-815	5	2	4	9	20
730-830	6	2	3	8	19
745-845	7	2	4	10	23
800-900	10	1	5	7	23

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	1	0	1	2
730-745	0	0	0	0	0
745-800	1	0	1	0	2
800-815	2	0	1	0	3
815-830	1	0	1	0	2
830-845	0	0	2	1	3
845-900	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	1	2	1	5
715-815	3	1	2	1	7
730-830	4	0	3	0	7
745-845	4	0	5	1	10
800-900	3	0	5	2	10

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

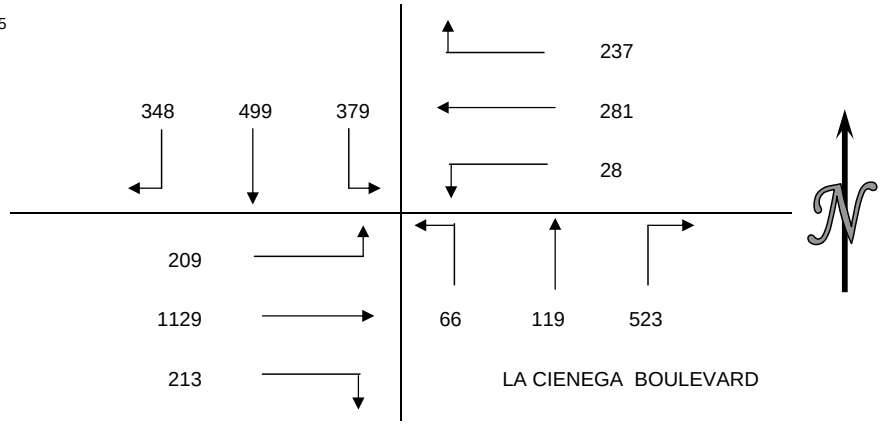
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: CDM
PROJECT: LAX SPAS TRAFFIC COUNTS
DATE: WEDNESDAY AUGUST 4TH, 2010
PERIOD" 4:00 PM TO 6:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W IMPERIAL HIGHWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	81	75	73	43	67	11	44	58	29	50	235	44	810
415-430	78	86	80	74	70	7	53	36	21	35	200	51	791
430-445	69	99	103	42	70	12	84	41	26	46	220	37	849
445-500	78	125	92	51	69	5	109	27	28	57	268	68	977
500-515	101	148	100	75	70	6	135	39	15	47	291	39	1066
515-530	89	101	89	61	67	8	144	30	14	62	311	62	1038
530-545	80	125	98	50	75	9	135	23	9	47	259	40	950
545-600	46	97	69	35	83	2	113	25	16	46	223	53	808
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	306	385	348	210	276	35	290	162	104	188	923	200	3427
415-515	326	458	375	242	279	30	381	143	90	185	979	195	3683
430-530	337	473	384	229	276	31	472	137	83	212	1090	206	3930
445-545	348	499	379	237	281	28	523	119	66	213	1129	209	4031
500-600	316	471	356	221	295	25	527	117	54	202	1084	194	3862

PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	1	4	8
415-430	2	0	4	0	6
430-445	0	0	0	2	2
445-500	0	0	3	2	5
500-515	3	0	1	1	5
515-530	0	0	1	2	3
530-545	2	0	0	0	2
545-600	0	2	0	7	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	0	8	8	21
415-515	5	0	8	5	18
430-530	3	0	5	7	15
445-545	5	0	5	5	15
500-600	5	2	2	10	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	5	0	5
415-430	1	0	0	0	1
430-445	1	0	1	0	2
445-500	1	0	1	2	4
500-515	3	0	0	0	3
515-530	1	0	0	0	1
530-545	3	0	1	0	4
545-600	0	0	6	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	7	2	12
415-515	6	0	2	2	10
430-530	6	0	2	2	10
445-545	8	0	2	2	12
500-600	7	0	7	1	15

Appendix C

Culver City Supplemental Analysis

Culver City Supplemental Analysis

Culver City staff requested that an additional analysis of study intersections within their jurisdiction be conducted using the significant impact criteria specified by the City of Los Angeles. As detailed in Chapter 1, adopted Culver City impact criteria identify a significant impact at an intersection if the project-related increase in V/C ratio meets or exceeds 0.050 while operating at LOS C, 0.040 while operating at LOS D, or 0.020 while operating at LOS E or F. The City of Los Angeles criteria identify a significant impact an intersection if the project-related increase in V/C ratio meets or exceeds 0.040 while operating at LOS C, 0.020 while operating at LOS D, or 0.010 while operating at LOS E or F. The City of Los Angeles significant impact criteria is more stringent than that of Culver City.

The significant impact analysis of the 10 intersections located within Culver City presented in Chapters 7 and 8 was conducted assessing impacts according to Culver City adopted impact criteria. This Appendix presents the results of the analysis of the same locations according to City of Los Angeles impact criteria. Note that this analysis used the same methodology (that is, Intersection Capacity Utilization [ICU]) and traffic volumes as used in Chapters 7 and 8.

EXISTING WITH PROJECT CONDITIONS (YEAR 2012)

The Existing with Project (year 2012) conditions from Table 10 in Chapter 5 were compared to the Existing (year 2012) conditions from Table 3 in Chapter 2. Table C-1 shows the results of the significant analysis for the ten intersections within Culver City using City of Los Angeles significant impact criteria. As Table C-1 shows, none of the 10 locations would be impacted.

FUTURE WITH PROJECT CONDITIONS (YEAR 2022)

The Future with Project (year 2022) conditions from Table 11 in Chapter 6 were compared to the Future without Project (year 2022) conditions from Table 8 in Chapter 3. Table C-2 shows the results of the significant impact analysis for the 10 intersections within Culver City using City

of Los Angeles significant impact criteria. As Table C-2 shows, the intersection of Sepulveda Boulevard & Jefferson Boulevard & Playa Street would be impacted during the afternoon peak hour.

Table C-2 also shows the impact of Project traffic after implementation of the mitigation program described in Chapter 8. As it shows, the intersection of Sepulveda Boulevard & Jefferson Boulevard & Playa Street would remain impacted according to City of Los Angeles criteria even after implementation of the mitigation program.

TABLE C-1
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS - CULVER CITY SUPPLEMENTAL ANALYSIS

No.	Intersection	Peak Hour	Existing without Project		Existing with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
23.	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.743 0.771	C C	0.759 0.781	C C	0.016 0.010	NO NO
77.	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.624 0.639	B B	0.627 0.647	B B	0.003 0.008	NO NO
78.	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.670 0.659	B B	0.673 0.665	B B	0.003 0.006	NO NO
79.	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.614 0.772	B C	0.617 0.780	B C	0.003 0.008	NO NO
80.	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.682 0.668	B B	0.690 0.678	B B	0.008 0.010	NO NO
83.	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.474 0.503	A A	0.004 0.009	NO NO
84.	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.479 0.640	A B	0.002 0.007	NO NO
85.	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.348 0.464	A A	0.005 0.007	NO NO
86.	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.699 0.826	B D	0.004 0.016	NO NO
87.	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.504 0.735	A C	0.004 0.017	NO NO

TABLE C-2
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS - CULVER CITY SUPPLEMENTAL ANALYSIS

No.	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
23.	Sepulveda Boulevard & Centinela Avenue	A.M.	0.811	D	0.827	D	0.016	NO	0.825	D	0.014	NO
		P.M.	0.815	D	0.826	D	0.011	NO	0.824	D	0.009	NO
77.	Sepulveda Boulevard & Washington Place	A.M.	0.678	B	0.682	B	0.004	NO	0.681	B	0.003	NO
		P.M.	0.707	C	0.714	C	0.007	NO	0.713	C	0.006	NO
78.	Sepulveda Boulevard & Washington Boulevard	A.M.	0.692	B	0.695	B	0.003	NO	0.695	B	0.003	NO
		P.M.	0.669	B	0.679	B	0.010	NO	0.678	B	0.009	NO
79.	Sawtelle Boulevard & Culver Boulevard	A.M.	0.648	B	0.651	B	0.003	NO	0.651	B	0.003	NO
		P.M.	0.798	C	0.808	D	0.010	NO	0.807	D	0.009	NO
80.	Sepulveda Boulevard & Culver Boulevard	A.M.	0.714	C	0.722	C	0.008	NO	0.722	C	0.008	NO
		P.M.	0.707	C	0.720	C	0.013	NO	0.719	C	0.012	NO
83.	Sepulveda Boulevard & Jefferson Boulevard	A.M.	0.527	A	0.531	A	0.004	NO	0.531	A	0.004	NO
		P.M.	0.553	A	0.562	A	0.009	NO	0.561	A	0.008	NO
84.	Sepulveda Boulevard & Sawtelle Boulevard	A.M.	0.525	A	0.530	A	0.005	NO	0.529	A	0.004	NO
		P.M.	0.697	B	0.706	C	0.009	NO	0.705	C	0.008	NO
85.	Slauson Avenue & Jefferson Boulevard	A.M.	0.402	A	0.407	A	0.005	NO	0.407	A	0.005	NO
		P.M.	0.510	A	0.516	A	0.006	NO	0.516	A	0.006	NO
86.	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M.	0.771	C	0.775	C	0.004	NO	0.775	C	0.004	NO
		P.M.	0.931	E	0.947	E	0.016	**YES**	0.946	E	0.015	**YES**
87.	Sepulveda Boulevard & Slauson Avenue &	A.M.	0.532	A	0.536	A	0.004	NO	0.535	A	0.003	NO
		P.M.	0.771	C	0.788	C	0.017	NO	0.786	C	0.015	NO

Appendix D

Alternative Existing Conditions

Alternative Existing Conditions

LAX Northside poses a project scenario which is more logistically in line with a typical private development project as opposed to the operational peak demands that are presented by the airport itself. Therefore, in order to ensure that the Project traffic impact analysis appropriately accounts for this condition, the study has collected additional traffic data at a total of 18 locations that typically experience significant demand fluctuations. New morning and afternoon peak hour traffic counts were collected in April and May, 2013, to compare to the existing traffic conditions presented in Chapter 2. In addition to the Alternative Existing Conditions (year 2013), Alternative Future without Project Conditions (year 2022) were produced based on the Alternative Existing Conditions as further described in this Appendix. Finally, potential Project impacts at these 18 intersections were assessed against the Alternative Existing Conditions and the Alternative Future without Project Conditions.

LOCATIONS IDENTIFIED FOR ADDITIONAL ANALYSIS

The following 18 study intersections were identified by LADOT as potentially operating at worse LOS than the results of the Existing Conditions analysis presented in Chapter 2:

3. Lincoln Boulevard & Maxella Boulevard
8. Lincoln Boulevard & Jefferson Boulevard
25. Sepulveda Boulevard & 76th Street
28. Sepulveda Boulevard & Manchester Avenue
32. Sepulveda Boulevard & Century Boulevard
41. I-405 Southbound Ramps & La Tijera Boulevard
42. I-405 Northbound Ramps & La Tijera Boulevard
44. La Cienega Boulevard & La Tijera Boulevard
56. Airport Boulevard & Arbor Vitae Street / Westchester Parkway
63. La Cienega Boulevard & Century Boulevard
64. I-405 Northbound Ramps & Century Boulevard
65. Inglewood Avenue & Century Boulevard

69. Inglewood Avenue & Imperial Highway
77. Sepulveda Boulevard & Washington Place
78. Sepulveda Boulevard & Washington Boulevard
81. I-405 Southbound Ramps & Jefferson Boulevard
82. I-405 Northbound Ramps & Jefferson Boulevard
101. Aviation Boulevard & Imperial Highway

ALTERNATIVE EXISTING CONDITIONS

As stated in the introduction to this Appendix, the traffic volumes used in the Alternative Existing Conditions (year 2013) were counted in April and May 2013 at the 18 locations. Table D-1 identifies the peak hour LOS for the Alternative Existing Conditions (year 2013), including a comparison to the Existing Conditions (year 2012) peak hour intersection LOS from Table 5 at the same locations. As Table D-1 shows, 11 of the 18 locations operate at worse LOS under Alternative Existing Conditions (year 2013) than under Existing Conditions (year 2012) during at least one analyzed peak hour. Table D-1 also shows that three of the 18 locations operate at better LOS under Alternative Existing Conditions (year 2013) than under Existing Conditions (year 2012) under at least one analyzed peak hour.

ALTERNATIVE EXISTING WITH PROJECT SIGNIFICANT IMPACT ANALYSIS

The project traffic shown in Figure 7 was added to the Alternative Existing Conditions to analyzed the Alternative Existing with Project Conditions (year 2013). Additionally, the mitigation program described in Chapter 8 was implemented to analyze the Alternative Existing with Project with Mitigation Conditions (year 2013). Table D-2 shows the results of both of these analyses, including the intersections that would be impacted by Project traffic, before and after mitigation, when considering the alternative traffic volumes.

As Table D-2 shows, prior to mitigation, a total of three of the 18 locations would be impacted under Alternative Existing with Project Conditions, whereas under Existing with Project Conditions, only two of the 18 locations would be impacted prior to mitigation. After mitigation, a total of two of the 18 locations would remain impacted under Alternative Existing with Project

with Mitigation Conditions, whereas none would remain impacted under Existing with Project with Mitigation Conditions. The two new remaining impacted locations under Alternative Existing with Project with Mitigation Conditions are:

8. Lincoln Boulevard & Jefferson Boulevard (morning and afternoon peak hours)
32. Sepulveda Boulevard & Century Boulevard (morning peak hour)

Out of the 108 total study intersections, considering the Existing with Project Conditions (year 2012) for 90 intersections and the Alternative Existing with Project Conditions (year 2013) for the 18 recounted locations, 12 intersections would be impacted during either peak hour prior to mitigation and five intersections would remain impacted after mitigation. The five remaining impacted intersections are:

8. Lincoln Boulevard & Jefferson Boulevard (recounted location, impacted during morning and afternoon peak hours)
29. Sepulveda Boulevard & La Tijera Boulevard) (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
32. Sepulveda Boulevard & Century Boulevard (recounted location, morning peak hour)
33. Sepulveda Boulevard & I-105 Westbound Ramps north of Imperial Highway (morning and afternoon peak hours)

ALTERNATIVE FUTURE WITHOUT PROJECT CONDITIONS

In order to conservatively project potential Project impacts under future conditions accounting for the traffic counts conducted for the Alternative Existing Conditions analysis, Alternative Future without Project Conditions (year 2022) were developed for the 18 recounted locations. The Alternative Future without Project traffic volumes are similar to the Future without Project traffic volumes shown in Figure 5, except that at any movement where the Alternative Existing Conditions traffic volumes exceeded the Future without Project traffic volumes, the Alternative Existing Conditions volumes were substituted. In other words, the Alternative Existing Conditions traffic volumes served as a minimum volume at each movement within the Alternative Future without Project traffic volumes.

ALTERNATIVE FUTURE WITH PROJECT SIGNIFICANT IMPACT ANALYSIS

The project traffic shown in Figure 7 was added to the Alternative Future without Project Conditions to analyzed the Alternative Future with Project Conditions (year 2022). Additionally, the mitigation program described in Chapter 8 was implemented to analyze the Alternative Future with Project with Mitigation Conditions (year 2022). Table D-3 shows the results of both of these analyses, including the intersections that would be impacted by Project traffic, before and after mitigation, when considering the alternative traffic volumes.

As Table D-3 shows, prior to mitigation, a total of four of the 18 locations would be impacted under Alternative Future with Project Conditions, whereas under Future with Project Conditions, only two of the 18 locations would be impacted prior to mitigation. After mitigation, a total of two of the 18 locations would remain impacted under Alternative Future with Project with Mitigation Conditions, whereas only one would remain impacted under Future with Project with Mitigation Conditions. The one new remaining impacted location under Alternative Future with Project with Mitigation Conditions is Sepulveda Boulevard & Century Boulevard during the morning peak hour.

Out of the 108 total study intersections, considering the Future with Project Conditions (year 2022) for 90 intersections and the Alternative Future with Project Conditions (year 2022) for the 18 recounted locations, 20 intersections would be impacted during either peak hour prior to mitigation and five intersections would remain impacted after mitigation. The five remaining impacted intersections are:

8. Lincoln Boulevard & Jefferson Boulevard (recounted location, impacted during morning and afternoon peak hours)

29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)

30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)

32. Sepulveda Boulevard & Century Boulevard (recounted location, morning peak hour)

33. Sepulveda Boulevard & I-105 Westbound Ramps north of Imperial Highway (morning and afternoon peak hours)

TABLE D-1
ALTERNATIVE EXISTING CONDITIONS (YEAR 2013)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Alternative Existing Conditions		Existing Conditions
				V/C	LOS	LOS
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.615 0.690	B B	A A
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.766 0.640	C B	B B
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	1.063 0.595	F A	B B
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.892 0.804	D D	C C
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	 0.660	A B	A B
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M. P.M.	0.596 0.553	A A	A A
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M. P.M.	0.584 0.499	A A	A A
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M. P.M.	0.616 0.534	B A	B B
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M. P.M.	0.467 0.488	A A	A A
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.669 0.837	B D	A B
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.827 0.524	D A	B A
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.681 0.745	B C	A C
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.753 0.874	C D	B F
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.847 0.747	D C	B B
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.796 0.761	C C	B B
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.308 0.352	A A	A A
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.467 0.652	A B	A B
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.598 0.600	A A	B B

Notes:
LA = Los Angeles; CC = Culver City; IW = Inglewood; HT = Hawthorne

TABLE D-2
ALTERNATIVE EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2013)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Alternative Existing Conditions		Alternative Existing with Project Conditions				Impacted Under Existing with Project Conditions	Alternative Existing with Project with Mitigation Conditions				Impacted Under Existing with Project with Mitigation Conditions
				V/C	LOS	V/C	LOS	Δ V/C	Impact		V/C	LOS	Δ V/C	Impact	
3.	LA	Lincoln Boulevard &	A.M.	0.615	B	0.624	B	0.009	NO	NO	0.524	A	-0.091	NO	NO
		Maxella Avenue	P.M.	0.690	B	0.706	C	0.016	NO	NO	0.605	B	-0.085	NO	NO
8.	LA	Lincoln Boulevard &	A.M.	0.766	C	0.819	D	0.053	**YES**	NO	0.817	D	0.051	**YES**	NO
		Jefferson Boulevard	P.M.	0.640	B	0.715	C	0.075	**YES**	**YES**	0.712	C	0.072	**YES**	NO
25.	LA	Sepulveda Boulevard &	A.M.	1.063	F	1.072	F	0.009	NO	NO	1.072	F	0.009	NO	NO
		76th Street	P.M.	0.595	A	0.616	B	0.021	NO	NO	0.615	B	0.020	NO	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.892	D	0.922	E	0.030	**YES**	NO	0.713	C	-0.179	NO	NO
		Manchester Avenue	P.M.	0.804	D	0.858	D	0.054	**YES**	**YES**	0.714	C	-0.090	NO	NO
32.	LA	Sepulveda Boulevard &	A.M.		A	0.737	C	0.737	**YES**	NO	0.734	C	0.734	**YES**	NO
		Century Boulevard	P.M.	0.660	B	0.687	B	0.027	NO	NO	0.687	B	0.027	NO	NO
41.	LA	I-405 Southbound Ramps &	A.M.	0.596	A	0.614	B	0.018	NO	NO	0.613	B	0.017	NO	NO
		La Tijera Boulevard	P.M.	0.553	A	0.589	A	0.036	NO	NO	0.588	A	0.035	NO	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.584	A	0.612	B	0.028	NO	NO	0.611	B	0.027	NO	NO
		La Tijera Boulevard	P.M.	0.499	A	0.532	A	0.033	NO	NO	0.532	A	0.033	NO	NO
44.	LA	La Cienega Boulevard &	A.M.	0.616	B	0.661	B	0.045	NO	NO	0.658	B	0.042	NO	NO
		La Tijera Boulevard	P.M.	0.534	A	0.534	A	0.000	NO	NO	0.534	A	0.000	NO	NO
56.	LA	Airport Boulevard &	A.M.	0.467	A	0.531	A	0.064	NO	NO	0.528	A	0.061	NO	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.488	A	0.539	A	0.051	NO	NO	0.537	A	0.049	NO	NO
63.	LA	La Cienega Boulevard &	A.M.	0.669	B	0.677	B	0.008	NO	NO	0.676	B	0.007	NO	NO
		Century Boulevard	P.M.	0.837	D	0.843	D	0.006	NO	NO	0.843	D	0.006	NO	NO
64.	IW	I-405 Northbound Ramps &	A.M.	0.827	D	0.840	D	0.013	NO	NO	0.839	D	0.012	NO	NO
		Century Boulevard	P.M.	0.524	A	0.528	A	0.004	NO	NO	0.528	A	0.004	NO	NO
65.	IW	Inglewood Avenue &	A.M.	0.681	B	0.687	B	0.006	NO	NO	0.687	B	0.006	NO	NO
		Century Boulevard	P.M.	0.745	C	0.760	C	0.015	NO	NO	0.760	C	0.015	NO	NO
69.	HT	Inglewood Avenue &	A.M.	0.753	C	0.765	C	0.012	NO	NO	0.764	C	0.011	NO	NO
		Imperial Highway	P.M.	0.874	D	0.887	D	0.013	NO	NO	0.887	D	0.013	NO	NO
77.	CC	Sepulveda Boulevard &	A.M.	0.847	D	0.851	D	0.004	NO	NO	0.851	D	0.004	NO	NO
		Washington Place	P.M.	0.747	C	0.754	C	0.007	NO	NO	0.754	C	0.007	NO	NO
78.	CC	Sepulveda Boulevard &	A.M.	0.796	C	0.801	D	0.005	NO	NO	0.801	D	0.005	NO	NO
		Washington Boulevard	P.M.	0.761	C	0.773	C	0.012	NO	NO	0.773	C	0.012	NO	NO
81.	LA	I-405 Southbound Ramps &	A.M.	0.308	A	0.317	A	0.009	NO	NO	0.317	A	0.009	NO	NO
		Jefferson Boulevard	P.M.	0.352	A	0.358	A	0.006	NO	NO	0.358	A	0.006	NO	NO
82.	LA	I-405 Northbound Ramps &	A.M.	0.467	A	0.473	A	0.006	NO	NO	0.473	A	0.006	NO	NO
		Jefferson Boulevard	P.M.	0.652	B	0.655	B	0.003	NO	NO	0.655	B	0.003	NO	NO
101.	LA	Aviation Boulevard &	A.M.	0.598	A	0.604	B	0.006	NO	NO	0.604	B	0.006	NO	NO
		Imperial Highway	P.M.	0.600	A	0.612	B	0.012	NO	NO	0.612	B	0.012	NO	NO

Notes:
LA = Los Angeles; CC = Culver City; IW = Inglewood; HT = Hawthorne;

TABLE D-2 (continued)
ALTERNATIVE EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2013)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts Among 18 Recounted Locations	
	Before Mitigation	After Mitigation
Existing with Project Conditions (Year 2012)		
Morning Peak Hour	0	0
Afternoon Peak Hour	2	0
Total	**2**	**0**
Alternative Existing with Project Conditions (Year 2013)		
Morning Peak Hour	3	2
Afternoon Peak Hour	2	1
Total	**3**	**2**

TABLE D-3
ALTERNATIVE FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Alternative Future without Project Conditions		Alternative Future with Project Conditions				Impacted Under Future with Project Conditions	Alternative Future with Project with Mitigation Conditions				Impacted Under Future with Project with Mitigation Conditions
				V/C	LOS	V/C	LOS	Δ V/C	Impact		V/C	LOS	Δ V/C	Impact	
3.	LA	Lincoln Boulevard &	A.M.	0.622	B	0.632	B	0.010	NO	NO	0.531	A	-0.091	NO	NO
		Maxella Avenue	P.M.	0.712	C	0.728	C	0.016	NO	NO	0.628	B	-0.084	NO	NO
8.	LA	Lincoln Boulevard &	A.M.	0.821	D	0.873	D	0.052	**YES**	NO	0.871	D	0.050	**YES**	NO
		Jefferson Boulevard	P.M.	0.688	B	0.763	C	0.075	**YES**	**YES**	0.760	C	0.072	**YES**	**YES**
25.	LA	Sepulveda Boulevard &	A.M.	1.082	F	1.092	F	0.010	**YES**	**YES**	1.091	F	0.009	NO	NO
		76th Street	P.M.	0.661	B	0.681	B	0.020	NO	NO	0.680	B	0.019	NO	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.947	E	0.977	E	0.030	**YES**	NO	0.746	C	-0.201	NO	NO
		Manchester Avenue	P.M.	0.907	E	0.968	E	0.061	**YES**	**YES**	0.786	C	-0.121	NO	NO
32.	LA	Sepulveda Boulevard &	A.M.		A	0.737	C	0.737	**YES**	NO	0.734	C	0.734	**YES**	NO
		Century Boulevard	P.M.	0.711	C	0.738	C	0.027	NO	NO	0.737	C	0.026	NO	NO
41.	LA	I-405 Southbound Ramps &	A.M.	0.598	A	0.615	B	0.017	NO	NO	0.614	B	0.016	NO	NO
		La Tijera Boulevard	P.M.	0.629	B	0.666	B	0.037	NO	NO	0.664	B	0.035	NO	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.659	B	0.687	B	0.028	NO	NO	0.685	B	0.026	NO	NO
		La Tijera Boulevard	P.M.	0.598	A	0.631	B	0.033	NO	NO	0.631	B	0.033	NO	NO
44.	LA	La Cienega Boulevard &	A.M.	0.676	B	0.682	B	0.006	NO	NO	0.682	B	0.006	NO	NO
		La Tijera Boulevard	P.M.	0.765	C	0.765	C	0.000	NO	NO	0.765	C	0.000	NO	NO
56.	LA	Airport Boulevard &	A.M.	0.520	A	0.584	A	0.064	NO	NO	0.581	A	0.061	NO	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.597	A	0.640	B	0.043	NO	NO	0.639	B	0.042	NO	NO
63.	LA	La Cienega Boulevard &	A.M.	0.813	D	0.821	D	0.008	NO	NO	0.820	D	0.007	NO	NO
		Century Boulevard	P.M.	0.819	D	0.825	D	0.006	NO	NO	0.825	D	0.006	NO	NO
64.	IW	I-405 Northbound Ramps &	A.M.	0.838	D	0.851	D	0.013	NO	NO	0.851	D	0.013	NO	NO
		Century Boulevard	P.M.	0.631	B	0.635	B	0.004	NO	NO	0.635	B	0.004	NO	NO
65.	IW	Inglewood Avenue &	A.M.	0.720	C	0.727	C	0.007	NO	NO	0.727	C	0.007	NO	NO
		Century Boulevard	P.M.	0.860	D	0.875	D	0.015	NO	NO	0.875	D	0.015	NO	NO
69.	HT	Inglewood Avenue &	A.M.	0.917	E	0.928	E	0.011	NO	NO	0.928	E	0.011	NO	NO
		Imperial Highway	P.M.	1.240	F	1.252	F	0.012	NO	NO	1.252	F	0.012	NO	NO
77.	CC	Sepulveda Boulevard &	A.M.	0.877	D	0.880	D	0.003	NO	NO	0.880	D	0.003	NO	NO
		Washington Place	P.M.	0.801	D	0.808	D	0.007	NO	NO	0.808	D	0.007	NO	NO
78.	CC	Sepulveda Boulevard &	A.M.	0.803	D	0.806	D	0.003	NO	NO	0.806	D	0.003	NO	NO
		Washington Boulevard	P.M.	0.826	D	0.838	D	0.012	NO	NO	0.838	D	0.012	NO	NO
81.	LA	I-405 Southbound Ramps &	A.M.	0.312	A	0.317	A	0.005	NO	NO	0.317	A	0.005	NO	NO
		Jefferson Boulevard	P.M.	0.432	A	0.432	A	0.000	NO	NO	0.432	A	0.000	NO	NO
82.	LA	I-405 Northbound Ramps &	A.M.	0.504	A	0.510	A	0.006	NO	NO	0.509	A	0.005	NO	NO
		Jefferson Boulevard	P.M.	0.777	C	0.781	C	0.004	NO	NO	0.781	C	0.004	NO	NO
101.	LA	Aviation Boulevard &	A.M.	0.732	C	0.738	C	0.006	NO	NO	0.738	C	0.006	NO	NO
		Imperial Highway	P.M.	0.690	B	0.702	C	0.012	NO	NO	0.701	C	0.011	NO	NO

Notes:
LA = Los Angeles; CC = Culver City; IW = Inglewood; HT = Hawthorne;

TABLE D-3 (continued)
ALTERNATIVE FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts Among 18 Recounted Locations	
	Before Mitigation	After Mitigation
Future with Project Conditions (Year 2022)		
Morning Peak Hour	1	0
Afternoon Peak Hour	2	1
Total	**2**	**1**
Alternative Future with Project Conditions (Year 2022)		
Morning Peak Hour	4	2
Afternoon Peak Hour	2	1
Total	**4**	**2**

Appendix E

Caltrans Analysis

Caltrans Traffic Impact Analysis

The analysis presented in this Appendix summarizes the results of the traffic impact analysis conducted based on guidelines established in *Guide for the Preparation of Traffic Impact Studies* (California Department of Transportation [Caltrans], December 2002) (Caltrans TIS Guidelines). As mentioned in Chapter 1, a total of 108 intersections are analyzed as part of this study. Of the 108 study intersections, a total of 34 are located on state highways or at freeway ramp locations and, thus, also fall under Caltrans jurisdiction. This Appendix analyzes those intersections and ramps, as well as freeway segments within the Study Area, in accordance with Caltrans TIS Guidelines.

Caltrans TIS Guidelines specify which facilities should be analyzed and which analysis methodology should be used. Specific incremental criteria by which to measure a significant impact on intersections or freeway mainline segments is not included in Caltrans TIS Guidelines.

The *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010) (CMP) identifies significance criteria for the identification of potential traffic impacts on State facilities. The CMP criteria has been used recently by the City of Los Angeles in other traffic impact analyses conducted for major projects[1]. Based on CMP criteria, in this Appendix a traffic impact is identified at a freeway segment if it operates at LOS F and the project-related incremental increase in V/C ratio meets or exceeds 0.020 (approximately 2 percent of the capacity of the facility). A traffic impact is identified at an intersection if it operates at LOS F and the project-related incremental increase in delay meets or exceeds 2.0 seconds.

[1] Other studies that have used CMP impact criteria for Caltrans facilities include *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report* (Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010) and *Transportation Study for the Century City Center Project* (Gibson Transportation Consulting, Inc., September 2012), among others.

CALTRANS ANALYSIS SCENARIOS

The analysis presented in this section was conducted for the following scenarios:

- Existing Conditions (year 2012)
- Existing with Project (year 2012)
- Existing with Project with Mitigation (year 2012)
- Future without Project (year 2022)
- Future with Project (year 2022)
- Future with Project with Mitigation (year 2022)
- Future without Project (year 2035) (freeway mainline analysis only)
- Future with Project (year 2035) (freeway mainline analysis only)
- Future with Project with Mitigation (year 2035) (freeway mainline analysis only)

TRAFFIC VOLUMES

Existing traffic volumes on freeway segments were obtained from Caltrans' Performance Measurement System (PeMS) database for year 2012. Intersection volumes were the same as those used in the analysis of study intersections for local jurisdictions. Interchange ramp volumes were either computed from the intersection peak hour traffic counts or obtained from Caltrans. The Existing traffic volumes are shown in Figure E-1.

Traffic growth in the Study Area between years 2012 and 2022 (Project buildout) is based on the LAX Model. A discussion of the development of the Future without Project traffic projections based on the LAX Model may be found in Chapter 3. In accordance with LAX Model growth at the study intersections between year 2012 and 2022, the total growth applied over the 10-year period was 9.30%. Traffic growth between 2022 and 2035 is based on growth rate projections found in the CMP and accounts for an additional 4.88% growth. The total adjustment applied over the 23-year period for the year 2035 was therefore 14.18%. The Future without Project volumes for years 2022 and 2035 are shown in Figures E-2 and E-3.

The Project-only traffic volumes on freeway segments were added to the Existing (Year 2012), Future without Project (2022), and Future without Project (Year 2035) freeway segment

volumes. The resulting Existing with Project (Year 2012), Future with Project (Year 2022), and Future with Project (Year 2035) freeway segment volumes are illustrated in Figures E-4, E-5, and E-6. The mitigation program described in Chapter 8 reduces the overall traffic volumes in the Study Area through the implementation of a transportation demand management (TDM) program. The resulting freeway segment volumes with consideration of the mitigation program may be found in Figures E-7, E-8, and E-9.

FREEWAY MAINLINE SEGMENT ANALYSIS

Operating conditions on freeway mainline segments were classified by LOS based on the measured flow compared to the estimated capacity of that section of the freeway. Capacity is calculated by multiplying the lane capacity by the number of lanes in each segment. The lane capacities are conservatively assumed to be 2,000 vehicles per hour (vph) per freeway mainline lane and 1,000 vph per high-occupancy vehicle (HOV) lane. Unlike the CMP analysis presented in Chapter 8, auxiliary lanes were not assumed to add capacity to the freeway segments. The LOS definitions for freeway segments are presented in Table E-1.

Significant Impacts

The freeway mainline operating conditions at the 25 analyzed mainline segments for typical weekday morning and afternoon peak hours for the various scenarios are shown in Tables E-2 through E-10. Table E-2 illustrates existing conditions, Table E-3 illustrates the Future without Project conditions for the Project buildout year 2022, and Table E-4 illustrates the Future without Project conditions for the Caltrans horizon year 2035.

Table E-5 illustrates the Existing with Project conditions (year 2012) for the morning and afternoon peak hours and shows the incremental change in V/C ratio that can be attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Existing with Project conditions.

Table E-6 illustrates the Future with Project conditions for the Project opening year 2022 for the morning and afternoon peak hours and shows the incremental change in V/C ratio that can be

attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Future with Project (year 2022) conditions.

Table E-7 illustrates the Future with Project conditions for the Caltrans horizon year 2035 for the morning and afternoon peak hours and shows the incremental change in V/C ratio that can be attributed to the Project. As shown, the Project would not result in a significant impact at freeway segments under the Future with Project (year 2035) conditions.

Following the implementation of the mitigation program described in Chapter 8, the Project would add fewer peak hour trips to the freeway segments than described in the tables above. Table E-8 illustrates the Existing with Project with Mitigation conditions, Table E-9 illustrates the Future with Project with Mitigation conditions for the Project opening year 2022, and Table E-10 illustrates the Future with Project with Mitigation conditions for the Caltrans horizon year 2035 for the morning and afternoon peak hours. As shown in these three tables, after mitigation, the Project would result in fewer trips on freeway segments and would continue to result in no significant impacts.

INTERSECTION IMPACT ANAYLSIS

All study intersections falling under Caltrans jurisdiction were analyzed for significant traffic impacts using the *2000 Highway Capacity Manual* (Transportation Research Board, 2000) methodology specified by Caltrans and the CMP impact criteria. The following 34 intersections that fall under Caltrans jurisdiction were analyzed:

1. Lincoln Boulevard & Venice Boulevard
2. Lincoln Boulevard & Washington Boulevard
3. Lincoln Boulevard & Maxella Avenue
4. Lincoln Boulevard & SR-90 Ramps
5. Lincoln Boulevard & Bali Way
6. Lincoln Boulevard & Mindanao Way
7. Lincoln Boulevard & Fiji Way
8. Lincoln Boulevard & Jefferson Boulevard
9. Lincoln Boulevard & Bluff Creek Drive

10. Lincoln Boulevard & LMU Drive
11. Lincoln Boulevard & 83rd Street
12. Lincoln Boulevard & Manchester Avenue
13. Lincoln Boulevard & La Tijera Boulevard
31. Sepulveda Boulevard & Lincoln Boulevard
32. Sepulveda Boulevard & Century Boulevard
33. Sepulveda Boulevard & I-105 Westbound Ramps n/o Imperial Highway
34. Sepulveda Boulevard & Imperial Highway
35. Sepulveda Boulevard & Mariposa Avenue
36. Sepulveda Boulevard & Grand Avenue
37. Sepulveda Boulevard & El Segundo Boulevard
38. Sepulveda Boulevard & Rosecrans Avenue
41. Southbound I-405 Ramps & La Tijera Boulevard
42. Northbound I-405 Ramps & La Tijera Boulevard
64. Northbound I-405 Ramps & Century Boulevard
74. Centinela Avenue & Sanford Street / SR-90 Westbound On/Off Ramps
75. Centinela Avenue & SR-90 Eastbound On/Off Ramps
81. I-405 Southbound Ramps & Jefferson Boulevard
82. I-405 Northbound Ramps & Jefferson Boulevard
93. Lincoln Boulevard & Loyola Boulevard
103. Lincoln Boulevard & Rose Avenue
104. Culver Boulevard & SR-90 Westbound Ramps
105. Culver Boulevard & SR-90 Eastbound Ramps
106. I-405 Southbound Ramps & Howard Hughes Parkway
107. Center Drive & I-405 Northbound Ramps / Howard Hughes Parkway

As described above, the traffic volumes used in this analysis are the same as those used in the intersection analysis for local jurisdictions presented in Chapters 6, 7, and 8.

Existing with Project Conditions Significant Impact Analysis (Year 2012)

Table E-11 shows the results of the intersection impact analysis for the 34 intersections sharing jurisdiction with Caltrans under Existing with Project conditions (year 2012), before and after

implementation of the mitigation program described in Chapter 8. As shown, none of the intersections would be impacted by the Project, before or after mitigation.

Future with Project Conditions Significant Impact Analysis (Year 2022

Table E-12 shows the results of the intersection impact analysis for the 34 intersections sharing jurisdiction with Caltrans under Future with Project conditions (year 2022), before and after implementation of the mitigation program described in Chapter 8. As shown, none of the intersections would be impacted by the Project, before or after mitigation.

FREEWAY RAMP ANALYSIS

As mentioned above, 14 of the study intersections are also freeway ramp locations and, thus, also fall under Caltrans jurisdiction. Based on Caltrans' policy, this impact analysis was conducted for the years 2012 and 2022.

Freeway On-Ramps

Based on on-ramp metering, Caltrans has established a default capacity of 900 vehicles per hour per lane (vphpl) for on-ramps. An on-ramp is considered to be 'over-saturated' or failing if the existing or future peak hour traffic on the ramp exceeds 900 vphpl.

It is important to note that the I-105 eastbound on-ramp from southbound Sepulveda Boulevard has much higher capacity than a typical on-ramp. A typical freeway on-ramp funnels traffic onto the right side of an established freeway, either into an auxiliary lane from which that traffic merges left, or directly into a merge situation. Such a ramp is often controlled by a signalized meter. This on-ramp, on the contrary, is located at the western terminus of I-105, and no merge is required. It provides two full lanes of capacity, is not metered either by a signalized intersection or by ramp controls, and forms the two left lanes (of three total) of I-105. Because of all of these factors, the default capacity of 900 vphpl established by Caltrans for freeway on-ramps is not applicable. Instead, a capacity of 1,500 vphpl was applied at this on-ramp based

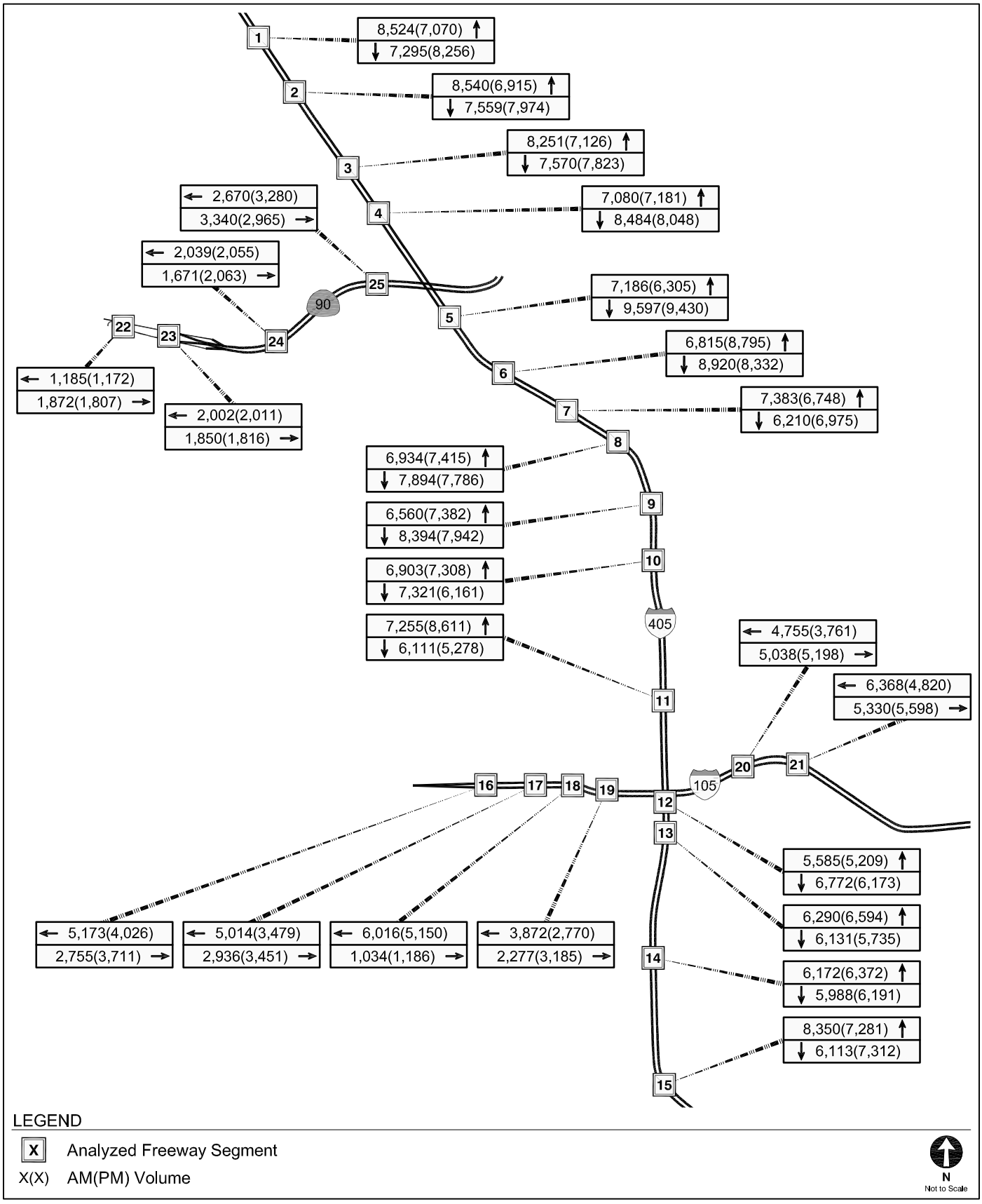
on standards used in Caltrans District 12. The remaining on-ramps were analyzed using the standard Caltrans District 7 capacity of 900 vphpl.

Results of the analysis for the year 2012 scenarios are provided in Table E-13, while the results of the analysis for the year 2022 scenarios are provided in Table E-14. As shown in the tables, each of the analyzed on-ramps operates below capacity under existing conditions and future conditions, before and after the addition of Project traffic.

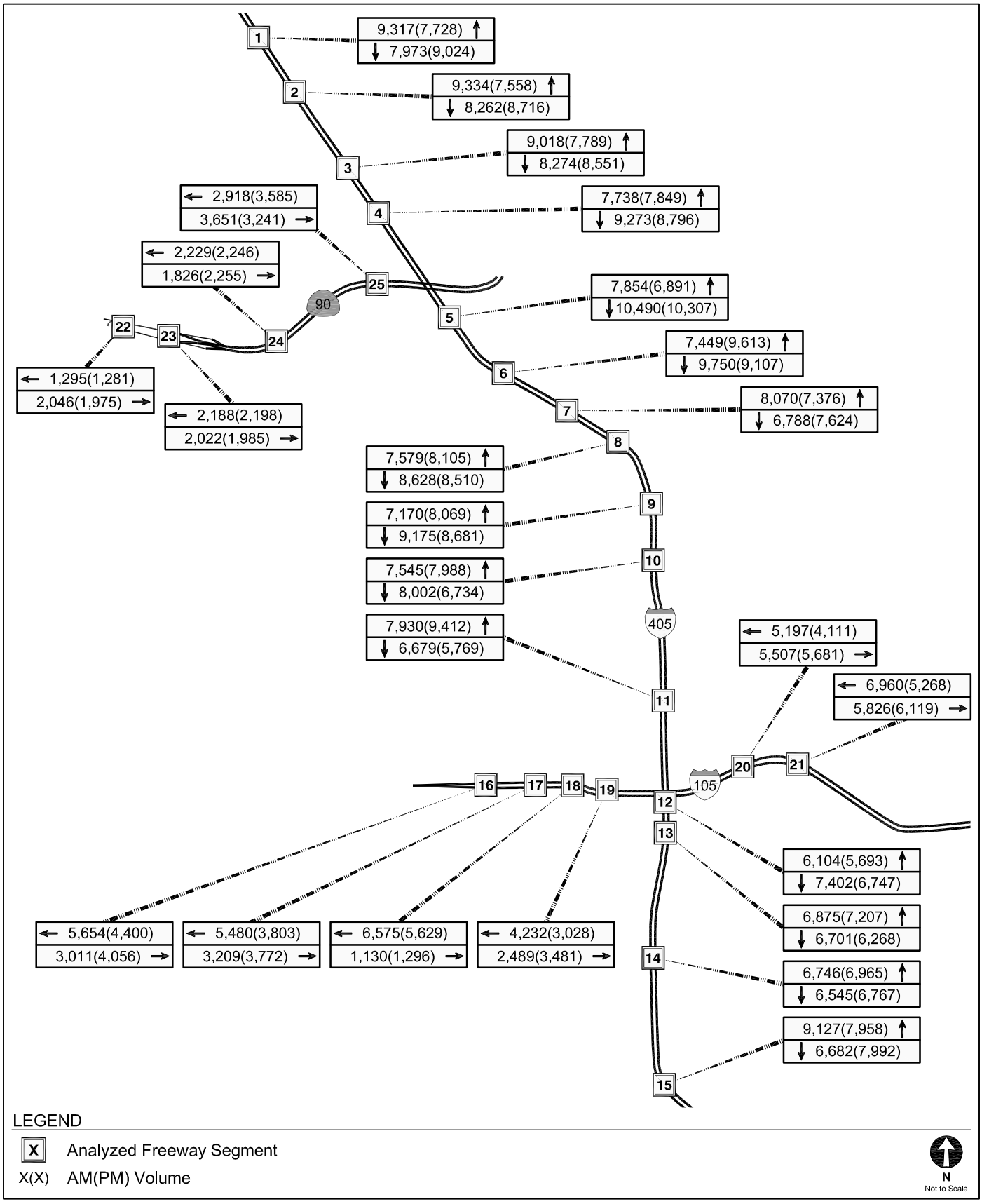
Freeway Off-Ramps

For off-ramps, Caltrans defines a significant impact if the peak hour traffic queue length (85th percentile as determined by *2000 Highway Capacity Manual* analysis methodology) on the ramp exceeds the available storage length. A Level (1) impact, which does not require mitigation, is identified if the queue length exceeds the storage length of any individual approach lane (e.g., left turn lane on the ramp). A Level (2) impact is identified if the projected queue would result in stopped vehicles backing up onto the freeway mainline.

Results of the off-ramp analysis are provided in Table E-15. As shown in Table E-15, none of the queue lengths at the off-ramps exceeds the available storage space under any of the analyzed conditions. Therefore, the Project would not result in a significant impact to any of the analyzed off-ramps.

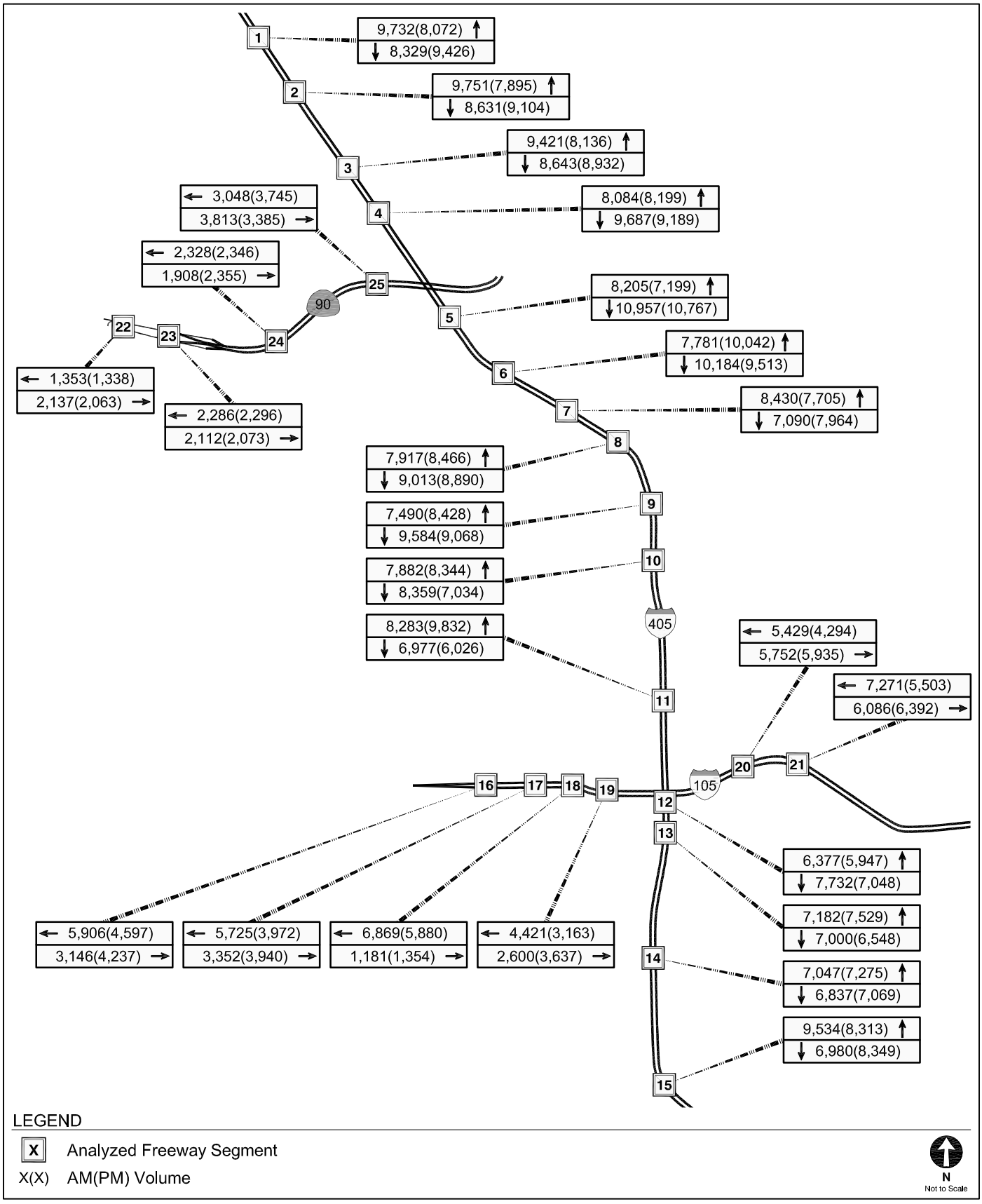


EXISTING CONDITIONS (YEAR 2012) FREEWAY SEGMENT TRAFFIC VOLUMES	FIGURE E-1

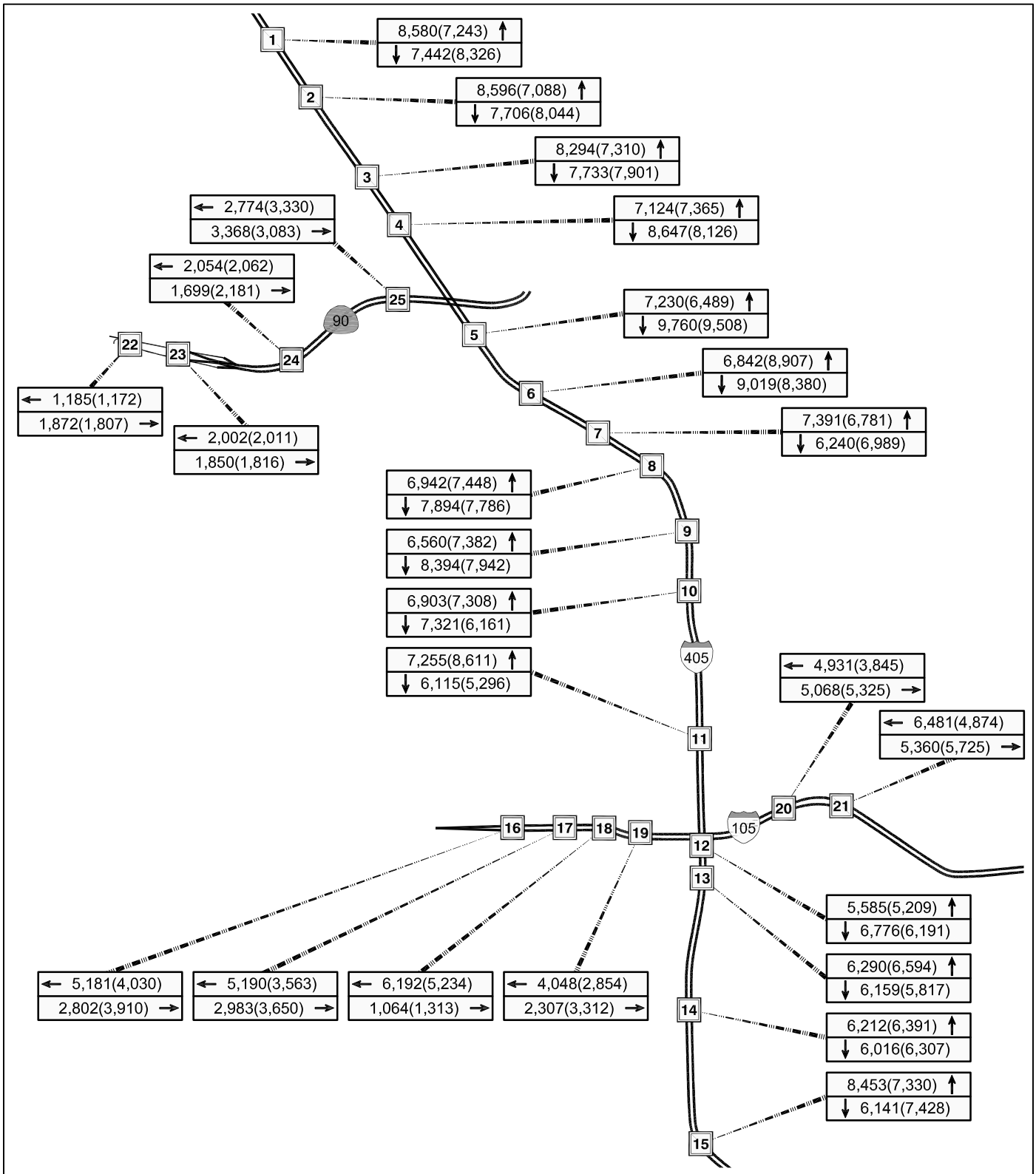


FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
FREEWAY SEGMENT TRAFFIC VOLUMES

FIGURE
E-2

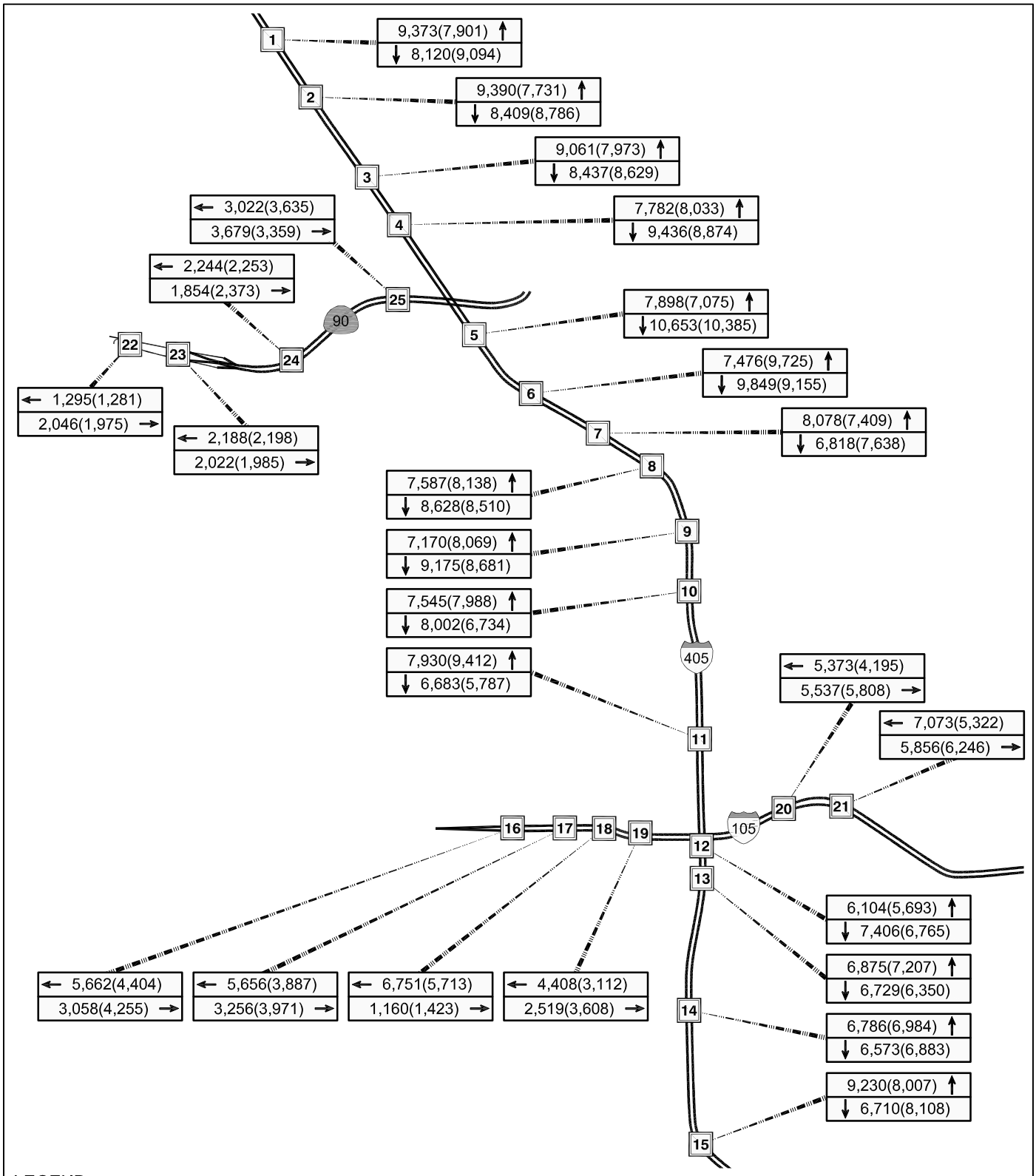


FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035) FREEWAY SEGMENT TRAFFIC VOLUMES	FIGURE E-3

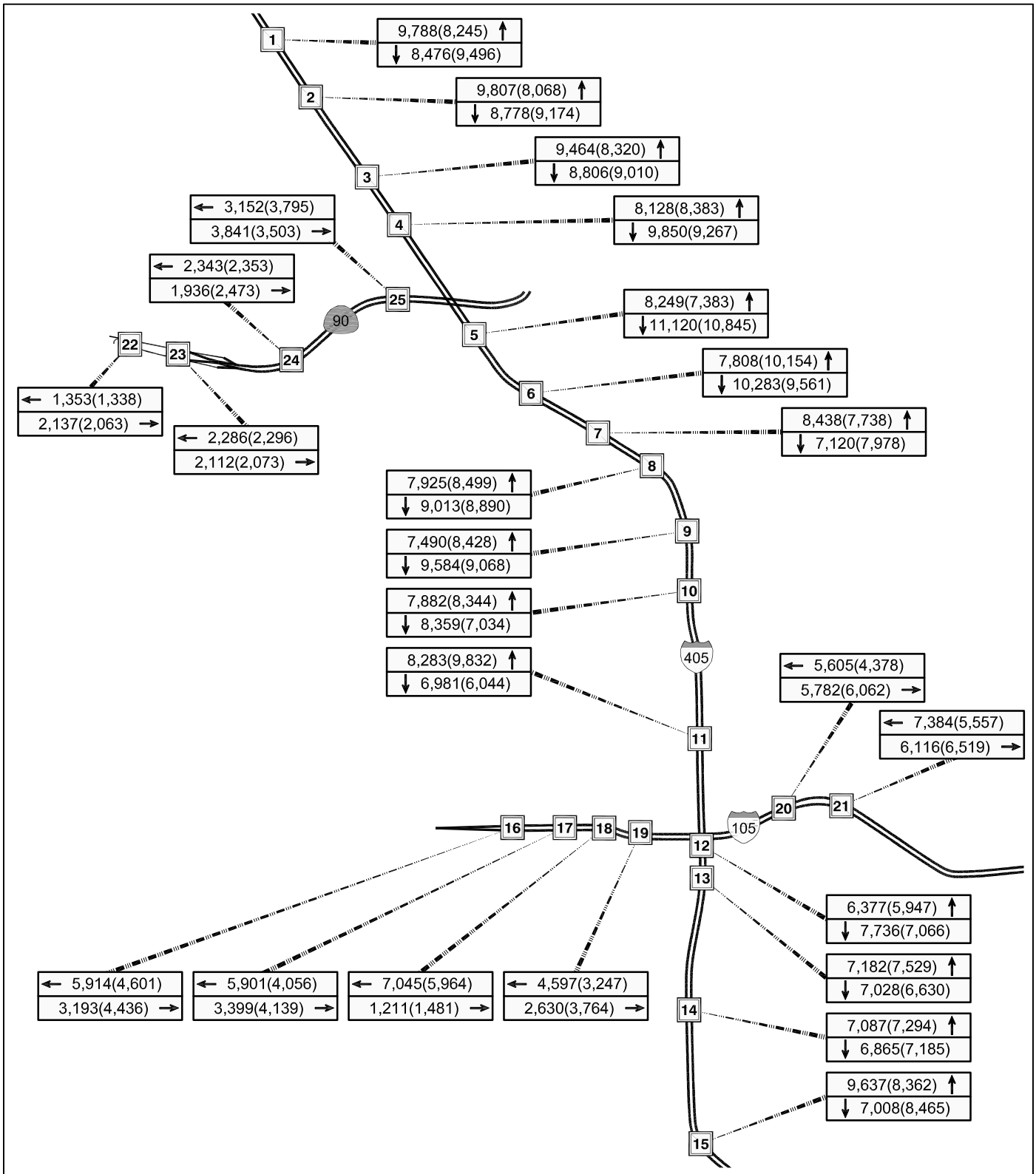


EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
FREEWAY SEGMENT TRAFFIC VOLUMES

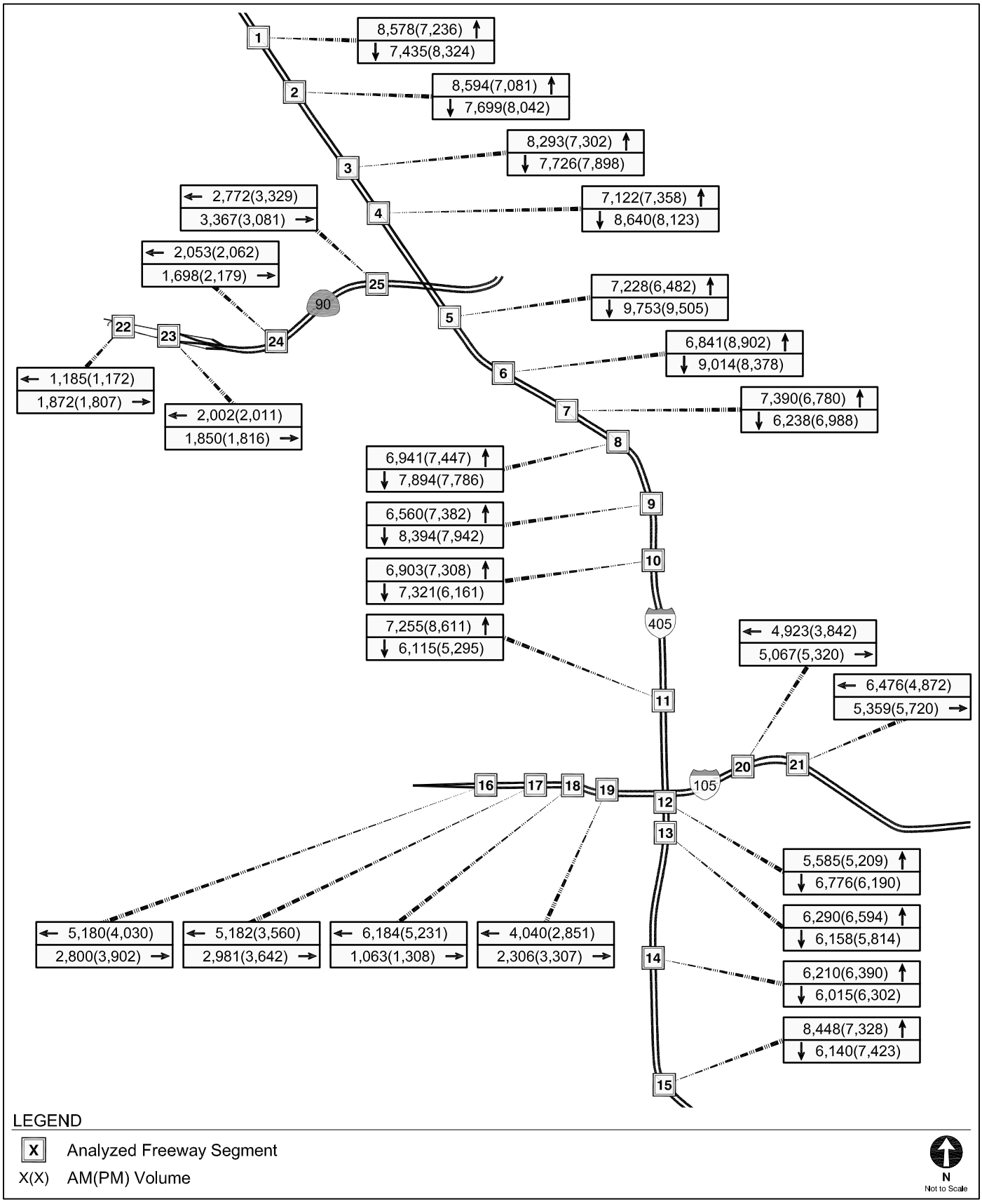
FIGURE
E-4



FUTURE WITH PROJECT CONDITIONS (YEAR 2022) FREEWAY SEGMENT TRAFFIC VOLUMES	FIGURE E-5

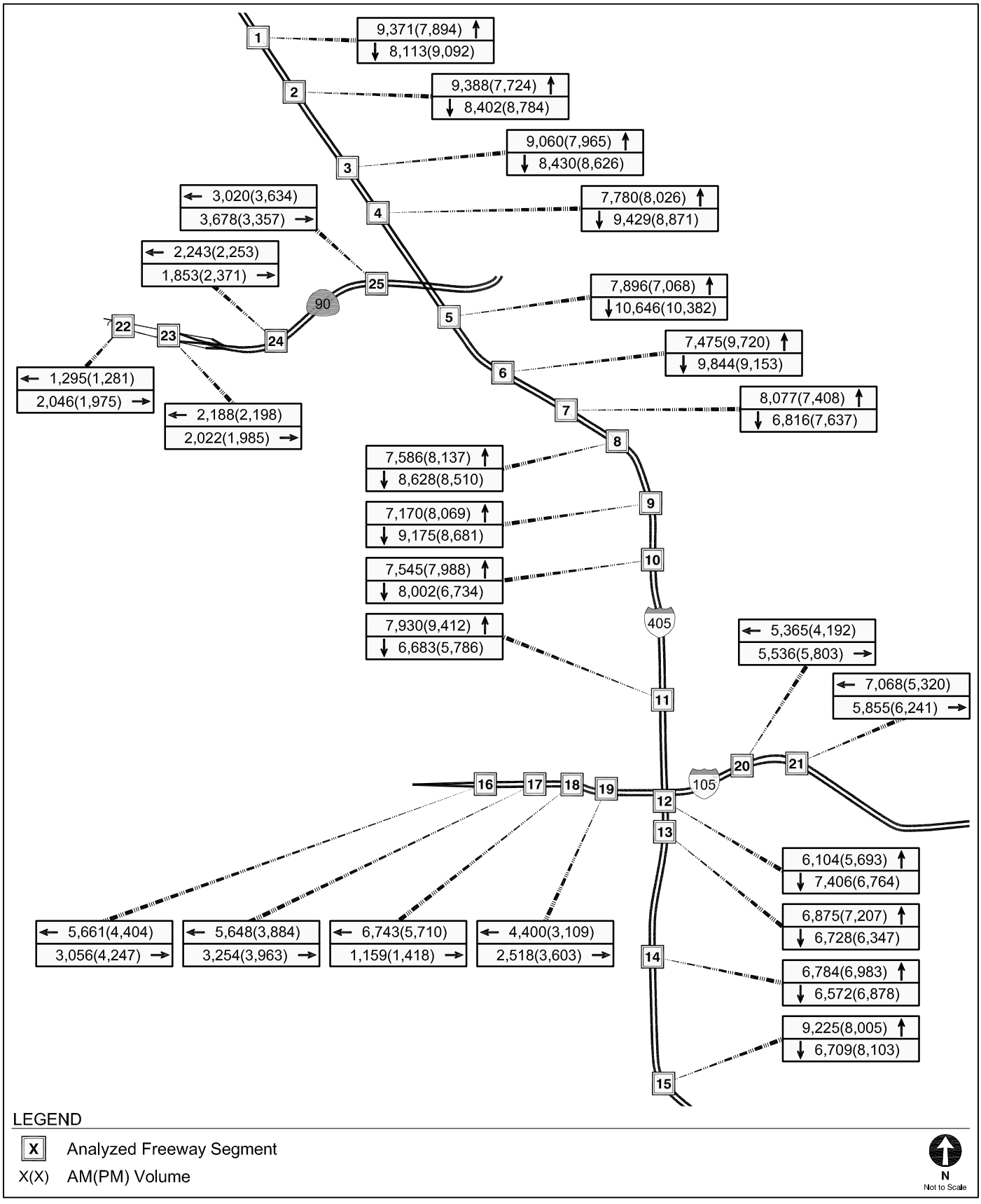


FUTURE WITH PROJECT CONDITIONS (YEAR 2035) FREEWAY SEGMENT TRAFFIC VOLUMES	FIGURE E-6

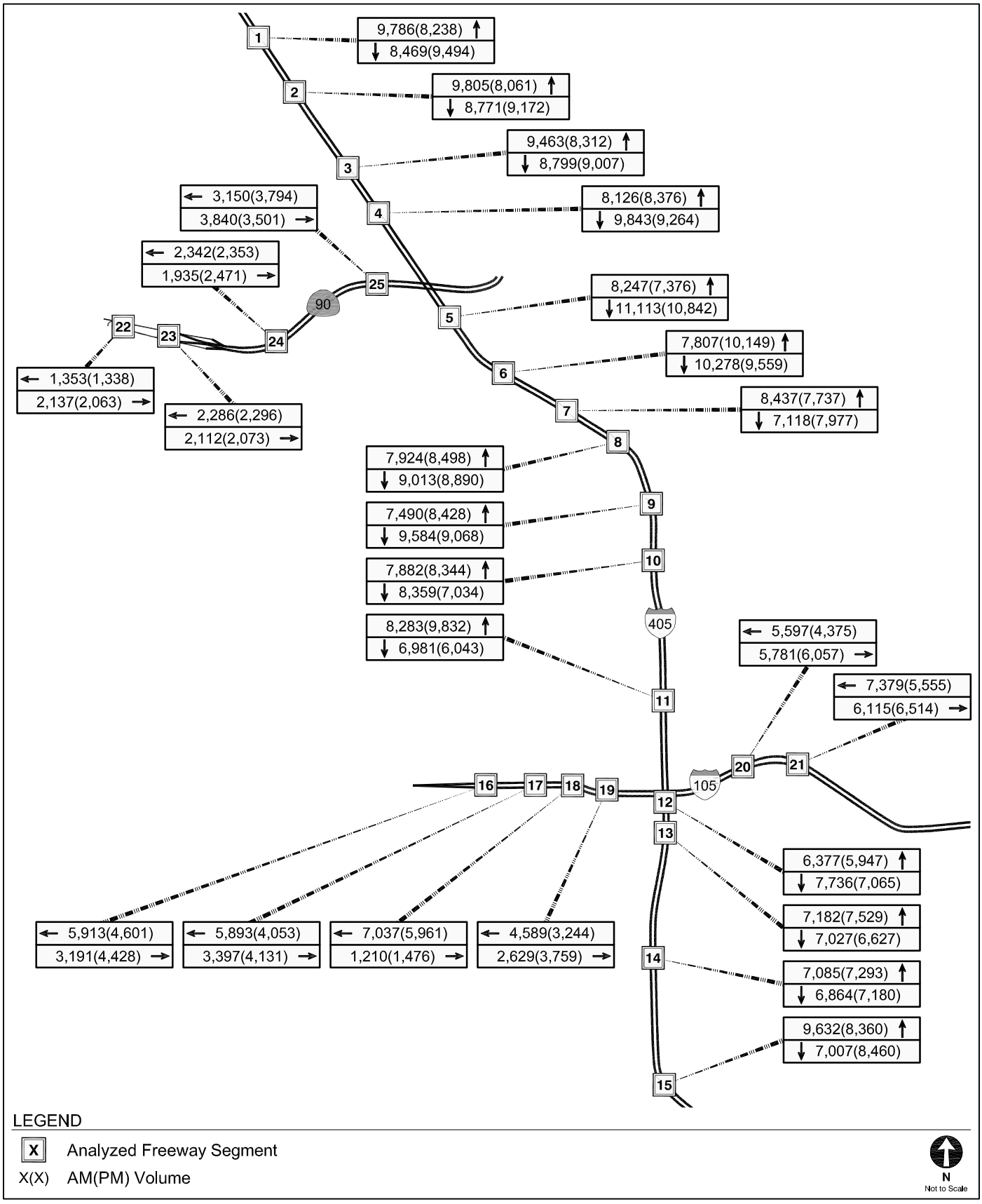


EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
FREEWAY SEGMENT TRAFFIC VOLUMES

FIGURE
E-7



FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022) FREEWAY SEGMENT TRAFFIC VOLUMES	FIGURE E-8



FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)
FREEWAY SEGMENT TRAFFIC VOLUMES

FIGURE
E-9

TABLE E-1
LEVEL OF SERVICE DEFINITIONS FOR FREEWAY SEGMENTS

Level of Service	Volume/Capacity Ratio	Flow Conditions
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	1.01 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	1.26 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	1.36 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	> 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: *2010 Congestion Management Program for Los Angeles County* , Los Angeles County Metropolitan Transportation Authority, 2010.

TABLE E-2
EXISTING CONDITIONS (YEAR 2012)
FREEWAY SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
1.	I-405	NB	4.5	9,000	8,524	0.947	E	7,070	0.786	D
	South of I-10	SB	5.5	11,000	7,295	0.663	C	8,256	0.751	C
2.	I-405	NB	5.5	11,000	8,540	0.78	D	6,915	0.63	C
	South of Venice Boulevard	SB	5.5	11,000	7,559	0.69	C	7,974	0.73	C
3.	I-405	NB	5.5	11,000	8,251	0.75	C	7,126	0.65	C
	South of Culver Boulevard	SB	5.5	11,000	7,570	0.69	C	7,823	0.71	C
4.	I-405	NB	5.5	11,000	7,080	0.64	C	7,181	0.65	C
	South of Braddock Drive	SB	5.5	11,000	8,484	0.77	D	8,048	0.73	C
5.	I-405	NB	4.5	9,000	7,186	0.80	D	6,305	0.70	C
	South of SR-90	SB	4.5	9,000	9,597	1.07	F(0)	9,430	1.05	F(0)
6.	I-405	NB	4.5	9,000	6,815	0.76	C	8,795	0.98	E
	South of Centinela Avenue	SB	5.5	11,000	8,920	0.81	D	8,332	0.76	C
7.	I-405	NB	4.5	9,000	7,383	0.82	D	6,748	0.75	C
	South of Howard Hughes Parkway	SB	4.5	9,000	6,210	0.69	C	6,975	0.78	D
8.	I-405	NB	4.5	9,000	6,934	0.77	C	7,415	0.82	D
	South of La Tijera Boulevard	SB	4.5	9,000	7,894	0.88	D	7,786	0.87	D
9.	I-405	NB	4.5	9,000	6,560	0.73	C	7,382	0.82	D
	South of La Cienega Boulevard	SB	4.5	9,000	8,394	0.93	E	7,942	0.88	D
10.	I-405	NB	4.5	9,000	6,903	0.77	C	7,308	0.81	D
	South of Manchester Avenue	SB	4.5	9,000	7,321	0.81	D	6,161	0.69	C
11.	I-405	NB	4.5	9,000	7,255	0.81	D	8,611	0.96	E
	South of Century Boulevard	SB	4.5	9,000	6,111	0.68	C	5,278	0.59	C
12.	I-405	NB	4.5	9,000	5,585	0.62	C	5,209	0.58	C
	South of Imperial Highway	SB	5.5	11,000	6,772	0.62	C	6,173	0.56	C
13.	I-405	NB	4.5	9,000	6,290	0.70	C	6,594	0.73	C
	South of I-105	SB	4.5	9,000	6,131	0.68	C	5,735	0.64	C
14.	I-405	NB	4.5	9,000	6,172	0.69	C	6,372	0.71	C
	South of El Segundo Bouelvard	SB	4.5	9,000	5,988	0.67	C	6,191	0.69	C
15.	I-405	NB	4.5	9,000	8,350	0.93	D	7,281	0.81	D
	South of Rosecrans Avenue	SB	4.5	9,000	6,113	0.68	C	7,312	0.81	D
16.	I-105	EB	3	6,000	2,755	0.46	B	3,711	0.62	C
	West of Hughes Way	WB	2	4,000	5,173	1.29	F(1)	4,026	1.01	F(0)
17.	I-105	EB	3	6,000	2,936	0.49	B	3,451	0.58	C
	West of Douglas Avenue	WB	3	6,000	5,014	0.84	D	3,479	0.58	C
18.	I-105	EB	3	6,000	1,034	0.17	A	1,186	0.20	A
	West of Imperial Highway	WB	3	6,000	6,016	1.00	F(0)	5,150	0.86	D
19.	I-105	EB	3	6,000	2,277	0.38	B	3,185	0.53	B
	West of I-405	WB	4	8,000	3,872	0.48	B	2,770	0.35	A
20.	I-105	EB	3.5	7,000	5,038	0.72	C	5,198	0.74	C
	West of Hawthorne Avenue	WB	3.5	7,000	4,755	0.68	C	3,761	0.54	B
21.	I-105	EB	3.5	7,000	5,330	0.76	C	5,598	0.80	D
	West of Prairie Avenue	WB	3.5	7,000	6,368	0.91	D	4,820	0.69	C
22.	SR-90	EB	2	4,000	1,872	0.47	B	1,807	0.45	B
	West of Mindanao Way	WB	2	4,000	1,185	0.30	A	1,172	0.29	A
23.	SR-90	EB	2	4,000	1,850	0.46	B	1,816	0.45	B
	West of Culver Boulevard	WB	3	6,000	2,002	0.33	A	2,011	0.34	A
24.	SR-90	EB	3	6,000	1,671	0.28	A	2,063	0.34	A
	West of Centinela Avenue	WB	2	4,000	2,039	0.51	B	2,055	0.51	B
25.	SR-90	EB	3	6,000	3,340	0.56	C	2,965	0.49	B
	West of I-405	WB	4	8,000	2,670	0.33	A	3,280	0.41	B

Note: Freeway segment peak hour traffic volumes based on April 24, 2012 data from Caltrans' Performance Measurement System (PeMS).

TABLE E-3
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
FREEWAY SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
1.	I-405	NB	4.5	9,000	9,317	1.035	F(0)	7,728	0.859	D
	South of I-10	SB	5.5	11,000	7,973	0.725	C	9,024	0.820	D
2.	I-405	NB	5.5	11,000	9,334	0.85	D	7,558	0.69	C
	South of Venice Boulevard	SB	5.5	11,000	8,262	0.75	C	8,716	0.79	D
3.	I-405	NB	5.5	11,000	9,018	0.82	D	7,789	0.71	C
	South of Culver Boulevard	SB	5.5	11,000	8,274	0.75	C	8,551	0.78	D
4.	I-405	NB	5.5	11,000	7,738	0.70	C	7,849	0.71	C
	South of Braddock Drive	SB	5.5	11,000	9,273	0.84	D	8,796	0.80	D
5.	I-405	NB	4.5	9,000	7,854	0.87	D	6,891	0.77	C
	South of SR-90	SB	4.5	9,000	10,490	1.17	F(0)	10,307	1.15	F(0)
6.	I-405	NB	4.5	9,000	7,449	0.83	D	9,613	1.07	F(0)
	South of Centinela Avenue	SB	5.5	11,000	9,750	0.89	D	9,107	0.83	D
7.	I-405	NB	4.5	9,000	8,070	0.90	D	7,376	0.82	D
	South of Howard Hughes Parkway	SB	4.5	9,000	6,788	0.75	C	7,624	0.85	D
8.	I-405	NB	4.5	9,000	7,579	0.84	D	8,105	0.90	D
	South of La Tijera Boulevard	SB	4.5	9,000	8,628	0.96	E	8,510	0.95	E
9.	I-405	NB	4.5	9,000	7,170	0.80	D	8,069	0.90	D
	South of La Cienega Boulevard	SB	4.5	9,000	9,175	1.02	F(0)	8,681	0.97	E
10.	I-405	NB	4.5	9,000	7,545	0.84	D	7,988	0.89	D
	South of Manchester Avenue	SB	4.5	9,000	8,002	0.89	D	6,734	0.75	C
11.	I-405	NB	4.5	9,000	7,930	0.88	D	9,412	1.05	F(0)
	South of Century Boulevard	SB	4.5	9,000	6,679	0.74	C	5,769	0.64	C
12.	I-405	NB	4.5	9,000	6,104	0.68	C	5,693	0.63	C
	South of Imperial Highway	SB	5.5	11,000	7,402	0.67	C	6,747	0.61	C
13.	I-405	NB	4.5	9,000	6,875	0.76	C	7,207	0.80	D
	South of I-105	SB	4.5	9,000	6,701	0.75	C	6,268	0.70	C
14.	I-405	NB	4.5	9,000	6,746	0.75	C	6,965	0.77	D
	South of El Segundo Bouelvard	SB	4.5	9,000	6,545	0.73	C	6,767	0.75	C
15.	I-405	NB	4.5	9,000	9,127	1.01	F(0)	7,958	0.88	D
	South of Rosecrans Avenue	SB	4.5	9,000	6,682	0.74	C	7,992	0.89	D
16.	I-105	EB	3	6,000	3,011	0.50	B	4,056	0.68	C
	West of Hughes Way	WB	2	4,000	5,654	1.41	F(2)	4,400	1.10	F(0)
17.	I-105	EB	3	6,000	3,209	0.54	B	3,772	0.63	C
	West of Douglas Avenue	WB	3	6,000	5,480	0.91	D	3,803	0.63	C
18.	I-105	EB	3	6,000	1,130	0.19	A	1,296	0.22	A
	West of Imperial Highway	WB	3	6,000	6,575	1.10	F(0)	5,629	0.94	E
19.	I-105	EB	3	6,000	2,489	0.42	B	3,481	0.58	C
	West of I-405	WB	4	8,000	4,232	0.53	B	3,028	0.38	B
20.	I-105	EB	3.5	7,000	5,507	0.79	D	5,681	0.81	D
	West of Hawthorne Avenue	WB	3.5	7,000	5,197	0.74	C	4,111	0.59	C
21.	I-105	EB	3.5	7,000	5,826	0.83	D	6,119	0.87	D
	West of Prairie Avenue	WB	3.5	7,000	6,960	0.99	E	5,268	0.75	C
22.	SR-90	EB	2	4,000	2,046	0.51	B	1,975	0.49	B
	West of Mindanao Way	WB	2	4,000	1,295	0.32	A	1,281	0.32	A
23.	SR-90	EB	2	4,000	2,022	0.51	B	1,985	0.50	B
	West of Culver Boulevard	WB	3	6,000	2,188	0.37	B	2,198	0.37	B
24.	SR-90	EB	3	6,000	1,826	0.30	A	2,255	0.38	B
	West of Centinela Avenue	WB	2	4,000	2,229	0.56	C	2,246	0.56	C
25.	SR-90	EB	3	6,000	3,651	0.61	C	3,241	0.54	B
	West of I-405	WB	4	8,000	2,918	0.37	B	3,585	0.45	B

TABLE E-4
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2035)
FREEWAY SEGMENT PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
1.	I-405	NB	4.5	9,000	9,732	1.081	F(0)	8,072	0.897	D
	South of I-10	SB	5.5	11,000	8,329	0.757	C	9,426	0.857	D
2.	I-405	NB	5.5	11,000	9,751	0.89	D	7,895	0.72	C
	South of Venice Boulevard	SB	5.5	11,000	8,631	0.79	D	9,104	0.83	D
3.	I-405	NB	5.5	11,000	9,421	0.86	D	8,136	0.74	C
	South of Culver Boulevard	SB	5.5	11,000	8,643	0.79	D	8,932	0.81	D
4.	I-405	NB	5.5	11,000	8,084	0.74	C	8,199	0.75	C
	South of Braddock Drive	SB	5.5	11,000	9,687	0.88	D	9,189	0.84	D
5.	I-405	NB	4.5	9,000	8,205	0.91	D	7,199	0.80	D
	South of SR-90	SB	4.5	9,000	10,957	1.22	F(0)	10,767	1.20	F(0)
6.	I-405	NB	4.5	9,000	7,781	0.87	D	10,042	1.12	F(0)
	South of Centinela Avenue	SB	5.5	11,000	10,184	0.93	D	9,513	0.87	D
7.	I-405	NB	4.5	9,000	8,430	0.94	E	7,705	0.86	D
	South of Howard Hughes Parkway	SB	4.5	9,000	7,090	0.79	D	7,964	0.89	D
8.	I-405	NB	4.5	9,000	7,917	0.88	D	8,466	0.94	E
	South of La Tijera Boulevard	SB	4.5	9,000	9,013	1.00	F(0)	8,890	0.99	E
9.	I-405	NB	4.5	9,000	7,490	0.83	D	8,428	0.94	E
	South of La Cienega Boulevard	SB	4.5	9,000	9,584	1.07	F(0)	9,068	1.01	F(0)
10.	I-405	NB	4.5	9,000	7,882	0.88	D	8,344	0.93	D
	South of Manchester Avenue	SB	4.5	9,000	8,359	0.93	D	7,034	0.78	D
11.	I-405	NB	4.5	9,000	8,283	0.92	D	9,832	1.09	F(0)
	South of Century Boulevard	SB	4.5	9,000	6,977	0.78	D	6,026	0.67	C
12.	I-405	NB	4.5	9,000	6,377	0.71	C	5,947	0.66	C
	South of Imperial Highway	SB	5.5	11,000	7,732	0.70	C	7,048	0.64	C
13.	I-405	NB	4.5	9,000	7,182	0.80	D	7,529	0.84	D
	South of I-105	SB	4.5	9,000	7,000	0.78	D	6,548	0.73	C
14.	I-405	NB	4.5	9,000	7,047	0.78	D	7,275	0.81	D
	South of El Segundo Bouelvard	SB	4.5	9,000	6,837	0.76	C	7,069	0.79	D
15.	I-405	NB	4.5	9,000	9,534	1.06	F(0)	8,313	0.92	D
	South of Rosecrans Avenue	SB	4.5	9,000	6,980	0.78	D	8,349	0.93	D
16.	I-105	EB	3	6,000	3,146	0.52	B	4,237	0.71	C
	West of Hughes Way	WB	2	4,000	5,906	1.48	F(3)	4,597	1.15	F(0)
17.	I-105	EB	3	6,000	3,352	0.56	C	3,940	0.66	C
	West of Douglas Avenue	WB	3	6,000	5,725	0.95	E	3,972	0.66	C
18.	I-105	EB	3	6,000	1,181	0.20	A	1,354	0.23	A
	West of Imperial Highway	WB	3	6,000	6,869	1.15	F(0)	5,880	0.98	E
19.	I-105	EB	3	6,000	2,600	0.43	B	3,637	0.61	C
	West of I-405	WB	4	8,000	4,421	0.55	C	3,163	0.40	B
20.	I-105	EB	3.5	7,000	5,752	0.82	D	5,935	0.85	D
	West of Hawthorne Avenue	WB	3.5	7,000	5,429	0.78	D	4,294	0.61	C
21.	I-105	EB	3.5	7,000	6,086	0.87	D	6,392	0.91	D
	West of Prairie Avenue	WB	3.5	7,000	7,271	1.04	F(0)	5,503	0.79	D
22.	SR-90	EB	2	4,000	2,137	0.53	B	2,063	0.52	B
	West of Mindanao Way	WB	2	4,000	1,353	0.34	A	1,338	0.34	A
23.	SR-90	EB	2	4,000	2,112	0.53	B	2,073	0.52	B
	West of Culver Boulevard	WB	3	6,000	2,286	0.38	B	2,296	0.38	B
24.	SR-90	EB	3	6,000	1,908	0.32	A	2,355	0.39	B
	West of Centinela Avenue	WB	2	4,000	2,328	0.58	C	2,346	0.59	C
25.	SR-90	EB	3	6,000	3,813	0.64	C	3,385	0.56	C
	West of I-405	WB	4	8,000	3,048	0.38	B	3,745	0.47	B

TABLE E-5A
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Existing (Year 2012)			Existing with Project (Year 2012)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	8,524	0.947	E	8,580	0.953	E	0.006	NO
	South of I-10	SB	5.5	11,000	7,295	0.663	C	7,442	0.677	C	0.014	NO
2.	I-405	NB	5.5	11,000	8,540	0.776	D	8,596	0.781	D	0.005	NO
	South of Venice Boulevard	SB	5.5	11,000	7,559	0.687	C	7,706	0.701	C	0.014	NO
3.	I-405	NB	5.5	11,000	8,251	0.750	C	8,294	0.754	C	0.004	NO
	South of Culver Boulevard	SB	5.5	11,000	7,570	0.688	C	7,733	0.703	C	0.015	NO
4.	I-405	NB	5.5	11,000	7,080	0.644	C	7,124	0.648	C	0.004	NO
	South of Braddock Drive	SB	5.5	11,000	8,484	0.771	D	8,647	0.786	D	0.015	NO
5.	I-405	NB	4.5	9,000	7,186	0.798	D	7,230	0.803	D	0.005	NO
	South of SR-90	SB	4.5	9,000	9,597	1.066	F(0)	9,760	1.084	F(0)	0.018	NO
6.	I-405	NB	4.5	9,000	6,815	0.757	C	6,842	0.760	C	0.003	NO
	South of Centinela Avenue	SB	5.5	11,000	8,920	0.811	D	9,019	0.820	D	0.009	NO
7.	I-405	NB	4.5	9,000	7,383	0.820	D	7,391	0.821	D	0.001	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	6,210	0.690	C	6,240	0.693	C	0.003	NO
8.	I-405	NB	4.5	9,000	6,934	0.770	C	6,942	0.771	D	0.001	NO
	South of La Tijera Boulevard	SB	4.5	9,000	7,894	0.877	D	7,894	0.877	D	0.000	NO
9.	I-405	NB	4.5	9,000	6,560	0.729	C	6,560	0.729	C	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	8,394	0.933	E	8,394	0.933	E	0.000	NO
10.	I-405	NB	4.5	9,000	6,903	0.767	C	6,903	0.767	C	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	7,321	0.813	D	7,321	0.813	D	0.000	NO
11.	I-405	NB	4.5	9,000	7,255	0.806	D	7,255	0.806	D	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,111	0.679	C	6,115	0.679	C	0.000	NO
12.	I-405	NB	4.5	9,000	5,585	0.621	C	5,585	0.621	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	6,772	0.616	C	6,776	0.616	C	0.000	NO
13.	I-405	NB	4.5	9,000	6,290	0.699	C	6,290	0.699	C	0.000	NO
	South of I-105	SB	4.5	9,000	6,131	0.681	C	6,159	0.684	C	0.003	NO
14.	I-405	NB	4.5	9,000	6,172	0.686	C	6,212	0.690	C	0.004	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	5,988	0.665	C	6,016	0.668	C	0.003	NO
15.	I-405	NB	4.5	9,000	8,350	0.928	D	8,453	0.939	E	0.011	NO
	South of Rosecrans Avenue	SB	4.5	9,000	6,113	0.679	C	6,141	0.682	C	0.003	NO
16.	I-105	EB	3	6,000	2,755	0.459	B	2,802	0.467	B	0.008	NO
	West of Hughes Way	WB	2	4,000	5,173	1.293	F(1)	5,181	1.295	F(1)	0.002	NO
17.	I-105	EB	3	6,000	2,936	0.489	B	2,983	0.497	B	0.008	NO
	West of Douglas Avenue	WB	3	6,000	5,014	0.836	D	5,190	0.865	D	0.029	NO
18.	I-105	EB	3	6,000	1,034	0.172	A	1,064	0.177	A	0.005	NO
	West of Imperial Highway	WB	4	8,000	6,016	0.752	C	6,192	0.774	D	0.022	NO
19.	I-105	EB	3	6,000	2,277	0.380	B	2,307	0.385	B	0.005	NO
	West of I-405	WB	4	8,000	3,872	0.484	B	4,048	0.506	B	0.022	NO
20.	I-105	EB	3.5	7,000	5,038	0.720	C	5,068	0.724	C	0.004	NO
	West of Hawthorne Avenue	WB	3.5	7,000	4,755	0.679	C	4,931	0.704	C	0.025	NO
21.	I-105	EB	3.5	7,000	5,330	0.761	C	5,360	0.766	C	0.005	NO
	West of Prairie Avenue	WB	3.5	7,000	6,368	0.910	D	6,481	0.926	D	0.016	NO
22.	SR-90	EB	2	4,000	1,872	0.468	B	1,872	0.468	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,185	0.296	A	1,185	0.296	A	0.000	NO
23.	SR-90	EB	2	4,000	1,850	0.463	B	1,850	0.463	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,002	0.334	A	2,002	0.334	A	0.000	NO
24.	SR-90	EB	3	6,000	1,671	0.279	A	1,699	0.283	A	0.004	NO
	West of Centinela Avenue	WB	2	4,000	2,039	0.510	B	2,054	0.514	B	0.004	NO
25.	SR-90	EB	3	6,000	3,340	0.557	C	3,368	0.561	C	0.004	NO
	West of I-405	WB	4	8,000	2,670	0.334	A	2,774	0.347	A	0.013	NO

TABLE E-5B
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Existing (Year 2012)			Existing with Project (Year 2012)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	7,070	0.786	D	7,243	0.805	D	0.019	NO
	South of I-10	SB	5.5	11,000	8,256	0.751	C	8,326	0.757	C	0.006	NO
2.	I-405	NB	5.5	11,000	6,915	0.629	C	7,088	0.644	C	0.015	NO
	South of Venice Boulevard	SB	5.5	11,000	7,974	0.725	C	8,044	0.731	C	0.006	NO
3.	I-405	NB	5.5	11,000	7,126	0.648	C	7,310	0.665	C	0.017	NO
	South of Culver Boulevard	SB	5.5	11,000	7,823	0.711	C	7,901	0.718	C	0.007	NO
4.	I-405	NB	5.5	11,000	7,181	0.653	C	7,365	0.670	C	0.017	NO
	South of Braddock Drive	SB	5.5	11,000	8,048	0.732	C	8,126	0.739	C	0.007	NO
5.	I-405	NB	4.5	9,000	6,305	0.701	C	6,489	0.721	C	0.020	NO
	South of SR-90	SB	4.5	9,000	9,430	1.048	F(0)	9,508	1.056	F(0)	0.008	NO
6.	I-405	NB	4.5	9,000	8,795	0.977	E	8,907	0.990	E	0.013	NO
	South of Centinela Avenue	SB	5.5	11,000	8,332	0.757	C	8,380	0.762	C	0.005	NO
7.	I-405	NB	4.5	9,000	6,748	0.750	C	6,781	0.753	C	0.003	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	6,975	0.775	D	6,989	0.777	D	0.002	NO
8.	I-405	NB	4.5	9,000	7,415	0.824	D	7,448	0.828	D	0.004	NO
	South of La Tijera Boulevard	SB	4.5	9,000	7,786	0.865	D	7,786	0.865	D	0.000	NO
9.	I-405	NB	4.5	9,000	7,382	0.820	D	7,382	0.820	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	7,942	0.882	D	7,942	0.882	D	0.000	NO
10.	I-405	NB	4.5	9,000	7,308	0.812	D	7,308	0.812	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	6,161	0.685	C	6,161	0.685	C	0.000	NO
11.	I-405	NB	4.5	9,000	8,611	0.957	E	8,611	0.957	E	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	5,278	0.586	C	5,296	0.588	C	0.002	NO
12.	I-405	NB	4.5	9,000	5,209	0.579	C	5,209	0.579	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	6,173	0.561	C	6,191	0.563	C	0.002	NO
13.	I-405	NB	4.5	9,000	6,594	0.733	C	6,594	0.733	C	0.000	NO
	South of I-105	SB	4.5	9,000	5,735	0.637	C	5,817	0.646	C	0.009	NO
14.	I-405	NB	4.5	9,000	6,372	0.708	C	6,391	0.710	C	0.002	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,191	0.688	C	6,307	0.701	C	0.013	NO
15.	I-405	NB	4.5	9,000	7,281	0.809	D	7,330	0.814	D	0.005	NO
	South of Rosecrans Avenue	SB	4.5	9,000	7,312	0.812	D	7,428	0.825	D	0.013	NO
16.	I-105	EB	3	6,000	3,711	0.619	C	3,910	0.652	C	0.033	NO
	West of Hughes Way	WB	2	4,000	4,026	1.007	F(0)	4,030	1.008	F(0)	0.001	NO
17.	I-105	EB	3	6,000	3,451	0.575	C	3,650	0.608	C	0.033	NO
	West of Douglas Avenue	WB	3	6,000	3,479	0.580	C	3,563	0.594	C	0.014	NO
18.	I-105	EB	3	6,000	1,186	0.198	A	1,313	0.219	A	0.021	NO
	West of Imperial Highway	WB	4	8,000	5,150	0.644	C	5,234	0.654	C	0.010	NO
19.	I-105	EB	3	6,000	3,185	0.531	B	3,312	0.552	C	0.021	NO
	West of I-405	WB	4	8,000	2,770	0.346	A	2,854	0.357	B	0.011	NO
20.	I-105	EB	3.5	7,000	5,198	0.743	C	5,325	0.761	C	0.018	NO
	West of Hawthorne Avenue	WB	3.5	7,000	3,761	0.537	B	3,845	0.549	C	0.012	NO
21.	I-105	EB	3.5	7,000	5,598	0.800	D	5,725	0.818	D	0.018	NO
	West of Prairie Avenue	WB	3.5	7,000	4,820	0.689	C	4,874	0.696	C	0.007	NO
22.	SR-90	EB	2	4,000	1,807	0.452	B	1,807	0.452	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,172	0.293	A	1,172	0.293	A	0.000	NO
23.	SR-90	EB	2	4,000	1,816	0.454	B	1,816	0.454	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,011	0.335	A	2,011	0.335	A	0.000	NO
24.	SR-90	EB	3	6,000	2,063	0.344	A	2,181	0.364	B	0.020	NO
	West of Centinela Avenue	WB	2	4,000	2,055	0.514	B	2,062	0.516	B	0.002	NO
25.	SR-90	EB	3	6,000	2,965	0.494	B	3,083	0.514	B	0.020	NO
	West of I-405	WB	4	8,000	3,280	0.410	B	3,330	0.416	B	0.006	NO

TABLE E-6A
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2022)			Future with Project (Year 2022)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	9,317	1.035	F(0)	9,373	1.041	F(0)	0.006	NO
	South of I-10	SB	5.5	11,000	7,973	0.725	C	8,120	0.738	C	0.013	NO
2.	I-405	NB	5.5	11,000	9,334	0.849	D	9,390	0.854	D	0.005	NO
	South of Venice Boulevard	SB	5.5	11,000	8,262	0.751	C	8,409	0.764	C	0.013	NO
3.	I-405	NB	5.5	11,000	9,018	0.820	D	9,061	0.824	D	0.004	NO
	South of Culver Boulevard	SB	5.5	11,000	8,274	0.752	C	8,437	0.767	C	0.015	NO
4.	I-405	NB	5.5	11,000	7,738	0.703	C	7,782	0.707	C	0.004	NO
	South of Braddock Drive	SB	5.5	11,000	9,273	0.843	D	9,436	0.858	D	0.015	NO
5.	I-405	NB	4.5	9,000	7,854	0.873	D	7,898	0.878	D	0.005	NO
	South of SR-90	SB	4.5	9,000	10,490	1.166	F(0)	10,653	1.184	F(0)	0.018	NO
6.	I-405	NB	4.5	9,000	7,449	0.828	D	7,476	0.831	D	0.003	NO
	South of Centinela Avenue	SB	5.5	11,000	9,750	0.886	D	9,849	0.895	D	0.009	NO
7.	I-405	NB	4.5	9,000	8,070	0.897	D	8,078	0.898	D	0.001	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	6,788	0.754	C	6,818	0.758	C	0.004	NO
8.	I-405	NB	4.5	9,000	7,579	0.842	D	7,587	0.843	D	0.001	NO
	South of La Tijera Boulevard	SB	4.5	9,000	8,628	0.959	E	8,628	0.959	E	0.000	NO
9.	I-405	NB	4.5	9,000	7,170	0.797	D	7,170	0.797	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	9,175	1.019	F(0)	9,175	1.019	F(0)	0.000	NO
10.	I-405	NB	4.5	9,000	7,545	0.838	D	7,545	0.838	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	8,002	0.889	D	8,002	0.889	D	0.000	NO
11.	I-405	NB	4.5	9,000	7,930	0.881	D	7,930	0.881	D	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,679	0.742	C	6,683	0.743	C	0.001	NO
12.	I-405	NB	4.5	9,000	6,104	0.678	C	6,104	0.678	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	7,402	0.673	C	7,406	0.673	C	0.000	NO
13.	I-405	NB	4.5	9,000	6,875	0.764	C	6,875	0.764	C	0.000	NO
	South of I-105	SB	4.5	9,000	6,701	0.745	C	6,729	0.748	C	0.003	NO
14.	I-405	NB	4.5	9,000	6,746	0.750	C	6,786	0.754	C	0.004	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,545	0.727	C	6,573	0.730	C	0.003	NO
15.	I-405	NB	4.5	9,000	9,127	1.014	F(0)	9,230	1.026	F(0)	0.012	NO
	South of Rosecrans Avenue	SB	4.5	9,000	6,682	0.742	C	6,710	0.746	C	0.004	NO
16.	I-105	EB	3	6,000	3,011	0.502	B	3,058	0.510	B	0.008	NO
	West of Hughes Way	WB	2	4,000	5,654	1.414	F(2)	5,662	1.416	F(2)	0.002	NO
17.	I-105	EB	3	6,000	3,209	0.535	B	3,256	0.543	C	0.008	NO
	West of Douglas Avenue	WB	3	6,000	5,480	0.913	D	5,656	0.943	E	0.030	NO
18.	I-105	EB	3	6,000	1,130	0.188	A	1,160	0.193	A	0.005	NO
	West of Imperial Highway	WB	4	8,000	6,575	0.822	D	6,751	0.844	D	0.022	NO
19.	I-105	EB	3	6,000	2,489	0.415	B	2,519	0.420	B	0.005	NO
	West of I-405	WB	4	8,000	4,232	0.529	B	4,408	0.551	C	0.022	NO
20.	I-105	EB	3.5	7,000	5,507	0.787	D	5,537	0.791	D	0.004	NO
	West of Hawthorne Avenue	WB	3.5	7,000	5,197	0.742	C	5,373	0.768	C	0.026	NO
21.	I-105	EB	3.5	7,000	5,826	0.832	D	5,856	0.837	D	0.005	NO
	West of Prairie Avenue	WB	3.5	7,000	6,960	0.994	E	7,073	1.010	F(0)	0.016	NO
22.	SR-90	EB	2	4,000	2,046	0.512	B	2,046	0.512	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,295	0.324	A	1,295	0.324	A	0.000	NO
23.	SR-90	EB	2	4,000	2,022	0.506	B	2,022	0.506	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,188	0.365	B	2,188	0.365	B	0.000	NO
24.	SR-90	EB	3	6,000	1,826	0.304	A	1,854	0.309	A	0.005	NO
	West of Centinela Avenue	WB	2	4,000	2,229	0.557	C	2,244	0.561	C	0.004	NO
25.	SR-90	EB	3	6,000	3,651	0.609	C	3,679	0.613	C	0.004	NO
	West of I-405	WB	4	8,000	2,918	0.365	B	3,022	0.378	B	0.013	NO

TABLE E-6B
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2022)			Future with Project (Year 2022)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	7,728	0.859	D	7,901	0.878	D	0.019	NO
	South of I-10	SB	5.5	11,000	9,024	0.820	D	9,094	0.827	D	0.007	NO
2.	I-405	NB	5.5	11,000	7,558	0.687	C	7,731	0.703	C	0.016	NO
	South of Venice Boulevard	SB	5.5	11,000	8,716	0.792	D	8,786	0.799	D	0.007	NO
3.	I-405	NB	5.5	11,000	7,789	0.708	C	7,973	0.725	C	0.017	NO
	South of Culver Boulevard	SB	5.5	11,000	8,551	0.777	D	8,629	0.784	D	0.007	NO
4.	I-405	NB	5.5	11,000	7,849	0.714	C	8,033	0.730	C	0.016	NO
	South of Braddock Drive	SB	5.5	11,000	8,796	0.800	D	8,874	0.807	D	0.007	NO
5.	I-405	NB	4.5	9,000	6,891	0.766	C	7,075	0.786	D	0.020	NO
	South of SR-90	SB	4.5	9,000	10,307	1.145	F(0)	10,385	1.154	F(0)	0.009	NO
6.	I-405	NB	4.5	9,000	9,613	1.068	F(0)	9,725	1.081	F(0)	0.013	NO
	South of Centinela Avenue	SB	5.5	11,000	9,107	0.828	D	9,155	0.832	D	0.004	NO
7.	I-405	NB	4.5	9,000	7,376	0.820	D	7,409	0.823	D	0.003	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	7,624	0.847	D	7,638	0.849	D	0.002	NO
8.	I-405	NB	4.5	9,000	8,105	0.901	D	8,138	0.904	D	0.003	NO
	South of La Tijera Boulevard	SB	4.5	9,000	8,510	0.946	E	8,510	0.946	E	0.000	NO
9.	I-405	NB	4.5	9,000	8,069	0.897	D	8,069	0.897	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	8,681	0.965	E	8,681	0.965	E	0.000	NO
10.	I-405	NB	4.5	9,000	7,988	0.888	D	7,988	0.888	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	6,734	0.748	C	6,734	0.748	C	0.000	NO
11.	I-405	NB	4.5	9,000	9,412	1.046	F(0)	9,412	1.046	F(0)	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	5,769	0.641	C	5,787	0.643	C	0.002	NO
12.	I-405	NB	4.5	9,000	5,693	0.633	C	5,693	0.633	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	6,747	0.613	C	6,765	0.615	C	0.002	NO
13.	I-405	NB	4.5	9,000	7,207	0.801	D	7,207	0.801	D	0.000	NO
	South of I-105	SB	4.5	9,000	6,268	0.696	C	6,350	0.706	C	0.010	NO
14.	I-405	NB	4.5	9,000	6,965	0.774	D	6,984	0.776	D	0.002	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,767	0.752	C	6,883	0.765	C	0.013	NO
15.	I-405	NB	4.5	9,000	7,958	0.884	D	8,007	0.890	D	0.006	NO
	South of Rosecrans Avenue	SB	4.5	9,000	7,992	0.888	D	8,108	0.901	D	0.013	NO
16.	I-105	EB	3	6,000	4,056	0.676	C	4,255	0.709	C	0.033	NO
	West of Hughes Way	WB	2	4,000	4,400	1.100	F(0)	4,404	1.101	F(0)	0.001	NO
17.	I-105	EB	3	6,000	3,772	0.629	C	3,971	0.662	C	0.033	NO
	West of Douglas Avenue	WB	3	6,000	3,803	0.634	C	3,887	0.648	C	0.014	NO
18.	I-105	EB	3	6,000	1,296	0.216	A	1,423	0.237	A	0.021	NO
	West of Imperial Highway	WB	4	8,000	5,629	0.704	C	5,713	0.714	C	0.010	NO
19.	I-105	EB	3	6,000	3,481	0.580	C	3,608	0.601	C	0.021	NO
	West of I-405	WB	4	8,000	3,028	0.379	B	3,112	0.389	B	0.010	NO
20.	I-105	EB	3.5	7,000	5,681	0.812	D	5,808	0.830	D	0.018	NO
	West of Hawthorne Avenue	WB	3.5	7,000	4,111	0.587	C	4,195	0.599	C	0.012	NO
21.	I-105	EB	3.5	7,000	6,119	0.874	D	6,246	0.892	D	0.018	NO
	West of Prairie Avenue	WB	3.5	7,000	5,268	0.753	C	5,322	0.760	C	0.007	NO
22.	SR-90	EB	2	4,000	1,975	0.494	B	1,975	0.494	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,281	0.320	A	1,281	0.320	A	0.000	NO
23.	SR-90	EB	2	4,000	1,985	0.496	B	1,985	0.496	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,198	0.366	B	2,198	0.366	B	0.000	NO
24.	SR-90	EB	3	6,000	2,255	0.376	B	2,373	0.396	B	0.020	NO
	West of Centinela Avenue	WB	2	4,000	2,246	0.562	C	2,253	0.563	C	0.001	NO
25.	SR-90	EB	3	6,000	3,241	0.540	B	3,359	0.560	C	0.020	NO
	West of I-405	WB	4	8,000	3,585	0.448	B	3,635	0.454	B	0.006	NO

TABLE E-7A
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2035)			Future with Project (Year 2035)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	9,732	1.08	F(0)	9,788	1.09	F(0)	0.007	NO
	South of I-10	SB	5.5	11,000	8,329	0.76	C	8,476	0.77	D	0.014	NO
2.	I-405	NB	5.5	11,000	9,751	0.89	D	9,807	0.89	D	0.006	NO
	South of Venice Boulevard	SB	5.5	11,000	8,631	0.79	D	8,778	0.80	D	0.013	NO
3.	I-405	NB	5.5	11,000	9,421	0.86	D	9,464	0.86	D	0.004	NO
	South of Culver Boulevard	SB	5.5	11,000	8,643	0.79	D	8,806	0.80	D	0.015	NO
4.	I-405	NB	5.5	11,000	8,084	0.74	C	8,128	0.74	C	0.004	NO
	South of Braddock Drive	SB	5.5	11,000	9,687	0.88	D	9,850	0.90	D	0.014	NO
5.	I-405	NB	4.5	9,000	8,205	0.91	D	8,249	0.92	D	0.005	NO
	South of SR-90	SB	4.5	9,000	10,957	1.22	F(0)	11,120	1.24	F(0)	0.019	NO
6.	I-405	NB	4.5	9,000	7,781	0.87	D	7,808	0.87	D	0.003	NO
	South of Centinela Avenue	SB	5.5	11,000	10,184	0.93	D	10,283	0.94	E	0.009	NO
7.	I-405	NB	4.5	9,000	8,430	0.94	E	8,438	0.94	E	0.001	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	7,090	0.79	D	7,120	0.79	D	0.003	NO
8.	I-405	NB	4.5	9,000	7,917	0.88	D	7,925	0.88	D	0.001	NO
	South of La Tijera Boulevard	SB	4.5	9,000	9,013	1.00	F(0)	9,013	1.00	F(0)	0.000	NO
9.	I-405	NB	4.5	9,000	7,490	0.83	D	7,490	0.83	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	9,584	1.07	F(0)	9,584	1.07	F(0)	0.000	NO
10.	I-405	NB	4.5	9,000	7,882	0.88	D	7,882	0.88	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	8,359	0.93	D	8,359	0.93	D	0.000	NO
11.	I-405	NB	4.5	9,000	8,283	0.92	D	8,283	0.92	D	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,977	0.78	D	6,981	0.78	D	0.001	NO
12.	I-405	NB	4.5	9,000	6,377	0.71	C	6,377	0.71	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	7,732	0.70	C	7,736	0.70	C	0.000	NO
13.	I-405	NB	4.5	9,000	7,182	0.80	D	7,182	0.80	D	0.000	NO
	South of I-105	SB	4.5	9,000	7,000	0.78	D	7,028	0.78	D	0.003	NO
14.	I-405	NB	4.5	9,000	7,047	0.78	D	7,087	0.79	D	0.004	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,837	0.76	C	6,865	0.76	C	0.003	NO
15.	I-405	NB	4.5	9,000	9,534	1.06	F(0)	9,637	1.07	F(0)	0.012	NO
	South of Rosecrans Avenue	SB	4.5	9,000	6,980	0.78	D	7,008	0.78	D	0.003	NO
16.	I-105	EB	3	6,000	3,146	0.52	B	3,193	0.53	B	0.008	NO
	West of Hughes Way	WB	2	4,000	5,906	1.48	F(3)	5,914	1.48	F(3)	0.002	NO
17.	I-105	EB	3	6,000	3,352	0.56	C	3,399	0.57	C	0.008	NO
	West of Douglas Avenue	WB	3	6,000	5,725	0.95	E	5,901	0.98	E	0.030	NO
18.	I-105	EB	3	6,000	1,181	0.20	A	1,211	0.20	A	0.005	NO
	West of Imperial Highway	WB	4	8,000	6,869	0.86	D	7,045	0.88	D	0.022	NO
19.	I-105	EB	3	6,000	2,600	0.43	B	2,630	0.44	B	0.005	NO
	West of I-405	WB	4	8,000	4,421	0.55	C	4,597	0.58	C	0.022	NO
20.	I-105	EB	3.5	7,000	5,752	0.82	D	5,782	0.83	D	0.004	NO
	West of Hawthorne Avenue	WB	3.5	7,000	5,429	0.78	D	5,605	0.80	D	0.025	NO
21.	I-105	EB	3.5	7,000	6,086	0.87	D	6,116	0.87	D	0.005	NO
	West of Prairie Avenue	WB	3.5	7,000	7,271	1.04	F(0)	7,384	1.06	F(0)	0.016	NO
22.	SR-90	EB	2	4,000	2,137	0.53	B	2,137	0.53	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,353	0.34	A	1,353	0.34	A	0.000	NO
23.	SR-90	EB	2	4,000	2,112	0.53	B	2,112	0.53	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,286	0.38	B	2,286	0.38	B	0.000	NO
24.	SR-90	EB	3	6,000	1,908	0.32	A	1,936	0.32	A	0.005	NO
	West of Centinela Avenue	WB	2	4,000	2,328	0.58	C	2,343	0.59	C	0.004	NO
25.	SR-90	EB	3	6,000	3,813	0.64	C	3,841	0.64	C	0.004	NO
	West of I-405	WB	4	8,000	3,048	0.38	B	3,152	0.39	B	0.013	NO

TABLE E-7B
FUTURE WITH PROJECT CONDITIONS (YEAR 2035)
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2035)			Future with Project (Year 2035)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	8,072	0.897	D	8,245	0.916	D	0.019	NO
	South of I-10	SB	5.5	11,000	9,426	0.857	D	9,496	0.863	D	0.006	NO
2.	I-405	NB	5.5	11,000	7,895	0.718	C	8,068	0.733	C	0.015	NO
	South of Venice Boulevard	SB	5.5	11,000	9,104	0.828	D	9,174	0.834	D	0.006	NO
3.	I-405	NB	5.5	11,000	8,136	0.740	C	8,320	0.756	C	0.016	NO
	South of Culver Boulevard	SB	5.5	11,000	8,932	0.812	D	9,010	0.819	D	0.007	NO
4.	I-405	NB	5.5	11,000	8,199	0.745	C	8,383	0.762	C	0.017	NO
	South of Braddock Drive	SB	5.5	11,000	9,189	0.835	D	9,267	0.842	D	0.007	NO
5.	I-405	NB	4.5	9,000	7,199	0.800	D	7,383	0.820	D	0.020	NO
	South of SR-90	SB	4.5	9,000	10,767	1.196	F(0)	10,845	1.205	F(0)	0.009	NO
6.	I-405	NB	4.5	9,000	10,042	1.116	F(0)	10,154	1.128	F(0)	0.012	NO
	South of Centinela Avenue	SB	5.5	11,000	9,513	0.865	D	9,561	0.869	D	0.004	NO
7.	I-405	NB	4.5	9,000	7,705	0.856	D	7,738	0.860	D	0.004	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	7,964	0.885	D	7,978	0.886	D	0.001	NO
8.	I-405	NB	4.5	9,000	8,466	0.941	E	8,499	0.944	E	0.003	NO
	South of La Tijera Boulevard	SB	4.5	9,000	8,890	0.988	E	8,890	0.988	E	0.000	NO
9.	I-405	NB	4.5	9,000	8,428	0.936	E	8,428	0.936	E	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	9,068	1.008	F(0)	9,068	1.008	F(0)	0.000	NO
10.	I-405	NB	4.5	9,000	8,344	0.927	D	8,344	0.927	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	7,034	0.782	D	7,034	0.782	D	0.000	NO
11.	I-405	NB	4.5	9,000	9,832	1.092	F(0)	9,832	1.092	F(0)	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,026	0.670	C	6,044	0.672	C	0.002	NO
12.	I-405	NB	4.5	9,000	5,947	0.661	C	5,947	0.661	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	7,048	0.641	C	7,066	0.642	C	0.001	NO
13.	I-405	NB	4.5	9,000	7,529	0.837	D	7,529	0.837	D	0.000	NO
	South of I-105	SB	4.5	9,000	6,548	0.728	C	6,630	0.737	C	0.009	NO
14.	I-405	NB	4.5	9,000	7,275	0.808	D	7,294	0.810	D	0.002	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	7,069	0.785	D	7,185	0.798	D	0.013	NO
15.	I-405	NB	4.5	9,000	8,313	0.924	D	8,362	0.929	D	0.005	NO
	South of Rosecrans Avenue	SB	4.5	9,000	8,349	0.928	D	8,465	0.941	E	0.013	NO
16.	I-105	EB	3	6,000	4,237	0.706	C	4,436	0.739	C	0.033	NO
	West of Hughes Way	WB	2	4,000	4,597	1.149	F(0)	4,601	1.150	F(0)	0.001	NO
17.	I-105	EB	3	6,000	3,940	0.657	C	4,139	0.690	C	0.033	NO
	West of Douglas Avenue	WB	3	6,000	3,972	0.662	C	4,056	0.676	C	0.014	NO
18.	I-105	EB	3	6,000	1,354	0.226	A	1,481	0.247	A	0.021	NO
	West of Imperial Highway	WB	4	8,000	5,880	0.735	C	5,964	0.746	C	0.011	NO
19.	I-105	EB	3	6,000	3,637	0.606	C	3,764	0.627	C	0.021	NO
	West of I-405	WB	4	8,000	3,163	0.395	B	3,247	0.406	B	0.011	NO
20.	I-105	EB	3.5	7,000	5,935	0.848	D	6,062	0.866	D	0.018	NO
	West of Hawthorne Avenue	WB	3.5	7,000	4,294	0.613	C	4,378	0.625	C	0.012	NO
21.	I-105	EB	3.5	7,000	6,392	0.913	D	6,519	0.931	E	0.018	NO
	West of Prairie Avenue	WB	3.5	7,000	5,503	0.786	D	5,557	0.794	D	0.008	NO
22.	SR-90	EB	2	4,000	2,063	0.516	B	2,063	0.516	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,338	0.335	A	1,338	0.335	A	0.000	NO
23.	SR-90	EB	2	4,000	2,073	0.518	B	2,073	0.518	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,296	0.383	B	2,296	0.383	B	0.000	NO
24.	SR-90	EB	3	6,000	2,355	0.393	B	2,473	0.412	B	0.019	NO
	West of Centinela Avenue	WB	2	4,000	2,346	0.587	C	2,353	0.588	C	0.001	NO
25.	SR-90	EB	3	6,000	3,385	0.564	C	3,503	0.584	C	0.020	NO
	West of I-405	WB	4	8,000	3,745	0.468	B	3,795	0.474	B	0.006	NO

TABLE E-8A
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Existing (Year 2012)			Existing with Project with Mitigation (Year 2012)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	8,524	0.947	E	8,578	0.953	E	0.006	NO
	South of I-10	SB	5.5	11,000	7,295	0.663	C	7,435	0.676	C	0.013	NO
2.	I-405	NB	5.5	11,000	8,540	0.776	D	8,594	0.781	D	0.005	NO
	South of Venice Boulevard	SB	5.5	11,000	7,559	0.687	C	7,699	0.700	C	0.013	NO
3.	I-405	NB	5.5	11,000	8,251	0.750	C	8,293	0.754	C	0.004	NO
	South of Culver Boulevard	SB	5.5	11,000	7,570	0.688	C	7,726	0.702	C	0.014	NO
4.	I-405	NB	5.5	11,000	7,080	0.644	C	7,122	0.647	C	0.003	NO
	South of Braddock Drive	SB	5.5	11,000	8,484	0.771	D	8,640	0.785	D	0.014	NO
5.	I-405	NB	4.5	9,000	7,186	0.798	D	7,228	0.803	D	0.005	NO
	South of SR-90	SB	4.5	9,000	9,597	1.066	F(0)	9,753	1.084	F(0)	0.018	NO
6.	I-405	NB	4.5	9,000	6,815	0.757	C	6,841	0.760	C	0.003	NO
	South of Centinela Avenue	SB	5.5	11,000	8,920	0.811	D	9,014	0.819	D	0.008	NO
7.	I-405	NB	4.5	9,000	7,383	0.820	D	7,390	0.821	D	0.001	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	6,210	0.690	C	6,238	0.693	C	0.003	NO
8.	I-405	NB	4.5	9,000	6,934	0.770	C	6,941	0.771	D	0.001	NO
	South of La Tijera Boulevard	SB	4.5	9,000	7,894	0.877	D	7,894	0.877	D	0.000	NO
9.	I-405	NB	4.5	9,000	6,560	0.729	C	6,560	0.729	C	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	8,394	0.933	E	8,394	0.933	E	0.000	NO
10.	I-405	NB	4.5	9,000	6,903	0.767	C	6,903	0.767	C	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	7,321	0.813	D	7,321	0.813	D	0.000	NO
11.	I-405	NB	4.5	9,000	7,255	0.806	D	7,255	0.806	D	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,111	0.679	C	6,115	0.679	C	0.000	NO
12.	I-405	NB	4.5	9,000	5,585	0.621	C	5,585	0.621	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	6,772	0.616	C	6,776	0.616	C	0.000	NO
13.	I-405	NB	4.5	9,000	6,290	0.699	C	6,290	0.699	C	0.000	NO
	South of I-105	SB	4.5	9,000	6,131	0.681	C	6,158	0.684	C	0.003	NO
14.	I-405	NB	4.5	9,000	6,172	0.686	C	6,210	0.690	C	0.004	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	5,988	0.665	C	6,015	0.668	C	0.003	NO
15.	I-405	NB	4.5	9,000	8,350	0.928	D	8,448	0.939	E	0.011	NO
	South of Rosecrans Avenue	SB	4.5	9,000	6,113	0.679	C	6,140	0.682	C	0.003	NO
16.	I-105	EB	3	6,000	2,755	0.459	B	2,800	0.467	B	0.008	NO
	West of Hughes Way	WB	2	4,000	5,173	1.293	F(1)	5,180	1.295	F(1)	0.002	NO
17.	I-105	EB	3	6,000	2,936	0.489	B	2,981	0.497	B	0.008	NO
	West of Douglas Avenue	WB	3	6,000	5,014	0.836	D	5,182	0.864	D	0.028	NO
18.	I-105	EB	3	6,000	1,034	0.172	A	1,063	0.177	A	0.005	NO
	West of Imperial Highway	WB	4	8,000	6,016	0.752	C	6,184	0.773	D	0.021	NO
19.	I-105	EB	3	6,000	2,277	0.380	B	2,306	0.384	B	0.004	NO
	West of I-405	WB	4	8,000	3,872	0.484	B	4,040	0.505	B	0.021	NO
20.	I-105	EB	3.5	7,000	5,038	0.720	C	5,067	0.724	C	0.004	NO
	West of Hawthorne Avenue	WB	3.5	7,000	4,755	0.679	C	4,923	0.703	C	0.024	NO
21.	I-105	EB	3.5	7,000	5,330	0.761	C	5,359	0.766	C	0.005	NO
	West of Prairie Avenue	WB	3.5	7,000	6,368	0.910	D	6,476	0.925	D	0.015	NO
22.	SR-90	EB	2	4,000	1,872	0.468	B	1,872	0.468	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,185	0.296	A	1,185	0.296	A	0.000	NO
23.	SR-90	EB	2	4,000	1,850	0.463	B	1,850	0.463	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,002	0.334	A	2,002	0.334	A	0.000	NO
24.	SR-90	EB	3	6,000	1,671	0.279	A	1,698	0.283	A	0.004	NO
	West of Centinela Avenue	WB	2	4,000	2,039	0.510	B	2,053	0.513	B	0.003	NO
25.	SR-90	EB	3	6,000	3,340	0.557	C	3,367	0.561	C	0.004	NO
	West of I-405	WB	4	8,000	2,670	0.334	A	2,772	0.347	A	0.013	NO

TABLE E-8B
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2012)
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Existing (Year 2012)			Existing with Project with Mitigation (Year 2012)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	7,070	0.786	D	7,236	0.804	D	0.018	NO
	South of I-10	SB	5.5	11,000	8,256	0.751	C	8,324	0.757	C	0.006	NO
2.	I-405	NB	5.5	11,000	6,915	0.629	C	7,081	0.644	C	0.015	NO
	South of Venice Boulevard	SB	5.5	11,000	7,974	0.725	C	8,042	0.731	C	0.006	NO
3.	I-405	NB	5.5	11,000	7,126	0.648	C	7,302	0.664	C	0.016	NO
	South of Culver Boulevard	SB	5.5	11,000	7,823	0.711	C	7,898	0.718	C	0.007	NO
4.	I-405	NB	5.5	11,000	7,181	0.653	C	7,358	0.669	C	0.016	NO
	South of Braddock Drive	SB	5.5	11,000	8,048	0.732	C	8,123	0.738	C	0.006	NO
5.	I-405	NB	4.5	9,000	6,305	0.701	C	6,482	0.720	C	0.019	NO
	South of SR-90	SB	4.5	9,000	9,430	1.048	F(0)	9,505	1.056	F(0)	0.008	NO
6.	I-405	NB	4.5	9,000	8,795	0.977	E	8,902	0.989	E	0.012	NO
	South of Centinela Avenue	SB	5.5	11,000	8,332	0.757	C	8,378	0.762	C	0.005	NO
7.	I-405	NB	4.5	9,000	6,748	0.750	C	6,780	0.753	C	0.003	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	6,975	0.775	D	6,988	0.776	D	0.001	NO
8.	I-405	NB	4.5	9,000	7,415	0.824	D	7,447	0.827	D	0.003	NO
	South of La Tijera Boulevard	SB	4.5	9,000	7,786	0.865	D	7,786	0.865	D	0.000	NO
9.	I-405	NB	4.5	9,000	7,382	0.820	D	7,382	0.820	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	7,942	0.882	D	7,942	0.882	D	0.000	NO
10.	I-405	NB	4.5	9,000	7,308	0.812	D	7,308	0.812	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	6,161	0.685	C	6,161	0.685	C	0.000	NO
11.	I-405	NB	4.5	9,000	8,611	0.957	E	8,611	0.957	E	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	5,278	0.586	C	5,295	0.588	C	0.002	NO
12.	I-405	NB	4.5	9,000	5,209	0.579	C	5,209	0.579	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	6,173	0.561	C	6,190	0.563	C	0.002	NO
13.	I-405	NB	4.5	9,000	6,594	0.733	C	6,594	0.733	C	0.000	NO
	South of I-105	SB	4.5	9,000	5,735	0.637	C	5,814	0.646	C	0.009	NO
14.	I-405	NB	4.5	9,000	6,372	0.708	C	6,390	0.710	C	0.002	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,191	0.688	C	6,302	0.700	C	0.012	NO
15.	I-405	NB	4.5	9,000	7,281	0.809	D	7,328	0.814	D	0.005	NO
	South of Rosecrans Avenue	SB	4.5	9,000	7,312	0.812	D	7,423	0.825	D	0.013	NO
16.	I-105	EB	3	6,000	3,711	0.619	C	3,902	0.650	C	0.031	NO
	West of Hughes Way	WB	2	4,000	4,026	1.007	F(0)	4,030	1.008	F(0)	0.001	NO
17.	I-105	EB	3	6,000	3,451	0.575	C	3,642	0.607	C	0.032	NO
	West of Douglas Avenue	WB	3	6,000	3,479	0.580	C	3,560	0.593	C	0.013	NO
18.	I-105	EB	3	6,000	1,186	0.198	A	1,308	0.218	A	0.020	NO
	West of Imperial Highway	WB	4	8,000	5,150	0.644	C	5,231	0.654	C	0.010	NO
19.	I-105	EB	3	6,000	3,185	0.531	B	3,307	0.551	C	0.020	NO
	West of I-405	WB	4	8,000	2,770	0.346	A	2,851	0.356	B	0.010	NO
20.	I-105	EB	3.5	7,000	5,198	0.743	C	5,320	0.760	C	0.017	NO
	West of Hawthorne Avenue	WB	3.5	7,000	3,761	0.537	B	3,842	0.549	C	0.012	NO
21.	I-105	EB	3.5	7,000	5,598	0.800	D	5,720	0.817	D	0.017	NO
	West of Prairie Avenue	WB	3.5	7,000	4,820	0.689	C	4,872	0.696	C	0.007	NO
22.	SR-90	EB	2	4,000	1,807	0.452	B	1,807	0.452	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,172	0.293	A	1,172	0.293	A	0.000	NO
23.	SR-90	EB	2	4,000	1,816	0.454	B	1,816	0.454	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,011	0.335	A	2,011	0.335	A	0.000	NO
24.	SR-90	EB	3	6,000	2,063	0.344	A	2,179	0.363	B	0.019	NO
	West of Centinela Avenue	WB	2	4,000	2,055	0.514	B	2,062	0.516	B	0.002	NO
25.	SR-90	EB	3	6,000	2,965	0.494	B	3,081	0.514	B	0.020	NO
	West of I-405	WB	4	8,000	3,280	0.410	B	3,329	0.416	B	0.006	NO

TABLE E-9A
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2022)			Future with Project with Mitigation (Year 2022)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	9,317	1.035	F(0)	9,371	1.041	F(0)	0.006	NO
	South of I-10	SB	5.5	11,000	7,973	0.725	C	8,113	0.738	C	0.013	NO
2.	I-405	NB	5.5	11,000	9,334	0.849	D	9,388	0.853	D	0.004	NO
	South of Venice Boulevard	SB	5.5	11,000	8,262	0.751	C	8,402	0.764	C	0.013	NO
3.	I-405	NB	5.5	11,000	9,018	0.820	D	9,060	0.824	D	0.004	NO
	South of Culver Boulevard	SB	5.5	11,000	8,274	0.752	C	8,430	0.766	C	0.014	NO
4.	I-405	NB	5.5	11,000	7,738	0.703	C	7,780	0.707	C	0.004	NO
	South of Braddock Drive	SB	5.5	11,000	9,273	0.843	D	9,429	0.857	D	0.014	NO
5.	I-405	NB	4.5	9,000	7,854	0.873	D	7,896	0.877	D	0.004	NO
	South of SR-90	SB	4.5	9,000	10,490	1.166	F(0)	10,646	1.183	F(0)	0.017	NO
6.	I-405	NB	4.5	9,000	7,449	0.828	D	7,475	0.831	D	0.003	NO
	South of Centinela Avenue	SB	5.5	11,000	9,750	0.886	D	9,844	0.895	D	0.009	NO
7.	I-405	NB	4.5	9,000	8,070	0.897	D	8,077	0.897	D	0.000	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	6,788	0.754	C	6,816	0.757	C	0.003	NO
8.	I-405	NB	4.5	9,000	7,579	0.842	D	7,586	0.843	D	0.001	NO
	South of La Tijera Boulevard	SB	4.5	9,000	8,628	0.959	E	8,628	0.959	E	0.000	NO
9.	I-405	NB	4.5	9,000	7,170	0.797	D	7,170	0.797	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	9,175	1.019	F(0)	9,175	1.019	F(0)	0.000	NO
10.	I-405	NB	4.5	9,000	7,545	0.838	D	7,545	0.838	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	8,002	0.889	D	8,002	0.889	D	0.000	NO
11.	I-405	NB	4.5	9,000	7,930	0.881	D	7,930	0.881	D	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,679	0.742	C	6,683	0.743	C	0.001	NO
12.	I-405	NB	4.5	9,000	6,104	0.678	C	6,104	0.678	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	7,402	0.673	C	7,406	0.673	C	0.000	NO
13.	I-405	NB	4.5	9,000	6,875	0.764	C	6,875	0.764	C	0.000	NO
	South of I-105	SB	4.5	9,000	6,701	0.745	C	6,728	0.748	C	0.003	NO
14.	I-405	NB	4.5	9,000	6,746	0.750	C	6,784	0.754	C	0.004	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,545	0.727	C	6,572	0.730	C	0.003	NO
15.	I-405	NB	4.5	9,000	9,127	1.014	F(0)	9,225	1.025	F(0)	0.011	NO
	South of Rosecrans Avenue	SB	4.5	9,000	6,682	0.742	C	6,709	0.745	C	0.003	NO
16.	I-105	EB	3	6,000	3,011	0.502	B	3,056	0.509	B	0.007	NO
	West of Hughes Way	WB	2	4,000	5,654	1.414	F(2)	5,661	1.415	F(2)	0.001	NO
17.	I-105	EB	3	6,000	3,209	0.535	B	3,254	0.542	C	0.007	NO
	West of Douglas Avenue	WB	3	6,000	5,480	0.913	D	5,648	0.941	E	0.028	NO
18.	I-105	EB	3	6,000	1,130	0.188	A	1,159	0.193	A	0.005	NO
	West of Imperial Highway	WB	4	8,000	6,575	0.822	D	6,743	0.843	D	0.021	NO
19.	I-105	EB	3	6,000	2,489	0.415	B	2,518	0.420	B	0.005	NO
	West of I-405	WB	4	8,000	4,232	0.529	B	4,400	0.550	C	0.021	NO
20.	I-105	EB	3.5	7,000	5,507	0.787	D	5,536	0.791	D	0.004	NO
	West of Hawthorne Avenue	WB	3.5	7,000	5,197	0.742	C	5,365	0.766	C	0.024	NO
21.	I-105	EB	3.5	7,000	5,826	0.832	D	5,855	0.836	D	0.004	NO
	West of Prairie Avenue	WB	3.5	7,000	6,960	0.994	E	7,068	1.010	F(0)	0.016	NO
22.	SR-90	EB	2	4,000	2,046	0.512	B	2,046	0.512	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,295	0.324	A	1,295	0.324	A	0.000	NO
23.	SR-90	EB	2	4,000	2,022	0.506	B	2,022	0.506	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,188	0.365	B	2,188	0.365	B	0.000	NO
24.	SR-90	EB	3	6,000	1,826	0.304	A	1,853	0.309	A	0.005	NO
	West of Centinela Avenue	WB	2	4,000	2,229	0.557	C	2,243	0.561	C	0.004	NO
25.	SR-90	EB	3	6,000	3,651	0.609	C	3,678	0.613	C	0.004	NO
	West of I-405	WB	4	8,000	2,918	0.365	B	3,020	0.378	B	0.013	NO

TABLE E-9B
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2022)			Future with Project with Mitigation (Year 2022)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	7,728	0.859	D	7,894	0.877	D	0.018	NO
	South of I-10	SB	5.5	11,000	9,024	0.820	D	9,092	0.827	D	0.007	NO
2.	I-405	NB	5.5	11,000	7,558	0.687	C	7,724	0.702	C	0.015	NO
	South of Venice Boulevard	SB	5.5	11,000	8,716	0.792	D	8,784	0.799	D	0.007	NO
3.	I-405	NB	5.5	11,000	7,789	0.708	C	7,965	0.724	C	0.016	NO
	South of Culver Boulevard	SB	5.5	11,000	8,551	0.777	D	8,626	0.784	D	0.007	NO
4.	I-405	NB	5.5	11,000	7,849	0.714	C	8,026	0.730	C	0.016	NO
	South of Braddock Drive	SB	5.5	11,000	8,796	0.800	D	8,871	0.806	D	0.006	NO
5.	I-405	NB	4.5	9,000	6,891	0.766	C	7,068	0.785	D	0.019	NO
	South of SR-90	SB	4.5	9,000	10,307	1.145	F(0)	10,382	1.154	F(0)	0.009	NO
6.	I-405	NB	4.5	9,000	9,613	1.068	F(0)	9,720	1.080	F(0)	0.012	NO
	South of Centinela Avenue	SB	5.5	11,000	9,107	0.828	D	9,153	0.832	D	0.004	NO
7.	I-405	NB	4.5	9,000	7,376	0.820	D	7,408	0.823	D	0.003	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	7,624	0.847	D	7,637	0.849	D	0.002	NO
8.	I-405	NB	4.5	9,000	8,105	0.901	D	8,137	0.904	D	0.003	NO
	South of La Tijera Boulevard	SB	4.5	9,000	8,510	0.946	E	8,510	0.946	E	0.000	NO
9.	I-405	NB	4.5	9,000	8,069	0.897	D	8,069	0.897	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	8,681	0.965	E	8,681	0.965	E	0.000	NO
10.	I-405	NB	4.5	9,000	7,988	0.888	D	7,988	0.888	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	6,734	0.748	C	6,734	0.748	C	0.000	NO
11.	I-405	NB	4.5	9,000	9,412	1.046	F(0)	9,412	1.046	F(0)	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	5,769	0.641	C	5,786	0.643	C	0.002	NO
12.	I-405	NB	4.5	9,000	5,693	0.633	C	5,693	0.633	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	6,747	0.613	C	6,764	0.615	C	0.002	NO
13.	I-405	NB	4.5	9,000	7,207	0.801	D	7,207	0.801	D	0.000	NO
	South of I-105	SB	4.5	9,000	6,268	0.696	C	6,347	0.705	C	0.009	NO
14.	I-405	NB	4.5	9,000	6,965	0.774	D	6,983	0.776	D	0.002	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,767	0.752	C	6,878	0.764	C	0.012	NO
15.	I-405	NB	4.5	9,000	7,958	0.884	D	8,005	0.889	D	0.005	NO
	South of Rosecrans Avenue	SB	4.5	9,000	7,992	0.888	D	8,103	0.900	D	0.012	NO
16.	I-105	EB	3	6,000	4,056	0.676	C	4,247	0.708	C	0.032	NO
	West of Hughes Way	WB	2	4,000	4,400	1.100	F(0)	4,404	1.101	F(0)	0.001	NO
17.	I-105	EB	3	6,000	3,772	0.629	C	3,963	0.661	C	0.032	NO
	West of Douglas Avenue	WB	3	6,000	3,803	0.634	C	3,884	0.647	C	0.013	NO
18.	I-105	EB	3	6,000	1,296	0.216	A	1,418	0.236	A	0.020	NO
	West of Imperial Highway	WB	4	8,000	5,629	0.704	C	5,710	0.714	C	0.010	NO
19.	I-105	EB	3	6,000	3,481	0.580	C	3,603	0.601	C	0.021	NO
	West of I-405	WB	4	8,000	3,028	0.379	B	3,109	0.389	B	0.010	NO
20.	I-105	EB	3.5	7,000	5,681	0.812	D	5,803	0.829	D	0.017	NO
	West of Hawthorne Avenue	WB	3.5	7,000	4,111	0.587	C	4,192	0.599	C	0.012	NO
21.	I-105	EB	3.5	7,000	6,119	0.874	D	6,241	0.892	D	0.018	NO
	West of Prairie Avenue	WB	3.5	7,000	5,268	0.753	C	5,320	0.760	C	0.007	NO
22.	SR-90	EB	2	4,000	1,975	0.494	B	1,975	0.494	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,281	0.320	A	1,281	0.320	A	0.000	NO
23.	SR-90	EB	2	4,000	1,985	0.496	B	1,985	0.496	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,198	0.366	B	2,198	0.366	B	0.000	NO
24.	SR-90	EB	3	6,000	2,255	0.376	B	2,371	0.395	B	0.019	NO
	West of Centinela Avenue	WB	2	4,000	2,246	0.562	C	2,253	0.563	C	0.001	NO
25.	SR-90	EB	3	6,000	3,241	0.540	B	3,357	0.560	C	0.020	NO
	West of I-405	WB	4	8,000	3,585	0.448	B	3,634	0.454	B	0.006	NO

TABLE E-10A
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)
FREEWAY SEGMENT A.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2035)			Future with Project with Mitigation (Year 2035)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	9,732	1.081	F(0)	9,786	1.087	F(0)	0.006	NO
	South of I-10	SB	5.5	11,000	8,329	0.757	C	8,469	0.770	C	0.013	NO
2.	I-405	NB	5.5	11,000	9,751	0.886	D	9,805	0.891	D	0.005	NO
	South of Venice Boulevard	SB	5.5	11,000	8,631	0.785	D	8,771	0.797	D	0.012	NO
3.	I-405	NB	5.5	11,000	9,421	0.856	D	9,463	0.860	D	0.004	NO
	South of Culver Boulevard	SB	5.5	11,000	8,643	0.786	D	8,799	0.800	D	0.014	NO
4.	I-405	NB	5.5	11,000	8,084	0.735	C	8,126	0.739	C	0.004	NO
	South of Braddock Drive	SB	5.5	11,000	9,687	0.881	D	9,843	0.895	D	0.014	NO
5.	I-405	NB	4.5	9,000	8,205	0.912	D	8,247	0.916	D	0.004	NO
	South of SR-90	SB	4.5	9,000	10,957	1.217	F(0)	11,113	1.235	F(0)	0.018	NO
6.	I-405	NB	4.5	9,000	7,781	0.865	D	7,807	0.867	D	0.002	NO
	South of Centinela Avenue	SB	5.5	11,000	10,184	0.926	D	10,278	0.934	E	0.008	NO
7.	I-405	NB	4.5	9,000	8,430	0.937	E	8,437	0.937	E	0.000	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	7,090	0.788	D	7,118	0.791	D	0.003	NO
8.	I-405	NB	4.5	9,000	7,917	0.880	D	7,924	0.880	D	0.000	NO
	South of La Tijera Boulevard	SB	4.5	9,000	9,013	1.001	F(0)	9,013	1.001	F(0)	0.000	NO
9.	I-405	NB	4.5	9,000	7,490	0.832	D	7,490	0.832	D	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	9,584	1.065	F(0)	9,584	1.065	F(0)	0.000	NO
10.	I-405	NB	4.5	9,000	7,882	0.876	D	7,882	0.876	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	8,359	0.929	D	8,359	0.929	D	0.000	NO
11.	I-405	NB	4.5	9,000	8,283	0.920	D	8,283	0.920	D	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,977	0.775	D	6,981	0.776	D	0.001	NO
12.	I-405	NB	4.5	9,000	6,377	0.709	C	6,377	0.709	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	7,732	0.703	C	7,736	0.703	C	0.000	NO
13.	I-405	NB	4.5	9,000	7,182	0.798	D	7,182	0.798	D	0.000	NO
	South of I-105	SB	4.5	9,000	7,000	0.778	D	7,027	0.781	D	0.003	NO
14.	I-405	NB	4.5	9,000	7,047	0.783	D	7,085	0.787	D	0.004	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	6,837	0.760	C	6,864	0.763	C	0.003	NO
15.	I-405	NB	4.5	9,000	9,534	1.059	F(0)	9,632	1.070	F(0)	0.011	NO
	South of Rosecrans Avenue	SB	4.5	9,000	6,980	0.776	D	7,007	0.779	D	0.003	NO
16.	I-105	EB	3	6,000	3,146	0.524	B	3,191	0.532	B	0.008	NO
	West of Hughes Way	WB	2	4,000	5,906	1.477	F(3)	5,913	1.478	F(3)	0.001	NO
17.	I-105	EB	3	6,000	3,352	0.559	C	3,397	0.566	C	0.007	NO
	West of Douglas Avenue	WB	3	6,000	5,725	0.954	E	5,893	0.982	E	0.028	NO
18.	I-105	EB	3	6,000	1,181	0.197	A	1,210	0.202	A	0.005	NO
	West of Imperial Highway	WB	4	8,000	6,869	0.859	D	7,037	0.880	D	0.021	NO
19.	I-105	EB	3	6,000	2,600	0.433	B	2,629	0.438	B	0.005	NO
	West of I-405	WB	4	8,000	4,421	0.553	C	4,589	0.574	C	0.021	NO
20.	I-105	EB	3.5	7,000	5,752	0.822	D	5,781	0.826	D	0.004	NO
	West of Hawthorne Avenue	WB	3.5	7,000	5,429	0.776	D	5,597	0.800	D	0.024	NO
21.	I-105	EB	3.5	7,000	6,086	0.869	D	6,115	0.874	D	0.005	NO
	West of Prairie Avenue	WB	3.5	7,000	7,271	1.039	F(0)	7,379	1.054	F(0)	0.015	NO
22.	SR-90	EB	2	4,000	2,137	0.534	B	2,137	0.534	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,353	0.338	A	1,353	0.338	A	0.000	NO
23.	SR-90	EB	2	4,000	2,112	0.528	B	2,112	0.528	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,286	0.381	B	2,286	0.381	B	0.000	NO
24.	SR-90	EB	3	6,000	1,908	0.318	A	1,935	0.323	A	0.005	NO
	West of Centinela Avenue	WB	2	4,000	2,328	0.582	C	2,342	0.586	C	0.004	NO
25.	SR-90	EB	3	6,000	3,813	0.636	C	3,840	0.640	C	0.004	NO
	West of I-405	WB	4	8,000	3,048	0.381	B	3,150	0.394	B	0.013	NO

TABLE E-10B
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2035)
FREEWAY SEGMENT P.M. PEAK HOUR LEVELS OF SERVICE

No.	Freeway Segment	Direction	Number of Lanes	Capacity	Future without Project (Year 2035)			Future with Project with Mitigation (Year 2035)				
					Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact
1.	I-405	NB	4.5	9,000	8,072	0.897	D	8,238	0.915	D	0.018	NO
	South of I-10	SB	5.5	11,000	9,426	0.857	D	9,494	0.863	D	0.006	NO
2.	I-405	NB	5.5	11,000	7,895	0.718	C	8,061	0.733	C	0.015	NO
	South of Venice Boulevard	SB	5.5	11,000	9,104	0.828	D	9,172	0.834	D	0.006	NO
3.	I-405	NB	5.5	11,000	8,136	0.740	C	8,312	0.756	C	0.016	NO
	South of Culver Boulevard	SB	5.5	11,000	8,932	0.812	D	9,007	0.819	D	0.007	NO
4.	I-405	NB	5.5	11,000	8,199	0.745	C	8,376	0.761	C	0.016	NO
	South of Braddock Drive	SB	5.5	11,000	9,189	0.835	D	9,264	0.842	D	0.007	NO
5.	I-405	NB	4.5	9,000	7,199	0.800	D	7,376	0.820	D	0.020	NO
	South of SR-90	SB	4.5	9,000	10,767	1.196	F(0)	10,842	1.205	F(0)	0.009	NO
6.	I-405	NB	4.5	9,000	10,042	1.116	F(0)	10,149	1.128	F(0)	0.012	NO
	South of Centinela Avenue	SB	5.5	11,000	9,513	0.865	D	9,559	0.869	D	0.004	NO
7.	I-405	NB	4.5	9,000	7,705	0.856	D	7,737	0.860	D	0.004	NO
	South of Howard Hughes Parkway	SB	4.5	9,000	7,964	0.885	D	7,977	0.886	D	0.001	NO
8.	I-405	NB	4.5	9,000	8,466	0.941	E	8,498	0.944	E	0.003	NO
	South of La Tijera Boulevard	SB	4.5	9,000	8,890	0.988	E	8,890	0.988	E	0.000	NO
9.	I-405	NB	4.5	9,000	8,428	0.936	E	8,428	0.936	E	0.000	NO
	South of La Cienega Boulevard	SB	4.5	9,000	9,068	1.008	F(0)	9,068	1.008	F(0)	0.000	NO
10.	I-405	NB	4.5	9,000	8,344	0.927	D	8,344	0.927	D	0.000	NO
	South of Manchester Avenue	SB	4.5	9,000	7,034	0.782	D	7,034	0.782	D	0.000	NO
11.	I-405	NB	4.5	9,000	9,832	1.092	F(0)	9,832	1.092	F(0)	0.000	NO
	South of Century Boulevard	SB	4.5	9,000	6,026	0.670	C	6,043	0.671	C	0.001	NO
12.	I-405	NB	4.5	9,000	5,947	0.661	C	5,947	0.661	C	0.000	NO
	South of Imperial Highway	SB	5.5	11,000	7,048	0.641	C	7,065	0.642	C	0.001	NO
13.	I-405	NB	4.5	9,000	7,529	0.837	D	7,529	0.837	D	0.000	NO
	South of I-105	SB	4.5	9,000	6,548	0.728	C	6,627	0.736	C	0.008	NO
14.	I-405	NB	4.5	9,000	7,275	0.808	D	7,293	0.810	D	0.002	NO
	South of El Segundo Bouelvard	SB	4.5	9,000	7,069	0.785	D	7,180	0.798	D	0.013	NO
15.	I-405	NB	4.5	9,000	8,313	0.924	D	8,360	0.929	D	0.005	NO
	South of Rosecrans Avenue	SB	4.5	9,000	8,349	0.928	D	8,460	0.940	E	0.012	NO
16.	I-105	EB	3	6,000	4,237	0.706	C	4,428	0.738	C	0.032	NO
	West of Hughes Way	WB	2	4,000	4,597	1.149	F(0)	4,601	1.150	F(0)	0.001	NO
17.	I-105	EB	3	6,000	3,940	0.657	C	4,131	0.689	C	0.032	NO
	West of Douglas Avenue	WB	3	6,000	3,972	0.662	C	4,053	0.676	C	0.014	NO
18.	I-105	EB	3	6,000	1,354	0.226	A	1,476	0.246	A	0.020	NO
	West of Imperial Highway	WB	4	8,000	5,880	0.735	C	5,961	0.745	C	0.010	NO
19.	I-105	EB	3	6,000	3,637	0.606	C	3,759	0.627	C	0.021	NO
	West of I-405	WB	4	8,000	3,163	0.395	B	3,244	0.406	B	0.011	NO
20.	I-105	EB	3.5	7,000	5,935	0.848	D	6,057	0.865	D	0.017	NO
	West of Hawthorne Avenue	WB	3.5	7,000	4,294	0.613	C	4,375	0.625	C	0.012	NO
21.	I-105	EB	3.5	7,000	6,392	0.913	D	6,514	0.931	E	0.018	NO
	West of Prairie Avenue	WB	3.5	7,000	5,503	0.786	D	5,555	0.794	D	0.008	NO
22.	SR-90	EB	2	4,000	2,063	0.516	B	2,063	0.516	B	0.000	NO
	West of Mindanao Way	WB	2	4,000	1,338	0.335	A	1,338	0.335	A	0.000	NO
23.	SR-90	EB	2	4,000	2,073	0.518	B	2,073	0.518	B	0.000	NO
	West of Culver Boulevard	WB	3	6,000	2,296	0.383	B	2,296	0.383	B	0.000	NO
24.	SR-90	EB	3	6,000	2,355	0.393	B	2,471	0.412	B	0.019	NO
	West of Centinela Avenue	WB	2	4,000	2,346	0.587	C	2,353	0.588	C	0.001	NO
25.	SR-90	EB	3	6,000	3,385	0.564	C	3,501	0.584	C	0.020	NO
	West of I-405	WB	4	8,000	3,745	0.468	B	3,794	0.474	B	0.006	NO

TABLE E-11
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS - CALTRANS FACILITIES

No.	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	24.9 28.5	C C	25.0 28.7	C C	0.1 0.2	NO NO	25.0 28.7	C C	0.1 0.2	NO NO
2.	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	26.2 31.0	C C	26.3 31.1	C C	0.1 0.1	NO NO	26.3 31.1	C C	0.1 0.1	NO NO
3.	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	14.0 14.4	B B	14.2 14.3	B B	0.2 -0.1	NO NO	14.2 14.4	B B	0.2 0.0	NO NO
4.	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	14.9 14.8	B B	14.7 14.9	B B	-0.2 0.1	NO NO	14.7 14.9	B B	-0.2 0.1	NO NO
5.	Lincoln Boulevard & Bali Way	A.M. P.M.	11.2 14.3	B B	11.1 14.4	B B	-0.1 0.1	NO NO	11.1 14.4	B B	-0.1 0.1	NO NO
6.	Lincoln Boulevard & Mindanao Way	A.M. P.M.	22.9 30.1	C C	23.0 30.3	C C	0.1 0.2	NO NO	23.0 30.3	C C	0.1 0.2	NO NO
7.	Lincoln Boulevard & Fiji Way	A.M. P.M.	13.1 16.1	B B	13.1 16.3	B B	0.0 0.2	NO NO	13.1 16.2	B B	0.0 0.1	NO NO
8.	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	20.8 19.9	C B	21.6 20.2	C C	0.8 0.3	NO NO	21.6 20.2	C C	0.8 0.3	NO NO
9.	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	2.4 2.4	A A	4.3 3.2	A A	1.9 0.8	NO NO	4.2 3.1	A A	1.8 0.7	NO NO
10.	Lincoln Boulevard & LMU Drive	A.M. P.M.	5.4 7.8	A A	5.1 7.5	A A	-0.3 -0.3	NO NO	5.1 7.5	A A	-0.3 -0.3	NO NO
11.	Lincoln Boulevard & 83rd Street	A.M. P.M.	17.5 13.3	B B	17.0 13.1	B B	-0.5 -0.2	NO NO	17.0 13.1	B B	-0.5 -0.2	NO NO
12.	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	25.7 24.5	C C	26.4 24.6	C C	0.7 0.1	NO NO	22.7 21.7	C C	-3.0 -2.8	NO NO
13.	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	3.2 4.7	A A	3.0 4.2	A A	-0.2 -0.5	NO NO	3.0 4.3	A A	-0.2 -0.4	NO NO
31.	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	14.8 17.0	B B	14.5 18.0	B B	-0.3 1.0	NO NO	14.6 17.9	B B	-0.2 0.9	NO NO
32.	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	6.8 10.4	A B	6.9 10.3	A B	0.1 -0.1	NO NO	6.9 10.3	A B	0.1 -0.1	NO NO
33.	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	26.7 28.2	C C	34.4 31.8	C C	7.7 3.6	NO NO	33.9 31.7	C C	7.2 3.5	NO NO
34.	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	22.3 31.4	C C	23.6 32.5	C C	1.3 1.1	NO NO	21.4 25.5	C C	-0.9 -5.9	NO NO

TABLE E-11 (continued)
EXISTING WITH PROJECT CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS - CALTRANS FACILITIES

No.	Intersection	Peak Hour	Existing without Project		Existing with Project				Existing with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
35.	Sepulveda Boulevard & Mariposa Avenue	A.M.	13.4	B	13.5	B	0.1	NO	13.4	B	0.0	NO
		P.M.	16.5	B	16.5	B	0.0	NO	16.5	B	0.0	NO
36.	Sepulveda Boulevard & Grand Avenue	A.M.	18.3	B	18.3	B	0.0	NO	18.3	B	0.0	NO
		P.M.	24.4	C	24.4	C	0.0	NO	24.4	C	0.0	NO
37.	Sepulveda Boulevard & El Segundo Boulevard	A.M.	21.3	C	21.8	C	0.5	NO	21.8	C	0.5	NO
		P.M.	30.2	C	30.4	C	0.2	NO	30.4	C	0.2	NO
38.	Sepulveda Boulevard & Rosecrans Avenue	A.M.	23.1	C	23.1	C	0.0	NO	23.1	C	0.0	NO
		P.M.	32.8	C	33.3	C	0.5	NO	33.3	C	0.5	NO
41.	I-405 Southbound Ramps & La Tijera Boulevard	A.M.	17.3	B	17.3	B	0.0	NO	17.2	B	-0.1	NO
		P.M.	20.6	C	20.5	C	-0.1	NO	20.5	C	-0.1	NO
42.	I-405 Northbound Ramps & La Tijera Boulevard	A.M.	19.7	B	19.5	B	-0.2	NO	19.5	B	-0.2	NO
		P.M.	20.0	B	19.9	B	-0.1	NO	19.9	B	-0.1	NO
64.	I-405 Northbound Ramps & Century Boulevard	A.M.	17.2	B	17.3	B	0.1	NO	17.3	B	0.1	NO
		P.M.	14.3	B	14.3	B	0.0	NO	14.3	B	0.0	NO
74.	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	19.8	B	19.9	B	0.1	NO	19.9	B	0.1	NO
		P.M.	17.1	B	17.4	B	0.3	NO	17.4	B	0.3	NO
75.	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	10.4	B	14.9	B	4.5	NO	14.9	B	4.5	NO
		P.M.	13.6	B	13.3	B	-0.3	NO	13.3	B	-0.3	NO
81.	I-405 Southbound Ramps & Jefferson Boulevard	A.M.	19.8	B	19.6	B	-0.2	NO	19.6	B	-0.2	NO
		P.M.	16.4	B	16.4	B	0.0	NO	16.4	B	0.0	NO
82.	I-405 Northbound Ramps & Jefferson Boulevard	A.M.	21.3	C	21.1	C	-0.2	NO	21.1	C	-0.2	NO
		P.M.	27.1	C	27.2	C	0.1	NO	27.2	C	0.1	NO
93.	Lincoln Boulevard & Loyola Boulevard	A.M.	5.1	A	5.2	A	0.1	NO	5.2	A	0.1	NO
		P.M.	4.9	A	9.0	A	4.1	NO	8.8	A	3.9	NO
103.	Lincoln Boulevard & Rose Avenue	A.M.	19.0	B	18.9	B	-0.1	NO	19.0	B	0.0	NO
		P.M.	14.6	B	14.7	B	0.1	NO	14.7	B	0.1	NO
104.	Culver Boulevard & SR-90 WB Ramps	A.M.	20.5	C	20.8	C	0.3	NO	20.8	C	0.3	NO
		P.M.	32.1	C	31.9	C	-0.2	NO	31.9	C	-0.2	NO
105.	Culver Boulevard & SR-90 EB Ramps	A.M.	7.5	A	7.4	A	-0.1	NO	7.4	A	-0.1	NO
		P.M.	14.9	B	15.9	B	1.0	NO	15.9	B	1.0	NO
106.	I-405 SB Ramps & Howard Hughes Parkway	A.M.	14.0	B	14.3	B	0.3	NO	14.3	B	0.3	NO
		P.M.	9.8	A	9.9	A	0.1	NO	10.0	A	0.2	NO
107.	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	4.3	A	4.3	A	0.0	NO	4.3	A	0.0	NO
		P.M.	14.8	B	14.2	B	-0.6	NO	14.2	B	-0.6	NO

TABLE E-12
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS - CALTRANS FACILITIES

No.	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	25.9 30.7	C C	26.0 31.0	C C	0.1 0.3	NO NO	26.0 31.0	C C	0.1 0.3	NO NO
2.	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	26.7 32.2	C C	26.8 32.4	C C	0.1 0.2	NO NO	26.8 32.4	C C	0.1 0.2	NO NO
3.	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	14.7 14.6	B B	14.9 14.5	B B	0.2 -0.1	NO NO	14.9 14.5	B B	0.2 -0.1	NO NO
4.	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	15.0 15.4	B B	14.8 15.5	B B	-0.2 0.1	NO NO	14.8 15.5	B B	-0.2 0.1	NO NO
5.	Lincoln Boulevard & Bali Way	A.M. P.M.	12.9 16.1	B B	12.8 16.3	B B	-0.1 0.2	NO NO	12.8 16.3	B B	-0.1 0.2	NO NO
6.	Lincoln Boulevard & Mindanao Way	A.M. P.M.	23.7 30.8	C C	23.8 31.1	C C	0.1 0.3	NO NO	23.8 31.1	C C	0.1 0.3	NO NO
7.	Lincoln Boulevard & Fiji Way	A.M. P.M.	13.2 16.8	B B	13.2 16.9	B B	0.0 0.1	NO NO	13.2 16.9	B B	0.0 0.1	NO NO
8.	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	21.0 20.6	C C	21.8 21.0	C C	0.8 0.4	NO NO	21.8 21.0	C C	0.8 0.4	NO NO
9.	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	6.9 5.8	A A	8.6 6.5	A A	1.7 0.7	NO NO	8.5 6.5	A A	1.6 0.7	NO NO
10.	Lincoln Boulevard & LMU Drive	A.M. P.M.	6.2 9.6	A A	5.9 9.3	A A	-0.3 -0.3	NO NO	5.9 9.3	A A	-0.3 -0.3	NO NO
11.	Lincoln Boulevard & 83rd Street	A.M. P.M.	17.5 14.1	B B	16.8 13.9	B B	-0.7 -0.2	NO NO	16.9 13.8	B B	-0.6 -0.3	NO NO
12.	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	26.7 26.4	C C	27.8 26.8	C C	1.1 0.4	NO NO	24.0 23.6	C C	-2.7 -2.8	NO NO
13.	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	4.0 5.3	A A	3.7 4.8	A A	-0.3 -0.5	NO NO	3.7 4.8	A A	-0.3 -0.5	NO NO
31.	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	14.7 17.4	B B	14.5 18.4	B B	-0.2 1.0	NO NO	14.5 18.3	B B	-0.2 0.9	NO NO
32.	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	6.8 10.8	A B	7.0 10.7	A B	0.2 -0.1	NO NO	6.9 10.7	A B	0.1 -0.1	NO NO
33.	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	27.2 28.7	C C	35.7 32.6	D C	8.5 3.9	NO NO	35.2 32.5	D C	8.0 3.8	NO NO
34.	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	25.7 42.1	C D	27.2 43.4	C D	1.5 1.3	NO NO	23.3 31.7	C C	-2.4 -10.4	NO NO

TABLE E-12 (continued)
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS - CALTRANS FACILITIES

No.	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
35.	Sepulveda Boulevard & Mariposa Avenue	A.M.	15.7	B	15.7	B	0.0	NO	15.7	B	0.0	NO
		P.M.	18.5	B	18.6	B	0.1	NO	18.6	B	0.1	NO
36.	Sepulveda Boulevard & Grand Avenue	A.M.	19.7	B	19.7	B	0.0	NO	19.7	B	0.0	NO
		P.M.	26.2	C	26.3	C	0.1	NO	26.3	C	0.1	NO
37.	Sepulveda Boulevard & El Segundo Boulevard	A.M.	22.4	C	22.7	C	0.3	NO	22.7	C	0.3	NO
		P.M.	31.4	C	31.6	C	0.2	NO	31.6	C	0.2	NO
38.	Sepulveda Boulevard & Rosecrans Avenue	A.M.	23.8	C	23.9	C	0.1	NO	23.8	C	0.0	NO
		P.M.	35.5	D	36.3	D	0.8	NO	36.3	D	0.8	NO
41.	I-405 Southbound Ramps & La Tijera Boulevard	A.M.	17.3	B	17.4	B	0.1	NO	17.4	B	0.1	NO
		P.M.	20.3	C	20.2	C	-0.1	NO	20.2	C	-0.1	NO
42.	I-405 Northbound Ramps & La Tijera Boulevard	A.M.	20.7	C	20.6	C	-0.1	NO	20.6	C	-0.1	NO
		P.M.	19.9	B	19.9	B	0.0	NO	19.9	B	0.0	NO
64.	I-405 Northbound Ramps & Century Boulevard	A.M.	16.6	B	16.8	B	0.2	NO	16.8	B	0.2	NO
		P.M.	14.6	B	14.4	B	-0.2	NO	14.4	B	-0.2	NO
74.	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	19.5	B	19.8	B	0.3	NO	19.8	B	0.3	NO
		P.M.	17.5	B	17.8	B	0.3	NO	17.8	B	0.3	NO
75.	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	16.2	B	16.2	B	0.0	NO	16.2	B	0.0	NO
		P.M.	13.7	B	13.4	B	-0.3	NO	13.4	B	-0.3	NO
81.	I-405 Southbound Ramps & Jefferson Boulevard	A.M.	19.1	B	19.0	B	-0.1	NO	19.0	B	-0.1	NO
		P.M.	16.5	B	16.5	B	0.0	NO	16.5	B	0.0	NO
82.	I-405 Northbound Ramps & Jefferson Boulevard	A.M.	20.9	C	20.7	C	-0.2	NO	20.8	C	-0.1	NO
		P.M.	28.3	C	28.4	C	0.1	NO	28.4	C	0.1	NO
93.	Lincoln Boulevard & Loyola Boulevard	A.M.	5.2	A	5.4	A	0.2	NO	5.4	A	0.2	NO
		P.M.	5.0	A	9.0	A	4.0	NO	8.8	A	3.8	NO
103.	Lincoln Boulevard & Rose Avenue	A.M.	24.0	C	24.0	C	0.0	NO	24.0	C	0.0	NO
		P.M.	20.7	C	21.1	C	0.4	NO	21.0	C	0.3	NO
104.	Culver Boulevard & SR-90 WB Ramps	A.M.	21.4	C	21.7	C	0.3	NO	21.7	C	0.3	NO
		P.M.	34.8	C	34.6	C	-0.2	NO	34.6	C	-0.2	NO
105.	Culver Boulevard & SR-90 EB Ramps	A.M.	7.8	A	7.5	A	-0.3	NO	7.5	A	-0.3	NO
		P.M.	15.3	B	16.3	B	1.0	NO	16.3	B	1.0	NO
106.	I-405 SB Ramps & Howard Hughes Parkway	A.M.	14.2	B	14.6	B	0.4	NO	14.5	B	0.3	NO
		P.M.	9.9	A	10.1	B	0.2	NO	10.1	B	0.2	NO
107.	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	4.3	A	4.2	A	-0.1	NO	4.3	A	0.0	NO
		P.M.	15.0	B	14.4	B	-0.6	NO	14.5	B	-0.5	NO

TABLE E-13
ON-RAMPS EVALUATION - YEAR 2012

No.	Intersection	Ramp Description	Number of Lanes	Peak Hour	Existing Conditions [a]		Existing with Project Conditions		Existing with Project with Mitigation Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
105.	Culver Boulevard & CA-90 EB On-Ramp	CA-90 Eastbound On-ramp from Culver Boulevard	2	A.M. P.M.	983 420	NO NO	1,011 538	NO NO	1,010 534	NO NO
75.	Centinela Avenue & CA-90 EB On-Ramp	CA-90 Eastbound On-ramp from Centinela Avenue	2	A.M. P.M.	662 894	NO NO	681 973	NO NO	662 894	NO NO
33.	Sepulveda Boulevard & I-105 EB On-ramp	I-105 Eastbound On-ramp from Southbound Sepulveda Boulevard	2 [b]	A.M. P.M.	1,378 2,028	NO NO	1,423 2,218	NO NO	1,422 2,212	NO NO
106.	Howard Hughes Parkway & I-405 NB On-ramps	I-405 Northbound On-Ramp from Howard Hughes Parkway	2	A.M. P.M.	757 654	NO NO	776 733	NO NO	775 730	NO NO
42.	La Tijera Boulevard & I-405 NB On-ramps	I-405 Northbound On-Ramp from La Tijera Boulevard	2	A.M. P.M.	655 418	NO NO	663 451	NO NO	663 450	NO NO
N/A	La Cienega Boulevard & I-405 SB On-ramps	I-405 Southbound On-Ramp n/o Century Boulevard	2	A.M. P.M.	275 310	NO NO	279 328	NO NO	279 327	NO NO

Notes:

On-ramp capacity is 900 vehicles per hour per lane, except as noted below.

[a] Existing on-ramp traffic volumes derived from turning movement counts and Caltrans ramp data.

[b] On-ramp capacity is 1,500 vehicles per hour per lane.

TABLE E-14
ON-RAMPS EVALUATION - YEAR 2022

No.	Intersection	Ramp Description	Number of Lanes	Peak Hour	Future without Project Conditions		Future with Project Conditions		Future with Project with Mitigation Conditions	
					Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?	Vehicles per Hour	Exceeds Capacity?
105.	Culver Boulevard & CA-90 EB On-Ramp	CA-90 Eastbound On-ramp from Culver Boulevard	2	A.M. P.M.	1,077 460	NO NO	1,105 578	NO NO	1,104 574	NO NO
75.	Centinela Avenue & CA-90 EB On-Ramp	CA-90 Eastbound On-ramp from Centinela Avenue	2	A.M. P.M.	691 938	NO NO	710 1,017	NO NO	691 938	NO NO
33.	Sepulveda Boulevard & I-105 EB On-ramp	I-105 Eastbound On-ramp from Southbound Sepulveda Boulevard	2 [a]	A.M. P.M.	1,378 2,043	NO NO	1,423 2,233	NO NO	1,422 2,227	NO NO
106.	Howard Hughes Parkway & I-405 NB On-ramps	I-405 Northbound On-Ramp from Howard Hughes Parkway	2	A.M. P.M.	829 717	NO NO	848 796	NO NO	847 793	NO NO
42.	La Tijera Boulevard & I-405 NB On-ramps	I-405 Northbound On-Ramp from La Tijera Boulevard	2	A.M. P.M.	731 461	NO NO	739 494	NO NO	739 493	NO NO
N/A	La Cienega Boulevard & I-405 SB On-ramps	I-405 Southbound On-Ramp n/o Century Boulevard	2	A.M. P.M.	305 344	NO NO	309 362	NO NO	309 361	NO NO

Notes:

On-ramp capacity is 900 vehicles per hour per lane, except as noted below.

[a] On-ramp capacity is 1,500 vehicles per hour per lane.

TABLE E-15
OFF-RAMPS EVALUATION

No.	Intersection	Ramp and Lane Description	Vehicle Storage Capacity (Car Lengths)	Peak Hour	Existing Conditions (Year 2012)		Existing with Project Conditions (Year 2012)		Future without Project Conditions (Year 2022)		Future with Project Conditions (Year 2022)	
					85th Percentile Vehicle Queue Length	Exceeds Capacity?	85th Percentile Vehicle Queue Length	Exceeds Capacity?	85th Percentile Vehicle Queue Length	Exceeds Capacity?	85th Percentile Vehicle Queue Length	Exceeds Capacity?
104.	Culver Boulevard & CA-90 EB Off-ramp	CA-90 Eastbound Off-ramp to Culver Boulevard										
		Left-Turn Lane	20	A.M. P.M.	5 14		5 14		5 17		6 17	
		Through Lane	20	A.M. P.M.	6 3		6 3		7 3		7 3	
		Shared Through/Right-Turn Lane	10	A.M. P.M.	6 3		6 3		7 3		7 3	
		Ramp	31	A.M. P.M.	0 0	NO NO	0 0	NO NO	0 0	NO NO	0 0	NO NO
74.	Centinela Avenue & CA-90 EB Off-ramp	CA-90 Eastbound Off-ramp to Centinela Avenue										
		Left-Turn Lane	19	A.M. P.M.	3 3		4 4		4 3		5 4	
		Shared Left-Turn/Through/Right-Turn Lane	29	A.M. P.M.	8 9		9 9		9 10		10 10	
		Right-Turn Lane	29	A.M. P.M.	6 7		6 7		7 7		7 8	
		Ramp	21	A.M. P.M.	0 0	NO NO	0 0	NO NO	0 0	NO NO	0 0	NO NO
33.	Sepulveda Boulevard & I-105 WB Off-Ramp	I-105 Westbound Off-ramp to Northbound Sepulveda Boulevard										
		Right-Turn Lanes (3)	207	A.M. P.M.	31 37		37 43		32 37		37 43	
		Ramp	0	A.M. P.M.	0 0	NO NO	0 0	NO NO	0 0	NO NO	0 0	NO NO
106.	Howard Hughes Parkway & I-405 SB Off-ramp	I-405 Southbound Off-ramp to Howard Hughes Parkway										
		Left-Turn Lane	7	A.M. P.M.	0 0		0 0		0 0		0 0	
		Right-Turn Lanes (2)	82	A.M. P.M.	2 2		2 2		2 3		2 3	
		Ramp	15	A.M. P.M.	0 0	NO NO	0 0	NO NO	0 0	NO NO	0 0	NO NO
41.	La Tijera Boulevard & I-405 SB Off-ramp	I-405 Southbound Off-ramp to La Tijera Boulevard										
		Shared Left-Turn/Right-Turn Lane	19	A.M. P.M.	7 12		8 12		8 12		9 13	
		Right-Turn Lane	19	A.M. P.M.	5 6		6 6		6 6		6 7	
		Ramp	32	A.M. P.M.	0 0	NO NO	0 0	NO NO	0 0	NO NO	0 0	NO NO
50.	Manchester Avenue & I-405 NB Off-Ramp	I-405 Northbound Off-ramp to Manchester Avenue										
		Left-Turn Lane	29	A.M. P.M.	5 5		6 6		6 6		7 6	
		Shared Left-Turn/Through/Right-Turn Lane	29	A.M. P.M.	12 17		13 18		14 20		14 21	
		Right-Turn Lane	5	A.M. P.M.	2 5		2 5		3 5		3 5	
		Ramp	28	A.M. P.M.	0 1	NO NO	0 1	NO NO	0 1	NO NO	0 1	NO NO
64.	Century Boulevard & I-405 NB Off-Ramp	I-405 Northbound Off-ramp to Century Boulevard										
		Left-Turn Lanes (2)	36	A.M. P.M.	9 4		9 5		10 5		11 5	
		Right-Turn Lane	18	A.M. P.M.	2 9		2 9		2 9		2 9	
		Ramp	60	A.M. P.M.	0 0	NO NO	0 0	NO NO	0 0	NO NO	0 0	NO NO

Appendix F

Project Alternatives

Project Alternatives

This Appendix presents the results of an analysis of alternatives to the proposed Project to support the EIR. The land use plans and assumptions for each alternative as well as expected traffic impacts of the alternatives in relation to those of the Project are discussed in this Appendix. The analysis for each alternative follows the format established for the analysis of Project impacts in Chapters 7 and 8 under Existing and Future conditions. Additionally, assessments of the potential impacts of each alternative, and a comparison to Project impacts are included for the following analyses, found in the Chapters indicated:

- Los Angeles County Congestion Management Program (Chapter 9)
- Parking (Chapter 11)
- Neighborhood Intrusion (Chapter 12)
- Construction (Chapter 13)

PROJECT ALTERNATIVES

Five alternatives to the proposed Project were identified. They are listed below, and their land use plans are summarized in Table F-1:

- Alternative 1 – No Project Alternative (Existing Conditions)
- Alternative 2 – No Project Alternative (Planned Development)
- Alternative 3 – Reduced Density Alternative
- Alternative 4 – Reduced Retail Alternative
- Alternative 5 – Cargo Alternative

A description and analysis of each alternative, including land uses, trip generation estimates, and projected traffic impacts from each Alternative are provided in the following sections. Trip generation rates, distribution patterns, and analysis assumptions were developed using the same methodology described in Chapter 3. The same transportation mitigation program outlined for the Project was applied to the Alternatives.

The analysis of each alternative assessed the same conditions for study intersections as those presented for the Project in Chapters 5 through 8. The following scenarios were analyzed for significant traffic impacts as measured against Existing without Project (year 2012) and Future without Project (year 2022) conditions:

- Existing with Alternative (Year 2012) Conditions
- Existing with Alternative with Mitigation (Year 2012) Conditions
- Future with Alternative (Year 2022) Conditions
- Future with Alternative with Mitigation (Year 2022) Conditions

ALTERNATIVE 1 – NO PROJECT ALTERNATIVE (EXISTING CONDITIONS)

Alternative 1 assumes that the proposed Project would not be implemented and there would be no change to the existing use of the Project Site. CEQA guidelines state that the "No Project" alternative should include "what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services." Alternative 1 includes the existing development at the Site at the time of the NOP.

The existing and future intersection operating conditions under Alternative 1 are identical to the Existing without Project (year 2012) conditions described in Chapter 2 and the Future without Project (year 2022) conditions described in Chapter 3. Alternative 1 would not generate any new traffic on the street network and would not result in significant traffic impacts. Under Alternative 1, the mitigation measures outlined in Chapter 8 would not be implemented. Alternative 1 would not change the Project Site from its existing condition, and therefore would not have significant traffic impacts of any type.

ALTERNATIVE 2 – NO PROJECT ALTERNATIVE (PLANNED DEVELOPMENT)

Alternative 2 includes what would occur at the Project Site based on current plans, according to the adopted LAX Specific Plan and the LAX Northside Design Plan and Development

Guidelines, should the Project not be approved. As shown in Table F-1, Alternative 2 would consist of a net new development of 1.58 million sf of office, 1.17 million sf of research and development, 750,000 sf of airport support, 130,000 sf of retail, and 870,000 sf of hotel. Alternative 2 would permit up to 4.5 million sf of development with a vehicle cap of 3,922 morning peak hour trips and 4,421 afternoon peak hour trips, as allowed for under the LAX Specific Plan. Alternative 2 represents a significant increase in development compared to the proposed Project.

Alternative 2 Trip Generation

Alternative 2 trip generation estimates were based on the rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) and the vehicle cap prescribed under the LAX Specific Plan. As shown in Table F-2, Alternative 2 is estimated to generate approximately 37,834 daily trips on a typical weekday, including 3,922 morning peak hour trips (3,176 inbound, 746 outbound) and 4,421 afternoon peak hour trips (1,201 inbound, 3,220 outbound).

Existing with Alternative 2 (Year 2012) Conditions

Table F-3 shows the results of the intersection impact analysis when the Existing with Alternative 2 (year 2012) conditions are measured against the Existing (year 2012) conditions. As shown in Table F-3, Alternative 2 is anticipated to result in significant impacts at 30 of the 108 study intersections during either the morning or afternoon peak hour. The remaining 78 intersections would not be impacted under Existing with Alternative 2 conditions.

Existing with Alternative 2 with Mitigation (Year 2012) Conditions

As shown in Table F-3, Alternative 2 is anticipated to result in residual impacts at 15 study intersections during either the morning or afternoon peak hours after implementation of the mitigation program. The remaining 93 study intersections would not be impacted under Existing with Alternative 2 with Mitigation conditions. Additional mitigation measures would be necessary to reduce the impact of Alternative 2 if it were implemented. The proposed Project's significant intersection impacts in Year 2012 would be greater under Alternative 2.

Future with Alternative 2 (Year 2022) Conditions

Table F-4 shows the results of the intersection impact analysis when the Future with Alternative 2 (year 2022) conditions are measured against the Future without Project (year 2022) conditions. As shown in Table F-4, Alternative 2 is anticipated to result in significant impacts at 44 of the 108 study intersections during either the morning or afternoon peak hour. The remaining 64 intersections would not be impacted under Future with Alternative 2 conditions.

Future with Alternative 2 with Mitigation (Year 2022) Conditions

As shown in Table F-4, Alternative 2 is anticipated to result in residual impacts at 22 study intersections during either the morning or afternoon peak hours after implementation of the mitigation program. The remaining 86 study intersections would not be impacted under Future with Alternative 2 with Mitigation conditions. Additional mitigation measures would be necessary to reduce the impact of Alternative 2 if it were implemented. The proposed Project's significant intersection impacts in Year 2022 would be greater under Alternative 2.

CMP Arterial Analysis

The table below summarizes the peak hour traffic volumes expected at the CMP monitoring locations within and around the Study Area with implementation of Alternative 2. Peak hour traffic volumes for the monitoring locations outside the Study Area were estimated using the methodology described in Chapter 9. The peak hour traffic volumes expected at each CMP arterial monitoring intersection are as follows:

No.	Intersection	Peak Hour Trips		Requires CMP Analysis?
		A.M.	P.M.	
1.	Lincoln Boulevard & Venice Boulevard	85	96	**Yes**
4.	Lincoln Boulevard & SR-90 Ramps	159	179	**Yes**
12.	Lincoln Boulevard & Manchester Avenue	1,037	1,141	**Yes**
28.	Sepulveda Boulevard & Manchester Avenue	488	540	**Yes**
31.	Sepulveda Boulevard & Lincoln Boulevard	981	1,105	**Yes**
37.	Sepulveda Boulevard & El Segundo Boulevard	220	248	**Yes**
38.	Sepulveda Boulevard & Rosecrans Avenue	194	219	**Yes**
45.	La Cienega & Centinela Avenue	78	137	**Yes**
53.	La Brea Avenue & Manchester Avenue	91	104	**Yes**
88.	La Cienega Boulevard & Stocker Street	133	150	**Yes**
--	Lincoln Boulevard & Pico Boulevard	30	34	No
--	Venice Boulevard & Centinela Avenue	8	10	No
--	La Cienega Boulevard & Jefferson Boulevard	80	67	**Yes**
--	La Cienega Boulevard & Venice Boulevard	51	42	**Yes**
--	Overland Avenue & Venice Boulevard	8	10	No
--	Crenshaw Boulevard & Manchester Avenue	24	27	No
--	PCH & Artesia Boulevard/Gould Street	61	69	**Yes**

Similar to the Project, Alternative 2 is anticipated to add 50 or more peak hour trips to the 10 CMP arterial monitoring stations which are study intersections. Alternative 2 would also add 50 or more peak hour trips to three arterial monitoring locations outside of the Study Area. As no traffic count data is available for these three locations, impacts were assessed on a worst-case basis – that is, assuming that each of those locations would operate at LOS F and that Alternative 2 traffic would add to the critical movements of each intersection. Using these assumptions as well as the lane configuration and signal phasing at each intersection, a worst-case incremental increase in V/C ratio can be calculated. After applying this methodology, the incremental V/C increase resulting from Alternative 2 would be less than 0.02 (the minimum to trigger an impact) at each of the three outlying CMP arterial monitoring locations. Therefore, no CMP arterial impact would occur as a result of Alternative 2 at any of those three locations under Existing with Alternative 2 conditions or Future with Alternative 2 conditions.

Table F-5 shows the results of the CMP impact analysis at the 10 CMP arterial monitoring locations within the Study Area for Existing with Alternative 2 (year 2012) conditions and Table

F-6 shows the results for the Future with Alternative 2 (year 2022) conditions. As shown in Tables F-5 and F-6, Alternative 2 is projected to result in a significant impact at the intersection of Sepulveda Boulevard & El Segundo Boulevard during the afternoon peak hour under Existing with Alternative 2 (year 2012) and Future with Alternative 2 (year 2022) conditions, and Sepulveda Boulevard & Rosecrans Avenue during the afternoon peak hour under Existing with Alternative 2 (year 2012) and Future with Alternative 2 (year 2022) conditions.

After implementation of the Project mitigation program described in Chapter 8, Alternative 2 would still result in a residual impact at the intersection of Sepulveda Boulevard & El Segundo Boulevard during the afternoon peak hour under Future with Alternative 2 with Mitigation (year 2022) conditions and Sepulveda Boulevard & Rosecrans Avenue during the afternoon peak hour under both Existing with Alternative 2 with Mitigation (year 2012) and Future with Alternative 2 with Mitigation (year 2022) conditions. The proposed Project's CMP arterial monitoring station impacts would be greater under Alternative 2 compared to no impacts under the Project.

CMP Freeway Analysis

The peak hour traffic volumes expected at each mainline freeway monitoring location within and around the Study Area are as follows:

Mainline Freeway Monitoring Location	Peak Hour Trips		Requires CMP Analysis?
	A.M.	P.M.	
I-405 North of La Tijera Avenue			
Northbound	14	60	No
Southbound	59	22	No
I-405 North of Venice Boulevard			
Northbound	69	298	**Yes**
Southbound	294	111	**Yes**
I-405 North of Inglewood Avenue			
Northbound	206	78	**Yes**
Southbound	48	209	**Yes**
I-105 East of Sepulveda Boulevard			
Eastbound	83	358	**Yes**
Westbound	353	134	**Yes**
I-105 East of Crenshaw Boulevard			
Eastbound	53	229	**Yes**
Westbound	226	86	**Yes**

Alternative 2 would add 150 or more peak hour trips to four of the freeway monitoring locations in either direction. Table F-7 summarizes the results of the CMP freeway location analysis for the Existing with Alternative 2 (year 2012) conditions and Table F-8 summarizes the results of the analysis for the Future with Alternative 2 (year 2022) conditions. As shown in Tables F-7 and F-8, one of the freeway monitoring locations would be impacted by Alternative 2 traffic under both Existing and Future conditions before and after mitigation during the afternoon peak hour, one would be impacted by Alternative 2 traffic under Future conditions before and after mitigation during the morning peak hour, and one would be impacted by Alternative 2 traffic under Future conditions before and after mitigation during the afternoon peak hour. The proposed Project's CMP freeway impacts would be greater under Alternative 2 compared to no impacts under the Project.

CMP Transit Analysis

As shown in Table F-9, Alternative 2 would generate approximately 412 morning peak hour transit trips and 464 afternoon peak hour transit trips, which is less than the existing and

projected future residual transit capacity. Therefore, Alternative 2 would not result in a significant impact on the regional transit system, like the proposed Project.

Additional measures would be necessary to mitigate the impacts at the arterial and freeway monitoring locations if Alternative 2 were implemented.

Parking

According to Los Angeles Municipal Code (LAMC) requirements, Alternative 2 would require approximately 6,299 parking spaces, as shown in Table F-10. Like the Project, Alternative 2 would provide sufficient parking to meet LAMC parking demand.

Neighborhood Intrusion

The neighborhood intrusion impact criteria developed by LADOT was used to identify potential neighborhood impacts from Alternative 2 traffic. Alternative 2 would add 1,200 or more daily trips to the following six arterial corridors before implementation of the mitigation program:

- Lincoln Boulevard between Mindanao Way and Sepulveda Boulevard
- Sepulveda Boulevard between Howard Hughes Boulevard and El Segundo Boulevard
- La Tijera Boulevard between Westchester Parkway and La Cienega Boulevard
- Manchester Avenue between Falmouth Avenue and La Cienega Boulevard
- Westchester Parkway/Arbor Vitae Street between Pershing Drive and Inglewood Avenue
- Centinela Avenue between SR-90 and La Cienega Boulevard

The following intersections along the identified corridors would operate at LOS E or F during at least one of the analyzed peak hours:

28. Sepulveda Boulevard & Manchester Avenue
29. Sepulveda Boulevard & La Tijera Avenue
30. Sepulveda Boulevard & Westchester Parking
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway

34. Sepulveda Boulevard & Imperial Highway
36. Sepulveda Boulevard & Grand Avenue
37. Sepulveda Boulevard & El Segundo Boulevard
46. Airport Boulevard & Manchester Avenue
47. Aviation Boulevard/Florence Avenue & Manchester Avenue
49. La Cienega Boulevard & Manchester Avenue

As under the Project analysis presented in Chapter 12, the corridors of Sepulveda Boulevard and Manchester Avenue should be examined for alternative routes through residential neighborhoods. However, neither Sepulveda Boulevard nor Manchester Avenue has parallel local streets that would serve this purpose. Therefore, based on LADOT's standard criteria, no potential neighborhood intrusion impacts are identified under Alternative 2.

Construction

Alternative 2 represents an increase in scale and scope of development compared to the Project. Therefore, peak construction activity is expected to be greater than that of the Project. In addition to the implementation of the Project mitigation measures, which includes a construction traffic management plan, Alternative 2 would require additional mitigation measures for construction impacts to intersection operations to be less than significant. However, similar to the proposed Project, Alternative 2 could result in the temporary loss of on-street parking, lane closure, and sidewalk closure. The proposed Project's construction impact would be less than significant under Alternative 2, as under the Project.

ALTERNATIVE 3 – REDUCED DENSITY ALTERNATIVE

The goal of Alternative 3 is to reduce the significant impacts of the Project by reducing total development program by one-third as compared to Project development. As shown in Table F-1, Alternative 3 would consist of a net new development of 441,667 sf of office, 408,333 sf of research and development, 400,000 sf of airport support, 126,666 sf of retail, 150,000 sf of community and civic uses, and 20,000 sf of service. Alternative 3 represents a significant decrease in development compared to the proposed Project

Alternative 3 Trip Generation

Alternative 3 trip generation estimates were based on the rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). As shown in Table F-11, Alternative 3 is estimated to generate approximately 15,485 daily trips on a typical weekday, including 1,433 morning peak hour trips (1,139 inbound, 294 outbound) and 1,647 afternoon peak hour trips (428 inbound, 1,219 outbound).

Existing with Alternative 3 (Year 2012) Conditions

Table F-12 shows the results of the intersection impact analysis when the Existing with Alternative 3 (year 2012) conditions are measured against the Existing (year 2012) conditions. As shown in Table F-12, Alternative 3 is anticipated to result in significant impacts at six of the 108 study intersections during either the morning or afternoon peak hour. The remaining 102 intersections would not be impacted under Existing with Alternative 3 conditions.

Existing with Alternative 3 with Mitigation (Year 2012) Conditions

As shown in Table F-12, Alternative 3 is anticipated to result in residual impacts at one study intersection during either the morning or afternoon peak hours after implementation of the mitigation program. The remaining 107 study intersections would not be impacted under Existing with Alternative 3 with Mitigation conditions. The proposed Project's significant intersection impacts in Year 2012 would be less under Alternative 3.

Future with Alternative 3 (Year 2022) Conditions

Table F-13 shows the results of the intersection impact analysis when the Future with Alternative 3 (year 2022) conditions are measured against the Future without Project (year 2022) conditions. As shown in Table F-13, Alternative 3 is anticipated to result in significant impacts at 11 of the 108 study intersections during either the morning or afternoon peak hour. The remaining 97 intersections are not projected to be impacted under Future with Alternative 3 conditions.

Future with Alternative 3 with Mitigation (Year 2022) Conditions

As shown in Table F-13, Alternative 3 is anticipated to result in residual impacts at one study intersection during either the morning or afternoon peak hours after implementation of the mitigation program. The remaining 107 study intersections would not be impacted under Future with Alternative 3 with Mitigation conditions. The proposed Project's significant intersection impacts in Year 2022 would be less under Alternative 3.

CMP Arterial Analysis

The table below summarizes the number of peak hour traffic volumes expected at the CMP monitoring locations within the around the Study Area with implementation of Alternative 3. Peak hour traffic volumes for the monitoring locations outside the Study Area were estimated using the methodology described in Chapter 9. The peak hour traffic volumes expected at each CMP arterial monitoring intersection are as follows:

No.	Intersection	Peak Hour Trips		Requires CMP Analysis?
		A.M.	P.M.	
1.	Lincoln Boulevard & Venice Boulevard	30	37	NO
4.	Lincoln Boulevard & SR-90 Ramps	58	66	**YES**
12.	Lincoln Boulevard & Manchester Avenue	426	465	**YES**
28.	Sepulveda Boulevard & Manchester Avenue	199	218	**YES**
31.	Sepulveda Boulevard & Lincoln Boulevard	358	412	**YES**
37.	Sepulveda Boulevard & El Segundo Boulevard	81	94	**YES**
38.	Sepulveda Boulevard & Rosecrans Avenue	71	83	**YES**
45.	La Cienega & Centinela Avenue	29	50	**YES**
53.	La Brea Avenue & Manchester Avenue	34	39	NO
88.	La Cienega Boulevard & Stocker Street	48	55	**YES**
--	Lincoln Boulevard & Pico Boulevard	11	13	NO
--	Venice Boulevard & Centinela Avenue	3	4	NO
--	La Cienega Boulevard & Jefferson Boulevard	29	24	NO
--	La Cienega Boulevard & Venice Boulevard	18	15	NO
--	Overland Avenue & Venice Boulevard	3	4	NO

--	Crenshaw Boulevard & Manchester Avenue	9	10	NO
--	PCH & Artesia Boulevard/Gould Street	22	26	NO

Alternative 3 is anticipated to add 50 or more peak hour trips to eight of the 10 CMP arterial monitoring station within the Study Area. Alternative 3 would not add more than 50 trips to the CMP arterial monitoring locations outside of the Study Area.

Table F-14 shows the results of the CMP impact analysis at the eight CMP arterial monitoring locations for the Existing with Alternative 3 (year 2012) conditions and Table F-15 shows the results of the analysis for the Future with Alternative 5 (year 2022) conditions. As shown in Tables F-14 and F-15, Alternative 3 is not projected to result in a significant impact at any of the CMP arterial monitoring locations under Existing or Future conditions. This is the same as under Project conditions.

CMP Freeway Analysis

The peak hour traffic volumes expected at each mainline freeway monitoring location within and around the Study Area are as follows:

Mainline Freeway Monitoring Location	Peak Hour Trips		Requires CMP Analysis?
	A.M.	P.M.	
I-405 North of La Tijera Avenue			
Northbound	5	23	No
Southbound	21	8	No
I-405 North of Venice Boulevard			
Northbound	27	113	No
Southbound	106	40	No
I-405 North of Inglewood Avenue			
Northbound	74	28	No
Southbound	19	79	No
I-105 East of Sepulveda Boulevard			
Eastbound	33	136	No
Westbound	127	48	No
I-105 East of Crenshaw Boulevard			

Eastbound	21	87	No
Westbound	81	30	No

Alternative 3 would not add 150 or more peak hour trips to any of the five freeway monitoring locations in either direction. Therefore, no further analysis is required and no impact would occur, as under Project conditions.

CMP Transit Analysis

As shown in Table F-16, Alternative 3 would generate approximately 150 morning peak hour transit trips and 173 afternoon peak hour transit trips, which is less than the existing and projected future residual transit capacity. Therefore, Alternative 3 would not result in a significant impact on the regional transit system, as under Project conditions.

Parking

According to Los Angeles Municipal Code (LAMC) requirements, Alternative 3 would require approximately 2,670 parking spaces, as shown in Table F-17. Like the Project, Alternative 3 would provide sufficient parking to meet LAMC parking demand.

Neighborhood Intrusion

The neighborhood intrusion impact criteria developed by LADOT was used to identify potential neighborhood impacts from Alternative 3 traffic. Alternative 3 would add 1,200 or more daily trips to the following four arterial corridors before implementation of the mitigation program:

- Lincoln Boulevard between Fiji Way and Sepulveda Boulevard
- Sepulveda Boulevard between Howard Hughes Boulevard and Mariposa Avenue
- La Tijera Boulevard between Westchester Parkway and La Cienega Boulevard
- Westchester Parkway/Arbor Vitae Street between Pershing Drive and Aviation Boulevard

The following intersections along the identified corridors would operate at LOS E or F during at least one of the analyzed peak hours:

30. Sepulveda Boulevard & Westchester Parkway
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway
34. Sepulveda Boulevard & Imperial Highway
36. Sepulveda Boulevard & Grand Avenue
37. Sepulveda Boulevard & El Segundo Boulevard
46. Airport Boulevard & Manchester Avenue
49. La Cienega Boulevard & Manchester Avenue

As under the Project analysis presented in Chapter 12, the corridors of Sepulveda Boulevard and Manchester Avenue should be examined for alternative routes through residential neighborhoods. However, neither Sepulveda Boulevard nor Manchester Avenue has parallel local streets that would serve this purpose. Therefore, based on LADOT's standard criteria, no potential neighborhood intrusion impacts are identified under Alternative 3.

Construction

Alternative 3 represents a reduction in scale and scope of development compared to the Project. However, peak construction activity is conservatively assumed to be comparable to that of the Project. As with the Project, with implementation of the Project mitigation measures including a construction traffic management plan, construction impacts to intersection operations would be less than significant. However, similar to the proposed Project, Alternative 3 could result in the temporary loss of on-street parking, lane closure, and sidewalk closure. The proposed Project's construction impact would be less than significant under Alternative 3, as under the Project.

ALTERNATIVE 4 – REDUCED RETAIL ALTERNATIVE

The goal of Alternative 4 is to reduce the significant impacts of the Project by reducing the retail development proposed in the Project. As shown in Table F-1, Alternative 4 would consist of a net new development of 802,500 sf of office, 612,500 sf of research and development, 600,000 sf of airport support, 50,000 sf of restaurant, 225,000 sf of community and civic uses, and 30,000 sf of service. Alternative 4 represents a significant decrease in retail development compared to the proposed Project.

Alternative 4 Trip Generation

Alternative 4 trip generation estimates were based on the rates published in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). As shown in Table F-18, Alternative 4 is estimated to generate approximately 20,148 daily trips on a typical weekday, including 2,226 morning peak hour trips (1,806 inbound, 420 outbound) and 2,288 afternoon peak hour trips (494 inbound, 1,794 outbound).

Existing with Alternative 4 (Year 2012) Conditions

Table F-19 shows the results of the intersection impact analysis when the Existing with Alternative 4 (year 2012) conditions are measured against the Existing (year 2012) conditions. As shown in Table F-19, Alternative 4 is anticipated to result in significant impacts at nine of the 108 study intersections during either the morning or afternoon peak hour. The remaining 97 intersections would not be impacted under Existing with Alternative 4 conditions.

Existing with Alternative 4 with Mitigation (Year 2012) Conditions

As shown in Table F-19, Alternative 4 is anticipated to result in residual impacts at one study intersections during either the morning or afternoon peak hours after implementation of the mitigation program. The remaining 107 study intersections would not be impacted under

Existing with Alternative 4 with Mitigation conditions. The proposed Project's significant intersection impacts in Year 2012 would be less under Alternative 4.

Future with Alternative 4 (Year 2022) Conditions

Table F-20 shows the results of the intersection impact analysis when the Future with Alternative 4 (year 2022) conditions are measured against the Future without Project (year 2022) conditions. As shown in Table F-20, Alternative 4 is anticipated to result in significant impacts at 18 of the 108 study intersections during either the morning or afternoon peak hour. The remaining 90 intersections would not be impacted under Future with Alternative 4 conditions.

Future with Alternative 4 with Mitigation (Year 2022) Conditions

As shown in Table F-20, Alternative 4 is anticipated to result in residual impacts at three study intersections during either the morning or afternoon peak hours after implementation of the mitigation program. The remaining 105 study intersections would not be impacted under Future with Alternative 4. Additional mitigation measures would be necessary to reduce the impact of Alternative 4 if it were implemented. The proposed Project's significant intersection impacts in Year 2012 would be less under Alternative 4.

CMP Arterial Analysis

The table below summarizes the number of peak hour traffic volumes expected at the CMP monitoring locations within the around the Study Area with implementation of Alternative 4. Peak hour traffic volumes for the monitoring locations outside the Study Area were estimated using the methodology described in Chapter 9. The peak hour traffic volumes expected at each CMP arterial monitoring intersection are as follows:

No.	Intersection	Peak Hour Trips		Requires CMP Analysis?
		A.M.	P.M.	
1.	Lincoln Boulevard & Venice Boulevard	49	50	**YES**
4.	Lincoln Boulevard & SR-90 Ramps	90	93	**YES**

12.	Lincoln Boulevard & Manchester Avenue	649	652	**YES**
28.	Sepulveda Boulevard & Manchester Avenue	302	307	**YES**
31.	Sepulveda Boulevard & Lincoln Boulevard	556	573	**YES**
37.	Sepulveda Boulevard & El Segundo Boulevard	125	127	**YES**
38.	Sepulveda Boulevard & Rosecrans Avenue	111	113	**YES**
45.	La Cienega & Centinela Avenue	44	73	**YES**
53.	La Brea Avenue & Manchester Avenue	53	55	**YES**
88.	La Cienega Boulevard & Stocker Street	77	78	**YES**
--	Lincoln Boulevard & Pico Boulevard	17	18	NO
--	Venice Boulevard & Centinela Avenue	5	5	NO
--	La Cienega Boulevard & Jefferson Boulevard	46	34	NO
--	La Cienega Boulevard & Venice Boulevard	30	21	NO
--	Overland Avenue & Venice Boulevard	5	5	NO
--	Crenshaw Boulevard & Manchester Avenue	14	14	NO
--	PCH & Artesia Boulevard/Gould Street	35	36	NO

Similar to the Project, Alternative 4 is anticipated to add 50 or more peak hour trips to the 10 CMP arterial monitoring station which are study intersections. Alternative 4 would not add more than 50 peak hour trips to the CMP arterial monitoring locations outside of the Study Area.

Table F-21 shows the results of the CMP impact analysis at the 10 CMP arterial monitoring locations for the Existing with Alternative 4 (year 2012) conditions and Table F-22 shows the results for the Future with Alternative 4 (year 2022) conditions. As shown in Tables F-21 and F-22, Alternative 4 is not projected to result in a significant impact at any of the 10 CMP arterial monitoring locations under Existing or Future conditions. This is the same as under Project conditions.

CMP Freeway Analysis

The peak hour traffic volumes expected at each mainline freeway monitoring location within and around the Study Area are as follows:

Mainline Freeway Monitoring Locaton	Peak Hour Trips		Requires CMP Analysis?
	A.M.	P.M.	
I-405 North of La Tijera Avenue			
Northbound	8	34	No
Southbound	34	9	No
I-405 North of Venice Boulevard			
Northbound	39	166	**Yes**
Southbound	167	46	**Yes**
I-405 North of Inglewood Avenue			
Northbound	117	32	No
Southbound	27	117	No
I-105 East of Sepulveda Boulevard			
Eastbound	47	200	**Yes**
Westbound	201	55	**Yes**
I-105 East of Crenshaw Boulevard			
Eastbound	30	128	No
Westbound	129	35	No

Alternative 4 would add 150 or more peak hour trips to two of the freeway monitoring locations in either direction. Table F-23 summarizes the results of the CMP freeway location analysis for the Existing with Alternative 4 (year 2012) conditions and Table F-24 summarizes the results of the analysis for the Future with Alternative 4 (year 2022) conditions. As shown in Tables F-23 and F-24, one of the freeway monitoring locations (I-105 East of Sepulveda Boulevard) would be impacted by Alternative 4 traffic under both Existing and Future conditions, before and after mitigation. This is a greater impact than projected under Project conditions.

CMP Transit Analysis

As shown in Table F-25, Alternative 4 would generate approximately 234 morning peak hour transit trips and 240 afternoon peak hour transit trips, which is less than the existing and projected future residual transit capacity. Therefore, Alternative 4 would not result in a significant impact on the regional transit system, as under Project conditions.

Parking

According to Los Angeles Municipal Code (LAMC) requirements, Alternative 4 would require approximately 3,725 parking spaces, as shown in Table F-26. Like the Project, Alternative 3 would provide sufficient parking to meet LAMC parking demand.

Neighborhood Intrusion

The neighborhood intrusion impact criteria developed by LADOT was used to identify potential neighborhood impacts from Alternative 4 traffic. Alternative 4 would add 1,200 or more daily trips to the following five arterial corridors before implementation of the mitigation program

- Lincoln Boulevard between Mindanao Way and Sepulveda Boulevard
- Sepulveda Boulevard between Howard Hughes Boulevard and Grand Avenue
- La Tijera Boulevard between Westchester Parkway and La Cienega Boulevard
- Manchester Avenue between Emerson Avenue and La Cienega Boulevard
- Westchester Parkway/Arbor Vitae Street between Pershing Drive and Inglewood Avenue

The following intersections along the identified corridors would operate at LOS E or F during at least one of the analyzed peak hours:

30. Sepulveda Boulevard & Westchester Parkway
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway
34. Sepulveda Boulevard & Imperial Highway
36. Sepulveda Boulevard & Grand Avenue
37. Sepulveda Boulevard & El Segundo Boulevard
46. Airport Boulevard & Manchester Avenue
49. La Cienega Boulevard & Manchester Avenue

As under the Project analysis presented in Chapter 12, the corridors of Sepulveda Boulevard and Manchester Avenue should be examined for alternative routes through residential neighborhoods. However, neither Sepulveda Boulevard nor Manchester Avenue has parallel local streets that would serve this purpose. Therefore, based on LADOT's standard criteria, no potential neighborhood intrusion impacts are identified under Alternative 4.

Construction

Alternative 4 represents a similar scale and scope of development to that of the Project. Therefore, peak construction activity is expected to be comparable to that of the Project. As with the Project, with implementation of the Project mitigation measures including a construction traffic management plan, construction impacts to intersection operations would be less than significant. However, similar to the proposed Project, Alternative 4 could result in the temporary loss of on-street parking, lane closure, and sidewalk closure. The proposed Project's construction impact would be less than significant under Alternative 4, as under the Project.

ALTERNATIVE 5 – CARGO ALTERNATIVE

The goal of Alternative 5 is to reduce the significant impacts of the Project by limiting the allowable uses to include only warehousing and cargo storage for LAX. As shown in Table F-1, Alternative 5 would consist of a net new development of 1.16 million sf of warehousing and 1.16 million sf of cargo storage. Alternative 5 would produce far fewer daily and peak hour trips compared to the proposed Project.

Alternative 5 Trip Generation

Alternative 5 trip generation estimates were based on the projected number of employees and the current schedule for existing employees at the similar existing uses on the Project Site. As shown in Table F-27, Alternative 5 is estimated to generate approximately 967 daily trips on a typical weekday, including 62 morning peak hour trips (0 inbound, 62 outbound) and 271 afternoon peak hour trips (0 inbound, 271 outbound).

Existing with Alternative 5 (Year 2012) Conditions

Table F-28 shows the results of the intersection impact analysis when the Existing with Alternative 5 (year 2012) conditions are measured against the Existing (year 2012) conditions. As shown in Table F-28, Alternative 5 is not anticipated to result in a significant impact at any of the 108 study intersections during either the morning or afternoon peak hour, therefore no mitigation measures are necessary under Existing with Alternative 5 (year 2012) conditions. There would be no intersection impact in Year 2012 under Alternative 5, which is a lesser impact than the significant impact identified under the Project.

Future with Alternative 5 (Year 2022) Conditions

Table F-29 shows the results of the intersection impact analysis when the Future with Alternative 5 (year 2022) conditions are measured against the Future without Project (year 2022) conditions. As shown in Table F-29, Alternative 5 is not anticipated to result in a significant impact any of the 108 study intersections during either the morning or afternoon peak hour, therefore no mitigation measures are necessary under Future with Alternative 5 (year 2022) conditions. There would be no intersection impact in Year 2022 under Alternative 5, which is a lesser impact than the significant impact identified under the Project.

Congestion Management Program

The table below summarizes the number of peak hour traffic volumes expected at the CMP monitoring locations within and around the Study Area with implementation of Alternative 5. Peak hour traffic for the study intersections outside the Study Area were estimated using the same methodology described in Chapter 9. The peak hour traffic volumes expected at each CMP arterial monitoring intersection are as follows:

No.	Intersection	Peak Hour Trips		Requires CMP Analysis?
		A.M.	P.M.	
1.	Lincoln Boulevard & Venice Boulevard	1	6	NO
4.	Lincoln Boulevard & SR-90 Ramps	3	11	NO
12.	Lincoln Boulevard & Manchester Avenue	17	75	**YES**

28.	Sepulveda Boulevard & Manchester Avenue	7	30	NO
31.	Sepulveda Boulevard & Lincoln Boulevard	16	68	**YES**
37.	Sepulveda Boulevard & El Segundo Boulevard	3	16	NO
38.	Sepulveda Boulevard & Rosecrans Avenue	2	14	NO
45.	La Cienega & Centinela Avenue	2	9	NO
53.	La Brea Avenue & Manchester Avenue	1	6	NO
88.	La Cienega Boulevard & Stocker Street	2	9	NO
--	Lincoln Boulevard & Pico Boulevard	1	2	NO
--	Venice Boulevard & Centinela Avenue	0	1	NO
--	La Cienega Boulevard & Jefferson Boulevard	1	3	NO
--	La Cienega Boulevard & Venice Boulevard	1	2	NO
--	Overland Avenue & Venice Boulevard	0	1	NO
--	Crenshaw Boulevard & Manchester Avenue	1	2	NO
--	PCH & Artesia Boulevard/Gould Street	1	4	NO

Alternative 5 is anticipated to add 50 or more peak hour trips to the two of the 10 CMP arterial monitoring station in the Study Area. Alternative 5 will not add more than 50 peak hour trips to the CMP arterial monitoring locations outside of the Study Area. This is the same as under Project conditions.

Table F-30 shows the results of the CMP impact analysis at the two CMP arterial monitoring locations for the Existing with Alternative 5 (year 2012) conditions and Table F-31 shows the results of the analysis for the Future with Alternative 5 (year 2022) conditions. As shown in Tables F-30 and F-31, Alternative 5 is not projected to result in a significant impact at the CMP arterial monitoring locations under both Existing and Future conditions.

The peak hour traffic volumes expected at each mainline freeway monitoring location within and around the Study Area are as follows:

Mainline Freeway Monitoring Location	Peak Hour Trips		Requires CMP Analysis?
	A.M.	P.M.	
I-405 North of La Tijera Avenue			
Northbound	1	5	No
Southbound	0	0	No

I-405 North of Venice Boulevard			
Northbound	6	25	No
Southbound	0	0	No
I-405 North of Inglewood Avenue			
Northbound	0	0	No
Southbound	4	18	No
I-105 East of Sepulveda Boulevard			
Eastbound	7	30	No
Westbound	0	0	No
I-105 East of Crenshaw Boulevard			
Eastbound	4	19	No
Westbound	0	0	No

Alternative 5 would not add 150 or more peak hour trips to any of the freeway monitoring locations in either direction. Therefore, no further analysis is required. Like under the Project, there would be no impacts to CMP freeways under Alternative 5.

As shown in Table F-32, Alternative 5 would generate approximately 7 morning peak hour transit trips and 28 afternoon peak hour transit trips, which is less than the existing and projected future residual transit capacity. Therefore, Alternative 5 would not result in a significant impact on the regional transit system, as under Project conditions.

Parking

Based on the number of additional employees expected under Alternative 5, Alternative 5 would require approximately 493 parking spaces, as shown in Table F-33. Like the Project, Alternative 5 would provide sufficient parking to meet LAMC parking demand.

Neighborhood Intrusion

The neighborhood intrusion impact criteria developed by LADOT was used to identify potential neighborhood impacts from Alternative 5 traffic. Alternative 5 would not add 1,200 or more daily

trips to any arterial corridors within the vicinity of the Project Site. Therefore, Alternative 5 is not anticipated to result in any neighborhood intrusion impacts, like the Project.

Construction

Alternative 5 represents a significant reduction in scale and scope of development compared to the Project. Construction activity is expected to be substantially less than that of the Project. As with the Project, with implementation of the Project mitigation measures including a construction traffic management plan, construction impacts to intersection operations would be less than significant. However, similar to the proposed Project, Alternative 5 could result in significant and unavoidable in-street construction impacts related to temporary loss of on-street parking and sidewalk closure.

TABLE F-1
ALTERNATIVES LAND USE SUMMARY

Area & Land Use	Alternative 1 No Project - Existing Conditions	Alternative 2 No Project - Planned Development	Alternative 3 Reduced Density	Alternative 4 Reduced Retail	Alternative 5 Cargo
Area 1					
Open Space	--	--	--	--	--
Area 2 West					
Office	--	--	--	100000 sf	--
Research and Development	--	420,000 sf	--	--	--
Area 2 East & Area 3					
Community/Civic Uses	--	--	28000 sf	40000 sf	--
Office	--	652,500 sf	300,000 sf	412,500 sf	--
Research and Development	--	750,000 sf	408,333 sf	612,500 sf	--
Area 4					
LAX	--	750,000 sf	400,000 sf	600,000 sf	--
Warehousing	--	--	--	--	1,160,000 sf
Cargo Storage	--	--	--	--	1,160,000 sf
Areas 5-10					
LAX	--	--	--	--	--
Area 11					
Restaurant & Retail	--	130,000 sf	126,666 sf	50,000 sf	--
Hotel	--	870,000 sf	--	--	--
Office	--	427,500 sf	--	90,000	--
Services	--	--	20,000 sf	30,000 sf	--
Area 12A East					
Office	--	500,000 sf	141,667 sf	200,000 sf	--
Area 12A West					
Community/Civic Uses	--	--	91000 sf	140000 sf	--
Area 12B					
Golf Course	--	--	--	--	--
Area 13					
Community/Civic Uses	--	--	31000 sf	45000 sf	--
Total	**0 sf**	**4,500,000 sf**	**1,546,666 sf**	**2,320,000 sf**	**2,320,000 sf**

TABLE F-2
CONCEPTUAL LAND USE AND TRIP GENERATION
ALTERNATIVE 2 - NO PROJECT - PLANNED DEVELOPMENT

Land Use	Units	Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Area 1								
Open Space	n/a	-	-	-	-	-	-	-
Area 2 West								
Research & Development	420.5 ksf	3,275	379	78	457	63	359	422
Less 5% Transit Credit [a]		*(164)*	*(19)*	*(4)*	*(23)*	*(3)*	*(18)*	*(21)*
Area 2 East & Area 3								
Office	652.5 ksf	5,655	740	101	841	138	672	810
Less 5% Transit Credit [a]		*(283)*	*(37)*	*(5)*	*(42)*	*(7)*	*(34)*	*(41)*
Research & Development	750 ksf	5,263	624	128	752	102	576	678
Less 5% Transit Credit [a]		*(263)*	*(31)*	*(7)*	*(38)*	*(5)*	*(29)*	*(34)*
Area 4								
LAX Facilities [b]	156 Employees	313	0	20	20	0	88	88
Area 5 - 10								
LAX	n/a	-	-	-	-	-	-	-
Area 11								
Retail	130 ksf	5,582	79	51	130	238	247	485
Less 30% Pass-by Credit [a]		*(1,675)*	*(24)*	*(15)*	*(39)*	*(72)*	*(74)*	*(146)*
Hotel [c]	870 ksf	12,500	416	266	682	582	516	1,098
Less 5% Transit Credit [a]		*(625)*	*(21)*	*(13)*	*(34)*	*(29)*	*(26)*	*(55)*
Office	427.5 ksf	4,083	528	72	600	95	463	558
Less 5% Transit Credit [a]		*(204)*	*(26)*	*(4)*	*(30)*	*(5)*	*(23)*	*(28)*
RPZ (Park)	3.0 Acres	-	-	-	-	-	-	-
Area 12A - East								
Office	500 ksf	4,607	598	82	680	109	530	639
Less 5% Transit Credit [a]		*(230)*	*(30)*	*(4)*	*(34)*	*(5)*	*(27)*	*(32)*
Area 12A - West								
Open Space	n/a	-	-	-	-	-	-	-
Area 12B								
Golf Course [d]	n/a	-	-	-	-	-	-	-
Area 13								
Open Space	n/a	-	-	-	-	-	-	-
TOTAL		**37,834**	**3,176**	**746**	**3,922**	**1,201**	**3,220**	**4,421**
10% TDM Credit								
Area 2 West Research & Development		*(156)*	*(18)*	*(4)*	*(22)*	*(3)*	*(17)*	*(20)*
Area 2 East Office		*(269)*	*(35)*	*(5)*	*(40)*	*(7)*	*(32)*	*(38)*
Area 2 East Research & Development		*(250)*	*(30)*	*(6)*	*(36)*	*(5)*	*(27)*	*(32)*
Area 11 Office		*(194)*	*(25)*	*(3)*	*(29)*	*(5)*	*(22)*	*(27)*
Area 12A East Office		*(219)*	*(28)*	*(4)*	*(32)*	*(5)*	*(25)*	*(30)*
Total TDM Credit		***-1,088***	***-136***	***-22***	***-159***	***-25***	***-123***	***-147***

Notes:

Trip Generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) except as noted below.

[a] Pass-by and Transit trip credits per standard rates allowed by LADOT.

[b] Trips for this category were calculated based on the future employee estimates (681 total/156 new) and the existing employee schedule.

[c] Hotel trips were assumed to make up the difference between the remaining land uses and the LAX Northside Trip Cap.

[d] Golf Course has been completed and will not change with the Project.

TABLE F-3
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing Conditions		Existing with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard &	A.M.	0.820	D	0.831	D	0.011	NO	0.731	C	-0.089	NO
		Venice Boulevard	P.M.	0.906	E	0.915	E	0.009	NO	0.815	D	-0.091	NO
2.	LA	Lincoln Boulevard &	A.M.	0.750	C	0.773	C	0.023	NO	0.672	B	-0.078	NO
		Washington Boulevard	P.M.	0.944	E	0.957	E	0.013	**YES**	0.855	D	-0.089	NO
3.	LA	Lincoln Boulevard &	A.M.	0.556	A	0.573	A	0.017	NO	0.473	A	-0.083	NO
		Maxella Avenue	P.M.	0.600	A	0.629	B	0.029	NO	0.527	A	-0.073	NO
4.	LA	Lincoln Boulevard &	A.M.	0.700	B	0.707	C	0.007	NO	0.607	B	-0.093	NO
		SR-90 Ramps	P.M.	0.810	D	0.840	D	0.030	**YES**	0.739	C	-0.071	NO
5.	LA	Lincoln Boulevard &	A.M.	0.424	A	0.458	A	0.034	NO	0.356	A	-0.068	NO
		Bali Way	P.M.	0.707	C	0.731	C	0.024	NO	0.631	B	-0.076	NO
6.	LA	Lincoln Boulevard &	A.M.	0.635	B	0.656	B	0.021	NO	0.555	A	-0.080	NO
		Mindanao Way	P.M.	0.778	C	0.819	D	0.041	**YES**	0.718	C	-0.060	NO
7.	LA	Lincoln Boulevard &	A.M.	0.524	A	0.577	A	0.053	NO	0.475	A	-0.049	NO
		Fiji Way	P.M.	0.751	C	0.792	C	0.041	**YES**	0.691	B	-0.060	NO
8.	LA	Lincoln Boulevard &	A.M.	0.613	B	0.717	C	0.104	**YES**	0.612	B	-0.001	NO
		Jefferson Boulevard	P.M.	0.630	B	0.760	C	0.130	**YES**	0.655	B	0.025	NO
9.	LA	Lincoln Boulevard &	A.M.	0.362	A	0.473	A	0.111	NO	0.368	A	0.006	NO
		Bluff Creek Drive	P.M.	0.342	A	0.449	A	0.107	NO	0.344	A	0.002	NO
10.	LA	Lincoln Boulevard &	A.M.	0.435	A	0.464	A	0.029	NO	0.364	A	-0.071	NO
		LMU Drive	P.M.	0.530	A	0.589	A	0.059	NO	0.488	A	-0.042	NO
11.	LA	Lincoln Boulevard &	A.M.	0.544	A	0.715	C	0.171	**YES**	0.607	B	0.063	NO
		83rd Street	P.M.	0.586	A	0.727	C	0.141	**YES**	0.622	B	0.036	NO
12.	LA	Lincoln Boulevard &	A.M.	0.600	A	0.747	C	0.147	**YES**	0.538	A	-0.062	NO
		Manchester Avenue	P.M.	0.645	B	0.826	D	0.181	**YES**	0.658	B	0.013	NO
13.	LA	Lincoln Boulevard &	A.M.	0.343	A	0.370	A	0.027	NO	0.269	A	-0.074	NO
		La Tijera Boulevard	P.M.	0.368	A	0.475	A	0.107	NO	0.372	A	0.004	NO
14.	LA	Culver Boulevard &	A.M.	0.694	B	0.720	C	0.026	NO	0.719	C	0.025	NO
		Jefferson Boulevard	P.M.	0.659	B	0.678	B	0.019	NO	0.677	B	0.018	NO
15.	LA	Nicholson Street &	A.M.	0.548	A	0.607	B	0.059	NO	0.605	B	0.057	NO
		Culver Boulevard	P.M.	0.743	C	0.765	C	0.022	NO	0.764	C	0.021	NO
16.	LA	Pershing Drive &	A.M.	0.455	A	0.465	A	0.010	NO	0.465	A	0.010	NO
		Manchester Avenue	P.M.	0.381	A	0.425	A	0.044	NO	0.423	A	0.042	NO
17.	LA	Pershing Drive &	A.M.	0.213	A	0.277	A	0.064	NO	0.274	A	0.061	NO
		Westchester Parkway	P.M.	0.191	A	0.271	A	0.080	NO	0.269	A	0.078	NO
18.	LA	Vista del Mar &	A.M.	0.405	A	0.412	A	0.007	NO	0.412	A	0.007	NO
		Imperial Highway	P.M.	0.368	A	0.400	A	0.032	NO	0.399	A	0.031	NO
19.	LA	Pershing Drive &	A.M.	0.519	A	0.611	B	0.092	NO	0.607	B	0.088	NO
		Imperial Highway	P.M.	0.369	A	0.403	A	0.034	NO	0.403	A	0.034	NO
20.	LA	Main Street &	A.M.	0.689	B	0.738	C	0.049	**YES**	0.736	C	0.047	**YES**
		Imperial Highway	P.M.	0.527	A	0.576	A	0.049	NO	0.574	A	0.047	NO

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TABLE F-3 (continued)
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing Conditions		Existing with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar &	A.M.	0.500	A	0.539	A	0.039	NO	0.536	A	0.036	NO
		Grand Avenue	P.M.	0.331	A	0.357	A	0.026	NO	0.356	A	0.025	NO
22.	MB	Highland Avenue &	A.M.	0.780	C	0.813	D	0.033	**YES**	0.812	D	0.032	**YES**
		Rosecrans Avenue	P.M.	0.689	B	0.722	C	0.033	NO	0.721	C	0.032	NO
23.	CC	Sepulveda Boulevard &	A.M.	0.743	C	0.775	C	0.032	NO	0.773	C	0.030	NO
		Centinela Avenue	P.M.	0.771	C	0.789	C	0.018	NO	0.787	C	0.016	NO
24.	LA	Sepulveda Boulevard &	A.M.	0.391	A	0.432	A	0.041	NO	0.431	A	0.040	NO
		Howard Hughes Parkway	P.M.	0.543	A	0.569	A	0.026	NO	0.569	A	0.026	NO
25.	LA	Sepulveda Boulevard &	A.M.	0.666	B	0.682	B	0.016	NO	0.682	B	0.016	NO
		76th Street	P.M.	0.634	B	0.666	B	0.032	NO	0.666	B	0.032	NO
26.	LA	Sepulveda Boulevard &	A.M.	0.450	A	0.467	A	0.017	NO	0.467	A	0.017	NO
		79th Street	P.M.	0.511	A	0.543	A	0.032	NO	0.543	A	0.032	NO
27.	LA	Sepulveda Boulevard &	A.M.	0.396	A	0.413	A	0.017	NO	0.413	A	0.017	NO
		83rd Street	P.M.	0.461	A	0.499	A	0.038	NO	0.499	A	0.038	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.750	C	0.790	C	0.040	**YES**	0.559	A	-0.191	NO
		Manchester Avenue	P.M.	0.767	C	0.864	D	0.097	**YES**	0.731	C	-0.036	NO
29.	LA	Sepulveda Boulevard &	A.M.	0.504	A	0.669	B	0.165	NO	0.559	A	0.055	NO
		La Tijera Boulevard	P.M.	0.635	B	0.868	D	0.233	**YES**	0.681	B	0.046	**YES** [a]
30.	LA	Sepulveda Boulevard &	A.M.	0.455	A	0.891	D	0.436	**YES**	0.772	C	0.317	**YES**
		Westchester Parkway	P.M.	0.706	C	1.061	F	0.355	**YES**	0.953	E	0.247	**YES**
31.	LA	Sepulveda Boulevard &	A.M.	0.145	A	0.228	A	0.083	NO	0.225	A	0.080	NO
		Lincoln Boulevard	P.M.	0.205	A	0.291	A	0.086	NO	0.288	A	0.083	NO
32.	LA	Sepulveda Boulevard &	A.M.	0.547	A	0.667	B	0.120	NO	0.660	B	0.113	NO
		Century Boulevard	P.M.	0.623	B	0.666	B	0.043	NO	0.665	B	0.042	NO
33.	LA	Sepulveda Boulevard &	A.M.	0.840	D	0.997	E	0.157	**YES**	0.991	E	0.151	**YES**
		I-105 Westbound Ramps N/O Imperial Highway	P.M.	0.874	D	0.933	E	0.059	**YES**	0.932	E	0.058	**YES**
34.	LA	Sepulveda Boulevard &	A.M.	0.668	B	0.763	C	0.095	**YES**	0.662	B	-0.006	NO
		Imperial Highway	P.M.	1.035	F	1.059	F	0.024	**YES**	0.977	E	-0.058	NO
35.	ES	Sepulveda Boulevard &	A.M.	0.733	C	0.765	C	0.032	NO	0.763	C	0.030	NO
		Mariposa Avenue	P.M.	0.763	C	0.798	C	0.035	NO	0.796	C	0.033	NO
36.	ES	Sepulveda Boulevard &	A.M.	0.769	C	0.800	C	0.031	NO	0.799	C	0.030	NO
		Grand Avenue	P.M.	0.862	D	0.892	D	0.030	NO	0.891	D	0.029	NO
37.	ES	Sepulveda Boulevard &	A.M.	0.769	C	0.805	D	0.036	NO	0.803	D	0.034	NO
		El Segundo Boulevard	P.M.	0.979	E	1.001	F	0.022	**YES**	1.000	E	0.021	**YES**
38.	ES	Sepulveda Boulevard &	A.M.	0.792	C	0.822	D	0.030	NO	0.820	D	0.028	NO
		Rosecrans Avenue	P.M.	1.099	F	1.127	F	0.028	**YES**	1.125	F	0.026	**YES**
39.	LA	La Tijera Boulevard &	A.M.	0.455	A	0.659	B	0.204	NO	0.634	B	0.179	NO
		Manchester Avenue	P.M.	0.515	A	0.692	B	0.177	NO	0.671	B	0.156	NO
40.	LA	La Tijera Boulevard &	A.M.	0.384	A	0.447	A	0.063	NO	0.441	A	0.057	NO
		Airport Boulevard	P.M.	0.374	A	0.461	A	0.087	NO	0.459	A	0.085	NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE F-3 (continued)
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing Conditions		Existing with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.439	A	0.473	A	0.034	NO	0.472	A	0.033	NO
		La Tijera Boulevard	P.M.	0.560	A	0.624	B	0.064	NO	0.621	B	0.061	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.547	A	0.602	B	0.055	NO	0.600	A	0.053	NO
		La Tijera Boulevard	P.M.	0.546	A	0.605	B	0.059	NO	0.603	B	0.057	NO
43.	LA	La Tijera Boulevard &	A.M.	0.539	A	0.589	A	0.050	NO	0.587	A	0.048	NO
		Centinela Avenue	P.M.	0.701	C	0.755	C	0.054	**YES**	0.753	C	0.052	**YES**
44.	LA	La Cienega Boulevard &	A.M.	0.647	B	0.670	B	0.023	NO	0.664	B	0.017	NO
		La Tijera Boulevard	P.M.	0.651	B	0.699	B	0.048	NO	0.698	B	0.047	NO
45.	LA	La Cienega Boulevard &	A.M.	0.943	E	0.949	E	0.006	NO	0.949	E	0.006	NO
		Centinela Avenue	P.M.	0.989	E	0.994	E	0.005	NO	0.994	E	0.005	NO
46.	LA	Airport Boulevard &	A.M.	0.578	A	0.700	B	0.122	NO	0.559	A	-0.019	NO
		Manchester Avenue	P.M.	0.806	D	0.911	E	0.105	**YES**	0.753	C	-0.053	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.601	B	0.720	C	0.119	**YES**	0.603	B	0.002	NO
		Manchester Avenue	P.M.	0.685	B	0.755	C	0.070	**YES**	0.641	B	-0.044	NO
48.	IW	La Cienega Boulevard &	A.M.	0.688	B	0.708	C	0.020	NO	0.608	B	-0.080	NO
		Florence Avenue	P.M.	0.977	E	0.998	E	0.021	**YES**	0.897	D	-0.080	NO
49.	IW	La Cienega Boulevard &	A.M.	0.596	A	0.604	B	0.008	NO	0.496	A	-0.100	NO
		Manchester Avenue	P.M.	0.828	D	0.863	D	0.035	**YES**	0.754	C	-0.074	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.624	B	0.671	B	0.047	NO	0.563	A	-0.061	NO
		Manchester Avenue	P.M.	0.711	C	0.753	C	0.042	**YES**	0.641	B	-0.070	NO
51.	IW	Inglewood Avenue &	A.M.	0.471	A	0.529	A	0.058	NO	0.414	A	-0.057	NO
		Manchester Avenue	P.M.	0.597	A	0.639	B	0.042	NO	0.527	A	-0.070	NO
52.	IW	La Brea Avenue &	A.M.	0.659	B	0.671	B	0.012	NO	0.571	A	-0.088	NO
		Florence Avenue	P.M.	0.855	D	0.867	D	0.012	NO	0.767	C	-0.088	NO
53.	IW	La Brea Avenue &	A.M.	0.689	B	0.705	C	0.016	NO	0.604	B	-0.085	NO
		Manchester Avenue	P.M.	0.739	C	0.761	C	0.022	NO	0.659	B	-0.080	NO
54.	LA	Sepulveda Eastway &	A.M.	0.231	A	0.337	A	0.106	NO	0.333	A	0.102	NO
		Westchester Parkway	P.M.	0.439	A	0.479	A	0.040	NO	0.479	A	0.040	NO
55.	LA	Jenny Avenue &	A.M.	0.084	A	0.175	A	0.091	NO	0.170	A	0.086	NO
		Westchester Parkway	P.M.	0.163	A	0.263	A	0.100	NO	0.259	A	0.096	NO
56.	LA	Airport Boulevard &	A.M.	0.283	A	0.410	A	0.127	NO	0.405	A	0.122	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.538	A	0.615	B	0.077	NO	0.612	B	0.074	NO
57.	LA	Aviation Boulevard &	A.M.	0.414	A	0.525	A	0.111	NO	0.420	A	0.006	NO
		Arbor Vitae Street	P.M.	0.560	A	0.667	B	0.107	NO	0.487	A	-0.073	NO
58.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.460	A	0.064	NO	0.457	A	0.061	NO
		Arbor Vitae Street	P.M.	0.545	A	0.619	B	0.074	NO	0.535	A	-0.010	NO
59.	IW	Inglewood Avenue &	A.M.	0.372	A	0.447	A	0.075	NO	0.442	A	0.070	NO
		Arbor Vitae Street	P.M.	0.676	B	0.731	C	0.055	**YES**	0.730	C	0.054	**YES**
60.	IW	La Brea Avenue &	A.M.	0.343	A	0.352	A	0.009	NO	0.351	A	0.008	NO
		Arbor Vitae Street	P.M.	0.671	B	0.705	C	0.034	NO	0.705	C	0.034	NO

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TABLE F-3 (continued)
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing Conditions		Existing with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard &	A.M.	0.547	A	0.565	A	0.018	NO	0.564	A	0.017	NO
		Century Boulevard	P.M.	0.552	A	0.557	A	0.005	NO	0.557	A	0.005	NO
62.	LA	Aviation Boulevard &	A.M.	0.767	C	0.795	C	0.028	NO	0.693	B	-0.074	NO
		Century Boulevard	P.M.	0.917	E	0.928	E	0.011	**YES**	0.828	D	-0.089	NO
63.	LA	La Cienega Boulevard &	A.M.	0.535	A	0.552	A	0.017	NO	0.551	A	0.016	NO
		Century Boulevard	P.M.	0.685	B	0.696	B	0.011	NO	0.696	B	0.011	NO
64.	IW	I-405 Northbound Ramps &	A.M.	0.603	B	0.630	B	0.027	NO	0.629	B	0.026	NO
		Century Boulevard	P.M.	0.586	A	0.593	A	0.007	NO	0.593	A	0.007	NO
65.	IW	Inglewood Avenue &	A.M.	0.508	A	0.521	A	0.013	NO	0.521	A	0.013	NO
		Century Boulevard	P.M.	0.761	C	0.788	C	0.027	NO	0.787	C	0.026	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard &	A.M.	0.562	A	0.584	A	0.022	NO	0.583	A	0.021	NO
		Century Boulevard	P.M.	0.772	C	0.788	C	0.016	NO	0.786	C	0.014	NO
67.	LAC	Inglewood Avenue &	A.M.	0.429	A	0.442	A	0.013	NO	0.442	A	0.013	NO
		Lennox Boulevard	P.M.	0.719	C	0.729	C	0.010	NO	0.729	C	0.010	NO
68.	LAC	Hawthorne Boulevard &	A.M.	0.408	A	0.409	A	0.001	NO	0.409	A	0.001	NO
		Lennox Boulevard	P.M.	0.735	C	0.739	C	0.004	NO	0.739	C	0.004	NO
69.	HT	Inglewood Avenue &	A.M.	0.632	B	0.653	B	0.021	NO	0.651	B	0.019	NO
		Imperial Highway	P.M.	1.166	F	1.187	F	0.021	**YES**	1.186	F	0.020	**YES**
70.	HT	Hawthorne Boulevard &	A.M.	0.573	A	0.585	A	0.012	NO	0.585	A	0.012	NO
		Imperial Highway	P.M.	0.863	D	0.877	D	0.014	NO	0.876	D	0.013	NO
71.	HT	Inglewood Avenue &	A.M.	0.595	A	0.600	A	0.005	NO	0.600	A	0.005	NO
		El Segundo Boulevard	P.M.	0.973	E	0.984	E	0.011	**YES**	0.983	E	0.010	**YES**
72.	HT	Hawthorne Boulevard &	A.M.	0.619	B	0.624	B	0.005	NO	0.624	B	0.005	NO
		El Segundo Boulevard	P.M.	1.176	F	1.185	F	0.009	NO	1.184	F	0.008	NO
73.	LA	Centinela Avenue &	A.M.	0.677	B	0.733	C	0.056	**YES**	0.730	C	0.053	**YES**
		Culver Boulevard	P.M.	0.712	C	0.731	C	0.019	NO	0.731	C	0.019	NO
74.	LA	Centinela Avenue &	A.M.	0.370	A	0.428	A	0.058	NO	0.424	A	0.054	NO
		Sanford Street / SR-90 Westbound Ramps	P.M.	0.471	A	0.481	A	0.010	NO	0.481	A	0.010	NO
75.	LA	Centinela Avenue &	A.M.	0.299	A	0.340	A	0.041	NO	0.336	A	0.037	NO
		SR-90 Eastbound Ramps	P.M.	0.421	A	0.421	A	0.000	NO	0.421	A	0.000	NO
76.	LA	Centinela Avenue &	A.M.	0.453	A	0.549	A	0.096	NO	0.545	A	0.092	NO
		Jefferson Boulevard	P.M.	0.608	B	0.621	B	0.013	NO	0.621	B	0.013	NO
77.	CC	Sepulveda Boulevard &	A.M.	0.624	B	0.630	B	0.006	NO	0.630	B	0.006	NO
		Washington Place	P.M.	0.639	B	0.651	B	0.012	NO	0.651	B	0.012	NO
78.	CC	Sepulveda Boulevard &	A.M.	0.670	B	0.676	B	0.006	NO	0.676	B	0.006	NO
		Washington Boulevard	P.M.	0.659	B	0.673	B	0.014	NO	0.672	B	0.013	NO
79.	CC	Sawtelle Boulevard &	A.M.	0.614	B	0.619	B	0.005	NO	0.619	B	0.005	NO
		Culver Boulevard	P.M.	0.772	C	0.785	C	0.013	NO	0.784	C	0.012	NO
80.	CC	Sepulveda Boulevard &	A.M.	0.682	B	0.697	B	0.015	NO	0.697	B	0.015	NO
		Culver Boulevard	P.M.	0.668	B	0.684	B	0.016	NO	0.683	B	0.015	NO

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TABLE F-3 (continued)
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing Conditions		Existing with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A	0.271 0.369	A A	0.000 0.000	NO NO	0.271 0.369	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B	0.408 0.694	A B	0.013 0.005	NO NO	0.407 0.694	A B	0.012 0.005	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.477 0.511	A A	0.007 0.017	NO NO	0.477 0.510	A A	0.007 0.016	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.481 0.644	A B	0.004 0.011	NO NO	0.481 0.644	A B	0.004 0.011	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.354 0.469	A A	0.011 0.012	NO NO	0.354 0.468	A A	0.011 0.011	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.702 0.839	C D	0.007 0.029	NO NO	0.702 0.838	C D	0.007 0.028	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.507 0.748	A C	0.007 0.030	NO NO	0.507 0.746	A C	0.007 0.028	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.291 1.190	F F	0.013 0.012	**YES** **YES**	1.290 1.189	F F	0.012 0.011	**YES** **YES**
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C	0.704 0.820	C D	0.017 0.026	NO **YES**	0.704 0.818	C D	0.017 0.024	NO **YES**
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B	0.739 0.738	C C	0.029 0.049	NO **YES**	0.738 0.735	C C	0.028 0.046	NO **YES**
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A	0.165 0.121	A A	0.040 0.014	NO NO	0.152 0.110	A A	0.027 0.003	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A	0.293 0.236	A A	0.016 0.075	NO NO	0.292 0.233	A A	0.015 0.072	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A	0.557 0.640	A B	0.209 0.200	NO NO	0.447 0.531	A A	0.099 0.091	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A	0.565 0.333	A A	0.370 0.225	NO NO	0.543 0.321	A A	0.348 0.213	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A	0.373 0.437	A A	0.281 0.366	NO NO	0.359 0.423	A A	0.267 0.352	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A	0.530 0.431	A A	0.083 0.051	NO NO	0.517 0.419	A A	0.070 0.039	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A	0.395 0.334	A A	0.280 0.264	NO NO	0.384 0.323	A A	0.269 0.253	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A	0.359 0.685	A B	0.214 0.349	NO NO	0.353 0.673	A B	0.208 0.337	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A	0.355 0.436	A A	0.266 0.280	NO NO	0.345 0.433	A A	0.256 0.277	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A	0.184 0.367	A A	0.015 0.016	NO NO	0.183 0.367	A A	0.014 0.016	NO NO

Notes:
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TABLE F-3 (continued)
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing Conditions		Existing with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.643	B	0.655	B	0.012	NO	0.554	A	-0.089	NO
		Imperial Highway	P.M.	0.605	B	0.635	B	0.030	NO	0.534	A	-0.071	NO
102.	ES	Aviation Boulevard &	A.M.	0.959	E	0.965	E	0.006	NO	0.965	E	0.006	NO
		El Segundo Boulevard	P.M.	0.880	D	0.888	D	0.008	NO	0.888	D	0.008	NO
103.	LA	Lincoln Boulevard &	A.M.	0.889	D	0.879	D	-0.010	NO	0.779	C	-0.110	NO
		Rose Avenue	P.M.	0.812	D	0.818	D	0.006	NO	0.718	C	-0.094	NO
104.	LA	Culver Boulevard &	A.M.	0.739	C	0.739	C	0.000	NO	0.739	C	0.000	NO
		SR-90 WB Ramps	P.M.	0.793	C	0.795	C	0.002	NO	0.795	C	0.002	NO
105.	LA	Culver Boulevard &	A.M.	0.407	A	0.415	A	0.008	NO	0.414	A	0.007	NO
		SR-90 EB Ramps	P.M.	0.459	A	0.464	A	0.005	NO	0.464	A	0.005	NO
106.	LA	I-405 SB Ramps &	A.M.	0.347	A	0.412	A	0.065	NO	0.409	A	0.062	NO
		Howard Hughes Parkway	P.M.	0.198	A	0.217	A	0.019	NO	0.216	A	0.018	NO
107.	LA	Center Drive &	A.M.	0.167	A	0.178	A	0.011	NO	0.178	A	0.011	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.207	A	0.257	A	0.050	NO	0.255	A	0.048	NO
108.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.396	A	0.000	NO	0.396	A	0.000	NO
		Imperial Highway	P.M.	0.546	A	0.562	A	0.016	NO	0.562	A	0.016	NO

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TABLE F-3 (continued)
EXISTING WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	12	6
Afternoon Peak Hour	27	12
Total Intersections Impacted	**30**	**15**

TABLE F-4
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard &	A.M.	0.852	D	0.862	D	0.010	NO	0.762	C	-0.090	NO
		Venice Boulevard	P.M.	0.975	E	0.998	E	0.023	**YES**	0.897	D	-0.078	NO
2.	LA	Lincoln Boulevard &	A.M.	0.774	C	0.798	C	0.024	NO	0.697	B	-0.077	NO
		Washington Boulevard	P.M.	0.990	E	1.003	F	0.013	**YES**	0.902	E	-0.088	NO
3.	LA	Lincoln Boulevard &	A.M.	0.573	A	0.591	A	0.018	NO	0.490	A	-0.083	NO
		Maxella Avenue	P.M.	0.644	B	0.672	B	0.028	NO	0.571	A	-0.073	NO
4.	LA	Lincoln Boulevard &	A.M.	0.726	C	0.733	C	0.007	NO	0.633	B	-0.093	NO
		SR-90 Ramps	P.M.	0.853	D	0.884	D	0.031	**YES**	0.783	C	-0.070	NO
5.	LA	Lincoln Boulevard &	A.M.	0.492	A	0.526	A	0.034	NO	0.425	A	-0.067	NO
		Bali Way	P.M.	0.789	C	0.813	D	0.024	**YES**	0.713	C	-0.076	NO
6.	LA	Lincoln Boulevard &	A.M.	0.688	B	0.708	C	0.020	NO	0.607	B	-0.081	NO
		Mindanao Way	P.M.	0.820	D	0.861	D	0.041	**YES**	0.760	C	-0.060	NO
7.	LA	Lincoln Boulevard &	A.M.	0.552	A	0.600	A	0.048	NO	0.498	A	-0.054	NO
		Fiji Way	P.M.	0.786	C	0.826	D	0.040	**YES**	0.725	C	-0.061	NO
8.	LA	Lincoln Boulevard &	A.M.	0.634	B	0.736	C	0.102	**YES**	0.632	B	-0.002	NO
		Jefferson Boulevard	P.M.	0.667	B	0.796	C	0.129	**YES**	0.691	B	0.024	NO
9.	LA	Lincoln Boulevard &	A.M.	0.459	A	0.569	A	0.110	NO	0.465	A	0.006	NO
		Bluff Creek Drive	P.M.	0.417	A	0.525	A	0.108	NO	0.420	A	0.003	NO
10.	LA	Lincoln Boulevard &	A.M.	0.475	A	0.507	A	0.032	NO	0.406	A	-0.069	NO
		LMU Drive	P.M.	0.561	A	0.619	B	0.058	NO	0.519	A	-0.042	NO
11.	LA	Lincoln Boulevard &	A.M.	0.564	A	0.747	C	0.183	**YES**	0.639	B	0.075	NO
		83rd Street	P.M.	0.601	B	0.743	C	0.142	**YES**	0.637	B	0.036	NO
12.	LA	Lincoln Boulevard &	A.M.	0.615	B	0.819	D	0.204	**YES**	0.601	B	-0.014	NO
		Manchester Avenue	P.M.	0.692	B	0.877	D	0.185	**YES**	0.697	B	0.005	NO
13.	LA	Lincoln Boulevard &	A.M.	0.372	A	0.399	A	0.027	NO	0.298	A	-0.074	NO
		La Tijera Boulevard	P.M.	0.379	A	0.486	A	0.107	NO	0.383	A	0.004	NO
14.	LA	Culver Boulevard &	A.M.	0.731	C	0.757	C	0.026	NO	0.755	C	0.024	NO
		Jefferson Boulevard	P.M.	0.695	B	0.715	C	0.020	NO	0.713	C	0.018	NO
15.	LA	Nicholson Street &	A.M.	0.591	A	0.649	B	0.058	NO	0.647	B	0.056	NO
		Culver Boulevard	P.M.	0.777	C	0.800	C	0.023	NO	0.799	C	0.022	NO
16.	LA	Pershing Drive &	A.M.	0.461	A	0.471	A	0.010	NO	0.471	A	0.010	NO
		Manchester Avenue	P.M.	0.411	A	0.456	A	0.045	NO	0.454	A	0.043	NO
17.	LA	Pershing Drive &	A.M.	0.223	A	0.287	A	0.064	NO	0.285	A	0.062	NO
		Westchester Parkway	P.M.	0.216	A	0.296	A	0.080	NO	0.293	A	0.077	NO
18.	LA	Vista del Mar &	A.M.	0.412	A	0.420	A	0.008	NO	0.419	A	0.007	NO
		Imperial Highway	P.M.	0.392	A	0.425	A	0.033	NO	0.424	A	0.032	NO
19.	LA	Pershing Drive &	A.M.	0.547	A	0.639	B	0.092	NO	0.635	B	0.088	NO
		Imperial Highway	P.M.	0.459	A	0.493	A	0.034	NO	0.493	A	0.034	NO
20.	LA	Main Street &	A.M.	0.720	C	0.768	C	0.048	**YES**	0.766	C	0.046	**YES**
		Imperial Highway	P.M.	0.571	A	0.621	B	0.050	NO	0.619	B	0.048	NO

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TABLE F-4 (continued)
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar &	A.M.	0.533	A	0.571	A	0.038	NO	0.569	A	0.036	NO
		Grand Avenue	P.M.	0.361	A	0.387	A	0.026	NO	0.386	A	0.025	NO
22.	MB	Highland Avenue &	A.M.	0.826	D	0.859	D	0.033	**YES**	0.858	D	0.032	**YES**
		Rosecrans Avenue	P.M.	0.713	C	0.747	C	0.034	NO	0.744	C	0.031	NO
23.	CC	Sepulveda Boulevard &	A.M.	0.811	D	0.842	D	0.031	NO	0.841	D	0.030	NO
		Centinela Avenue	P.M.	0.815	D	0.833	D	0.018	NO	0.833	D	0.018	NO
24.	LA	Sepulveda Boulevard &	A.M.	0.412	A	0.452	A	0.040	NO	0.451	A	0.039	NO
		Howard Hughes Parkway	P.M.	0.576	A	0.618	B	0.042	NO	0.616	B	0.040	NO
25.	LA	Sepulveda Boulevard &	A.M.	0.678	B	0.695	B	0.017	NO	0.694	B	0.016	NO
		76th Street	P.M.	0.661	B	0.693	B	0.032	NO	0.693	B	0.032	NO
26.	LA	Sepulveda Boulevard &	A.M.	0.481	A	0.499	A	0.018	NO	0.498	A	0.017	NO
		79th Street	P.M.	0.528	A	0.561	A	0.033	NO	0.560	A	0.032	NO
27.	LA	Sepulveda Boulevard &	A.M.	0.431	A	0.449	A	0.018	NO	0.448	A	0.017	NO
		83rd Street	P.M.	0.491	A	0.529	A	0.038	NO	0.528	A	0.037	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.768	C	0.808	D	0.040	**YES**	0.577	A	-0.191	NO
		Manchester Avenue	P.M.	0.834	D	0.931	E	0.097	**YES**	0.780	C	-0.054	NO
29.	LA	Sepulveda Boulevard &	A.M.	0.522	A	0.718	C	0.196	**YES**	0.607	B	0.085	NO
		La Tijera Boulevard	P.M.	0.673	B	0.915	E	0.242	**YES**	0.724	C	0.051	**YES**
30.	LA	Sepulveda Boulevard &	A.M.	0.506	A	0.978	E	0.472	**YES**	0.858	D	0.352	**YES**
		Westchester Parkway	P.M.	0.851	D	1.207	F	0.356	**YES**	1.099	F	0.248	**YES**
31.	LA	Sepulveda Boulevard &	A.M.	0.157	A	0.240	A	0.083	NO	0.237	A	0.080	NO
		Lincoln Boulevard	P.M.	0.233	A	0.319	A	0.086	NO	0.315	A	0.082	NO
32.	LA	Sepulveda Boulevard &	A.M.	0.550	A	0.671	B	0.121	NO	0.665	B	0.115	NO
		Century Boulevard	P.M.	0.638	B	0.681	B	0.043	NO	0.681	B	0.043	NO
33.	LA	Sepulveda Boulevard &	A.M.	0.849	D	1.005	F	0.156	**YES**	0.999	E	0.150	**YES**
		I-105 Westbound Ramps N/O Imperial Highway	P.M.	0.881	D	0.941	E	0.060	**YES**	0.940	E	0.059	**YES**
34.	LA	Sepulveda Boulevard &	A.M.	0.773	C	0.873	D	0.100	**YES**	0.722	C	-0.051	NO
		Imperial Highway	P.M.	1.156	F	1.180	F	0.024	**YES**	1.056	F	-0.100	NO
35.	ES	Sepulveda Boulevard &	A.M.	0.785	C	0.818	D	0.033	NO	0.816	D	0.031	NO
		Mariposa Avenue	P.M.	0.805	D	0.840	D	0.035	NO	0.838	D	0.033	NO
36.	ES	Sepulveda Boulevard &	A.M.	0.790	C	0.822	D	0.032	NO	0.821	D	0.031	NO
		Grand Avenue	P.M.	0.908	E	0.938	E	0.030	**YES**	0.937	E	0.029	**YES**
37.	ES	Sepulveda Boulevard &	A.M.	0.792	C	0.829	D	0.037	NO	0.827	D	0.035	NO
		El Segundo Boulevard	P.M.	1.009	F	1.031	F	0.022	**YES**	1.030	F	0.021	**YES**
38.	ES	Sepulveda Boulevard &	A.M.	0.819	D	0.851	D	0.032	NO	0.850	D	0.031	NO
		Rosecrans Avenue	P.M.	1.154	F	1.180	F	0.026	**YES**	1.179	F	0.025	**YES**
39.	LA	La Tijera Boulevard &	A.M.	0.515	A	0.741	C	0.226	**YES**	0.717	C	0.202	**YES**
		Manchester Avenue	P.M.	0.553	A	0.713	C	0.160	**YES**	0.692	B	0.139	NO
40.	LA	La Tijera Boulevard &	A.M.	0.436	A	0.581	A	0.145	NO	0.575	A	0.139	NO
		Airport Boulevard	P.M.	0.444	A	0.531	A	0.087	NO	0.528	A	0.084	NO

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TABLE F-4 (continued)
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.478	A	0.511	A	0.033	NO	0.511	A	0.033	NO
		La Tijera Boulevard	P.M.	0.605	B	0.669	B	0.064	NO	0.667	B	0.062	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.620	B	0.675	B	0.055	NO	0.673	B	0.053	NO
		La Tijera Boulevard	P.M.	0.598	A	0.656	B	0.058	NO	0.655	B	0.057	NO
43.	LA	La Tijera Boulevard &	A.M.	0.613	B	0.662	B	0.049	NO	0.660	B	0.047	NO
		Centinela Avenue	P.M.	0.760	C	0.813	D	0.053	**YES**	0.811	D	0.051	**YES**
44.	LA	La Cienega Boulevard &	A.M.	0.662	B	0.673	B	0.011	NO	0.673	B	0.011	NO
		La Tijera Boulevard	P.M.	0.765	C	0.765	C	0.000	NO	0.765	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	1.000	E	1.006	F	0.006	NO	1.006	F	0.006	NO
		Centinela Avenue	P.M.	1.068	F	1.073	F	0.005	NO	1.073	F	0.005	NO
46.	LA	Airport Boulevard &	A.M.	0.653	B	0.776	C	0.123	**YES**	0.628	B	-0.025	NO
		Manchester Avenue	P.M.	0.917	E	1.022	F	0.105	**YES**	0.860	D	-0.057	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.684	B	0.795	C	0.111	**YES**	0.679	B	-0.005	NO
		Manchester Avenue	P.M.	0.836	D	0.906	E	0.070	**YES**	0.792	C	-0.044	NO
48.	IW	La Cienega Boulevard &	A.M.	0.828	D	0.849	D	0.021	**YES**	0.749	C	-0.079	NO
		Florence Avenue	P.M.	1.125	F	1.145	F	0.020	**YES**	1.044	F	-0.081	NO
49.	IW	La Cienega Boulevard &	A.M.	0.697	B	0.719	C	0.022	NO	0.609	B	-0.088	NO
		Manchester Avenue	P.M.	0.911	E	0.948	E	0.037	**YES**	0.838	D	-0.073	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.677	B	0.725	C	0.048	**YES**	0.616	B	-0.061	NO
		Manchester Avenue	P.M.	0.775	C	0.817	D	0.042	**YES**	0.705	C	-0.070	NO
51.	IW	Inglewood Avenue &	A.M.	0.546	A	0.603	B	0.057	NO	0.489	A	-0.057	NO
		Manchester Avenue	P.M.	0.679	B	0.721	C	0.042	**YES**	0.609	B	-0.070	NO
52.	IW	La Brea Avenue &	A.M.	0.741	C	0.753	C	0.012	NO	0.653	B	-0.088	NO
		Florence Avenue	P.M.	0.998	E	1.011	F	0.013	**YES**	0.910	E	-0.088	NO
53.	IW	La Brea Avenue &	A.M.	0.793	C	0.808	D	0.015	NO	0.707	C	-0.086	NO
		Manchester Avenue	P.M.	0.870	D	0.892	D	0.022	**YES**	0.791	C	-0.079	NO
54.	LA	Sepulveda Eastway &	A.M.	0.305	A	0.411	A	0.106	NO	0.406	A	0.101	NO
		Westchester Parkway	P.M.	0.546	A	0.619	B	0.073	NO	0.615	B	0.069	NO
55.	LA	Jenny Avenue &	A.M.	0.121	A	0.227	A	0.106	NO	0.223	A	0.102	NO
		Westchester Parkway	P.M.	0.311	A	0.413	A	0.102	NO	0.409	A	0.098	NO
56.	LA	Airport Boulevard &	A.M.	0.391	A	0.518	A	0.127	NO	0.512	A	0.121	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.597	A	0.681	B	0.084	NO	0.678	B	0.081	NO
57.	LA	Aviation Boulevard &	A.M.	0.527	A	0.638	B	0.111	NO	0.533	A	0.006	NO
		Arbor Vitae Street	P.M.	0.669	B	0.777	C	0.108	**YES**	0.595	A	-0.074	NO
58.	LA	La Cienega Boulevard &	A.M.	0.505	A	0.569	A	0.064	NO	0.566	A	0.061	NO
		Arbor Vitae Street	P.M.	0.687	B	0.763	C	0.076	**YES**	0.631	B	-0.056	NO
59.	IW	Inglewood Avenue &	A.M.	0.426	A	0.497	A	0.071	NO	0.493	A	0.067	NO
		Arbor Vitae Street	P.M.	0.754	C	0.810	D	0.056	**YES**	0.808	D	0.054	**YES**
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.397	A	0.033	NO	0.395	A	0.031	NO
		Arbor Vitae Street	P.M.	0.727	C	0.761	C	0.034	NO	0.761	C	0.034	NO

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TABLE F-4 (continued)
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard &	A.M.	0.723	C	0.742	C	0.019	NO	0.741	C	0.018	NO
		Century Boulevard	P.M.	0.767	C	0.772	C	0.005	NO	0.771	C	0.004	NO
62.	LA	Aviation Boulevard &	A.M.	0.939	E	0.967	E	0.028	**YES**	0.865	D	-0.074	NO
		Century Boulevard	P.M.	1.065	F	1.077	F	0.012	**YES**	0.977	E	-0.088	NO
63.	LA	La Cienega Boulevard &	A.M.	0.664	B	0.680	B	0.016	NO	0.680	B	0.016	NO
		Century Boulevard	P.M.	0.772	C	0.782	C	0.010	NO	0.782	C	0.010	NO
64.	IW	I-405 Northbound Ramps &	A.M.	0.677	B	0.704	C	0.027	NO	0.703	C	0.026	NO
		Century Boulevard	P.M.	0.631	B	0.639	B	0.008	NO	0.639	B	0.008	NO
65.	IW	Inglewood Avenue &	A.M.	0.617	B	0.631	B	0.014	NO	0.630	B	0.013	NO
		Century Boulevard	P.M.	0.834	D	0.861	D	0.027	**YES**	0.860	D	0.026	**YES**
66.	IW	La Brea Avenue/Hawthorne Boulevard &	A.M.	0.670	B	0.687	B	0.017	NO	0.687	B	0.017	NO
		Century Boulevard	P.M.	0.934	E	0.949	E	0.015	**YES**	0.948	E	0.014	**YES**
67.	LAC	Inglewood Avenue &	A.M.	0.467	A	0.478	A	0.011	NO	0.477	A	0.010	NO
		Lennox Boulevard	P.M.	0.804	D	0.814	D	0.010	NO	0.814	D	0.010	NO
68.	LAC	Hawthorne Boulevard &	A.M.	0.480	A	0.481	A	0.001	NO	0.481	A	0.001	NO
		Lennox Boulevard	P.M.	0.794	C	0.798	C	0.004	NO	0.798	C	0.004	NO
69.	HT	Inglewood Avenue &	A.M.	0.729	C	0.749	C	0.020	NO	0.748	C	0.019	NO
		Imperial Highway	P.M.	1.240	F	1.262	F	0.022	**YES**	1.261	F	0.021	**YES**
70.	HT	Hawthorne Boulevard &	A.M.	0.653	B	0.666	B	0.013	NO	0.666	B	0.013	NO
		Imperial Highway	P.M.	0.954	E	0.968	E	0.014	**YES**	0.968	E	0.014	**YES**
71.	HT	Inglewood Avenue &	A.M.	0.662	B	0.667	B	0.005	NO	0.667	B	0.005	NO
		El Segundo Boulevard	P.M.	1.043	F	1.054	F	0.011	**YES**	1.053	F	0.010	**YES**
72.	HT	Hawthorne Boulevard &	A.M.	0.677	B	0.682	B	0.005	NO	0.682	B	0.005	NO
		El Segundo Boulevard	P.M.	1.233	F	1.242	F	0.009	NO	1.241	F	0.008	NO
73.	LA	Centinela Avenue &	A.M.	0.719	C	0.774	C	0.055	**YES**	0.771	C	0.052	**YES**
		Culver Boulevard	P.M.	0.787	C	0.806	D	0.019	NO	0.805	D	0.018	NO
74.	LA	Centinela Avenue &	A.M.	0.431	A	0.494	A	0.063	NO	0.490	A	0.059	NO
		Sanford Street / SR-90 Westbound Ramps	P.M.	0.494	A	0.503	A	0.009	NO	0.502	A	0.008	NO
75.	LA	Centinela Avenue &	A.M.	0.352	A	0.444	A	0.092	NO	0.439	A	0.087	NO
		SR-90 Eastbound Ramps	P.M.	0.490	A	0.490	A	0.000	NO	0.490	A	0.000	NO
76.	LA	Centinela Avenue &	A.M.	0.596	A	0.691	B	0.095	NO	0.687	B	0.091	NO
		Jefferson Boulevard	P.M.	0.697	B	0.709	C	0.012	NO	0.709	C	0.012	NO
77.	CC	Sepulveda Boulevard &	A.M.	0.678	B	0.685	B	0.007	NO	0.685	B	0.007	NO
		Washington Place	P.M.	0.707	C	0.719	C	0.012	NO	0.718	C	0.011	NO
78.	CC	Sepulveda Boulevard &	A.M.	0.692	B	0.698	B	0.006	NO	0.697	B	0.005	NO
		Washington Boulevard	P.M.	0.669	B	0.687	B	0.018	NO	0.685	B	0.016	NO
79.	CC	Sawtelle Boulevard &	A.M.	0.648	B	0.653	B	0.005	NO	0.653	B	0.005	NO
		Culver Boulevard	P.M.	0.798	C	0.816	D	0.018	NO	0.815	D	0.017	NO
80.	CC	Sepulveda Boulevard &	A.M.	0.714	C	0.730	C	0.016	NO	0.730	C	0.016	NO
		Culver Boulevard	P.M.	0.707	C	0.729	C	0.022	NO	0.729	C	0.022	NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE F-4 (continued)
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A	0.309 0.431	A A	0.002 0.000	NO NO	0.309 0.431	A A	0.002 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C	0.479 0.751	A C	0.013 0.005	NO NO	0.478 0.751	A C	0.012 0.005	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A	0.535 0.570	A A	0.008 0.017	NO NO	0.535 0.569	A A	0.008 0.016	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B	0.540 0.713	A C	0.015 0.016	NO NO	0.539 0.712	A C	0.014 0.015	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A	0.413 0.521	A A	0.011 0.011	NO NO	0.412 0.521	A A	0.010 0.011	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E	0.778 0.960	C E	0.007 0.029	NO **YES**	0.778 0.959	C E	0.007 0.028	NO **YES**
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C	0.539 0.801	A D	0.007 0.030	NO NO	0.538 0.799	A C	0.006 0.028	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.333 1.252	F F	0.013 0.013	**YES** **YES**	1.332 1.252	F F	0.012 0.013	**YES** **YES**
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C	0.984 0.787	E C	0.018 0.017	**YES** NO	0.983 0.786	E C	0.017 0.016	**YES** NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C	0.765 0.823	C D	0.026 0.025	NO **YES**	0.764 0.822	C D	0.025 0.024	NO **YES**
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.186 0.141	A A	0.040 0.013	NO NO	0.173 0.130	A A	0.027 0.002	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.327 0.255	A A	0.015 0.068	NO NO	0.326 0.252	A A	0.014 0.065	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.599 0.691	A B	0.208 0.200	NO NO	0.490 0.582	A A	0.099 0.091	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.588 0.346	A A	0.365 0.219	NO NO	0.567 0.333	A A	0.344 0.206	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.391 0.450	A A	0.289 0.372	NO NO	0.376 0.436	A A	0.274 0.358	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.585 0.477	A A	0.086 0.052	NO NO	0.573 0.464	A A	0.074 0.039	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.415 0.346	A A	0.281 0.270	NO NO	0.403 0.336	A A	0.269 0.260	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.381 0.719	A C	0.212 0.342	NO **YES**	0.375 0.708	A C	0.206 0.331	NO **YES**
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.372 0.459	A A	0.275 0.278	NO NO	0.363 0.456	A A	0.266 0.275	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.209 0.410	A A	0.014 0.016	NO NO	0.208 0.410	A A	0.013 0.016	NO NO

Notes:
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TABLE F-4 (continued)
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.713	C	0.726	C	0.013	NO	0.625	B	-0.088	NO
		Imperial Highway	P.M.	0.672	B	0.702	C	0.030	NO	0.601	B	-0.071	NO
102.	ES	Aviation Boulevard &	A.M.	1.041	F	1.047	F	0.006	NO	1.047	F	0.006	NO
		El Segundo Boulevard	P.M.	0.954	E	0.962	E	0.008	NO	0.962	E	0.008	NO
103.	LA	Lincoln Boulevard &	A.M.	0.969	E	0.973	E	0.004	NO	0.873	D	-0.096	NO
		Rose Avenue	P.M.	0.898	D	0.904	E	0.006	NO	0.804	D	-0.094	NO
104.	LA	Culver Boulevard &	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
		SR-90 WB Ramps	P.M.	0.878	D	0.880	D	0.002	NO	0.880	D	0.002	NO
105.	LA	Culver Boulevard &	A.M.	0.456	A	0.463	A	0.007	NO	0.463	A	0.007	NO
		SR-90 EB Ramps	P.M.	0.512	A	0.517	A	0.005	NO	0.517	A	0.005	NO
106.	LA	I-405 SB Ramps &	A.M.	0.388	A	0.454	A	0.066	NO	0.452	A	0.064	NO
		Howard Hughes Parkway	P.M.	0.226	A	0.245	A	0.019	NO	0.245	A	0.019	NO
107.	LA	Center Drive &	A.M.	0.192	A	0.203	A	0.011	NO	0.203	A	0.011	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.237	A	0.287	A	0.050	NO	0.285	A	0.048	NO
108.	LA	La Cienega Boulevard &	A.M.	0.444	A	0.444	A	0.000	NO	0.444	A	0.000	NO
		Imperial Highway	P.M.	0.606	B	0.623	B	0.017	NO	0.622	B	0.016	NO

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TABLE F-4 (continued)
FUTURE WITH ALTERNATIVE 2 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	19	8
Afternoon Peak Hour	40	17
Total Intersections Impacted	**44**	**22**

TABLE F-5
EXISTING WITH ALTERNATIVE 2 CONDITIONS (YEAR 2012)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Alternative 2				Existing with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.831 0.915	D E	0.011 0.009	NO NO	0.731 0.815	C D	-0.089 -0.091	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.707 0.840	C D	0.007 0.030	NO NO	0.607 0.739	B C	-0.093 -0.071	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.625	A B	0.747 0.797	C C	0.147 0.172	NO NO	0.538 0.629	A B	-0.062 0.004	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.790 0.864	C D	0.040 0.097	NO NO	0.559 0.731	A C	-0.191 -0.036	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.228 0.291	A A	0.083 0.086	NO NO	0.225 0.288	A A	0.080 0.083	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.805 1.001	D F	0.036 0.022	NO **YES**	0.803 1.000	D E	0.034 0.021	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.822 1.127	D F	0.030 0.028	NO **YES**	0.820 1.125	D F	0.028 0.026	NO **YES**
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E	0.949 0.994	E E	0.006 0.005	NO NO	0.949 0.994	E E	0.006 0.005	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C	0.705 0.761	C C	0.016 0.022	NO NO	0.604 0.659	B B	-0.085 -0.080	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.291 1.190	F F	0.013 0.012	NO NO	1.290 1.189	F F	0.012 0.011	NO NO

Notes:

LA = Los Angeles; ES = El Segundo; IW = Inglewood; LAC = Los Angeles County

Existing conditions V/C and LOS from Table 5. Existing with Project conditions V/C and LOS from Table 12.

TABLE F-6
FUTURE WITH ALTERNATIVE 2 CONDITIONS (YEAR 2022)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 2				Future with Alternative 2 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.862 0.998	D E	0.010 0.023	NO NO	0.762 0.897	C D	-0.090 -0.078	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.733 0.884	C D	0.007 0.031	NO NO	0.633 0.783	B C	-0.093 -0.070	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.672	B B	0.819 0.848	D D	0.204 0.176	NO NO	0.601 0.668	B B	-0.014 -0.004	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.808 0.931	D E	0.040 0.097	NO NO	0.577 0.780	A C	-0.191 -0.054	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.240 0.319	A A	0.083 0.086	NO NO	0.237 0.315	A A	0.080 0.082	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.829 1.031	D F	0.037 0.022	NO **YES**	0.827 1.030	D F	0.035 0.021	NO **YES**
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.851 1.180	D F	0.032 0.026	NO **YES**	0.850 1.179	D F	0.031 0.025	NO **YES**
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F	1.006 1.073	F F	0.006 0.005	NO NO	1.006 1.073	F F	0.006 0.005	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D	0.808 0.892	D D	0.015 0.022	NO NO	0.707 0.791	C C	-0.086 -0.079	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.333 1.252	F F	0.013 0.013	NO NO	1.332 1.252	F F	0.012 0.013	NO NO

Notes:

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Future without Project conditions V/C and LOS from Table 10. Future with Project conditions V/C and LOS from Table 13.

TABLE F-7
EXISTING WITH ALTERNATIVE 2 CONDITIONS (YEAR 2012)
CMP FREEWAY SIGNIFICANT IMPACT ANALYSIS

Freeway Segment	Direction	Number of Lanes [a]	Capacity	Existing			Existing with Alternative 2					Existing with Alternative 2 with Mitigation				
				Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact	Volume	V/C	LOS	Δ V/C	Impact
A.M. Peak Hour																
I-405	NB	4.5	9,000	8,524	0.947	E	8,593	0.955	E	0.008	NO	8,591	0.955	E	0.008	NO
North of Venice Boulevard	SB	5.5	11,000	7,295	0.663	C	7,589	0.690	C	0.027	NO	7,577	0.689	C	0.026	NO
I-405	NB	4.5	9,000	8,350	0.928	D	8,556	0.951	E	0.023	NO	8,548	0.950	E	0.022	NO
North of Inglewood Avenue	SB	4.5	9,000	6,113	0.679	C	6,161	0.685	C	0.006	NO	6,160	0.684	C	0.005	NO
I-105	EB	3	6,000	2,936	0.489	B	3,019	0.503	B	0.014	NO	3,017	0.503	B	0.014	NO
East of Sepulveda Boulevard	WB	2	4,000	5,014	1.254	F(1)	5,367	1.342	F(1)	0.088	**YES**	5,352	1.338	F(1)	0.084	**YES**
I-105	EB	3.5	7,000	5,330	0.761	C	5,383	0.769	C	0.008	NO	5,382	0.769	C	0.008	NO
East of Crenshaw Boulevard	WB	3.5	7,000	6,368	0.910	D	6,594	0.942	E	0.032	NO	6,585	0.941	E	0.031	NO
P.M. Peak Hour																
I-405	NB	4.5	9,000	7,070	0.786	D	7,368	0.819	D	0.033	NO	7,277	0.809	D	0.023	NO
North of Venice Boulevard	SB	5.5	11,000	8,256	0.751	C	8,367	0.761	C	0.010	NO	8,365	0.760	C	0.009	NO
I-405	NB	4.5	9,000	7,281	0.809	D	7,359	0.818	D	0.009	NO	7,357	0.817	D	0.008	NO
North of Inglewood Avenue	SB	4.5	9,000	7,312	0.812	D	7,521	0.836	D	0.024	NO	7,513	0.835	D	0.023	NO
I-105	EB	3	6,000	3,451	0.575	C	3,809	0.635	C	0.060	NO	3,796	0.633	C	0.058	NO
East of Sepulveda Boulevard	WB	2	4,000	3,479	0.870	D	3,613	0.903	D	0.033	NO	3,610	0.903	D	0.033	NO

TABLE F-8
FUTURE WITH ALTERNATIVE 2 CONDITIONS (YEAR 2022)
CMP FREEWAY SIGNIFICANT IMPACT ANALYSIS

Freeway Segment	Direction	Number of Lanes [a]	Capacity	Future without Project			Future with Alternative 2					Future with Alternative 2 with Mitigation				
				Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact	Volume	V/C	LOS	Δ V/C	Impact
A.M. Peak Hour																
I-405	NB	4.5	9,000	9,317	1.035	F(0)	9,386	1.043	F(0)	0.008	NO	9,384	1.043	F(0)	0.008	NO
North of Venice Boulevard	SB	5.5	11,000	7,973	0.725	C	8,267	0.752	C	0.027	NO	8,255	0.750	C	0.025	NO
I-405	NB	4.5	9,000	9,127	1.014	F(0)	9,333	1.037	F(0)	0.023	**YES**	9,325	1.036	F(0)	0.022	**YES**
North of Inglewood Avenue	SB	4.5	9,000	6,682	0.742	C	6,730	0.748	C	0.006	NO	6,729	0.748	C	0.006	NO
I-105	EB	3	6,000	3,209	0.535	B	3,292	0.549	C	0.014	NO	3,290	0.548	C	0.013	NO
East of Sepulveda Boulevard	WB	2	4,000	5,480	1.370	F(2)	5,833	1.458	F(3)	0.088	**YES**	5,818	1.455	F(3)	0.085	**YES**
I-105	EB	3.5	7,000	5,826	0.832	D	5,879	0.840	D	0.008	NO	5,878	0.840	D	0.008	NO
East of Crenshaw Boulevard	WB	3.5	7,000	6,960	0.994	E	7,186	1.027	F(0)	0.033	**YES**	7,177	1.025	F(0)	0.031	**YES**
P.M. Peak Hour																
I-405	NB	4.5	9,000	7,728	0.859	D	8,026	0.892	D	0.033	NO	7,935	0.882	D	0.023	NO
North of Venice Boulevard	SB	5.5	11,000	9,024	0.820	D	9,135	0.830	D	0.010	NO	9,133	0.830	D	0.010	NO
I-405	NB	4.5	9,000	7,958	0.884	D	8,036	0.893	D	0.009	NO	8,034	0.893	D	0.009	NO
North of Inglewood Avenue	SB	4.5	9,000	7,992	0.888	D	8,201	0.911	D	0.023	NO	8,193	0.910	D	0.022	NO
I-105	EB	3	6,000	3,772	0.629	C	4,130	0.688	C	0.059	NO	4,117	0.686	C	0.057	NO
East of Sepulveda Boulevard	WB	2	4,000	3,803	0.951	E	3,937	0.984	E	0.033	NO	3,934	0.984	E	0.033	NO

TABLE F-9
ALTERNATIVE 2 TRANSIT TRIP GENERATION

Trip Category	Daily	Morning Peak Hour	Afternoon Peak Hour
Gross Vehicle Trips [a]	37,842	3,922	4,421
Person Trips [b]	52,979	5,491	6,189
Transit Trips [c]	3,973	412	464

Notes:

[a] The analysis conservatively estimates that 7.5% of all trips would use transit, regardless of use. Therefore, all trip credits are removed from the gross vehicle trip generation estimates for the purpose of maximizing the potential transit impact of the project.

[b] Assumes an average vehicular occupancy (AVO) of 1.40.

[c] Assumes 7.5% of project trips would use transit.

TABLE F-10
ALTERNATIVE 2 PARKING REQUIREMENTS

Area & Land Use	Units	Parking Rate Source [a]	Parking Requirement	Required Parking Spaces
Area 1				
Open Space	N/A	N/A	N/A	N/A
Area 2 West				
Research & Development	420.5 ksf	LAMC	2 per ksf	841
Area 2 East & Area 3				
Office	652.5 ksf	LAMC	2 per ksf	1,305
Research & Development	750 ksf	LAMC	2 per ksf	1,500
Area 4				
LAX Facilities [b]	156 Employees	N/A	N/A	156
Area 5 - 10				
LAX	40 Acres	N/A	N/A	N/A
Area 11				
Retail [c]	130 ksf	LAMC	4 per ksf	520
Hotel	870 ksf	LAMC	[e]	122
Office	427.5 ksf	LAMC	2 per ksf	855
RPZ (Park)	3.0 Acres	N/A	N/A	N/A
Area 12A - East				
Office/Conference Center	500 ksf	LAMC	2 per ksf	1,000
Area 12A - West				
Open Space	N/A	N/A	N/A	N/A
Area 12B				
Golf Course [d]	N/A	N/A	N/A	N/A
Area 13				
Open Space	N/A	N/A	N/A	N/A
			TOTAL	**6,299**

Notes:

[a] Parking rates come from Los Angeles Municipal Code (LAMC) when available. Otherwise, they are from *Parking Generation, 4th Edition* (Institute of Transportation Engineers [ITE], 2010).

[b] This analysis conservatively assumes 1 parking space per employee. The location of this parking will be determined during design.

[c] Shopping Center can be up to 20% Restaurant/Entertainment. Beyond that, should be viewed as a mixed-use development (*ULI Parking Requirements for Shopping Centers 2nd Edition* , 1997)

[d] Golf Course has been completed and is not anticipated to change with the Project

TABLE F-11
CONCEPTUAL LAND USE AND TRIP GENERATION
ALTERNATIVE 3 - REDUCED DENSITY

Land Use	Units	Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Area 1								
Open Space	n/a	-	-	-	-	-	-	-
Area 2 West								
Open Space	n/a	-	-	-	-	-	-	-
Area 2 East & Area 3								
Community/Civic Uses	28 ksf	641	27	18	45	15	26	41
Less 5% Transit Credit [a]		*(32)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Office	300 ksf	3,109	398	54	452	71	344	415
Less 5% Transit Credit [a]		*(155)*	*(20)*	*(3)*	*(23)*	*(4)*	*(17)*	*(21)*
Research & Development	408.33 ksf	3,197	370	76	446	62	350	412
Less 5% Transit Credit [a]		*(160)*	*(19)*	*(3)*	*(22)*	*(3)*	*(18)*	*(21)*
Area 4								
LAX Facilities [b]	83 Employees	167	0	11	11	0	47	47
Area 5 - 10								
LAX	n/a	-	-	-	-	-	-	-
Area 11								
Retail	146.67 ksf	6,298	90	57	147	268	279	547
Less 30% Pass-by Credit [a]		*(1,889)*	*(27)*	*(17)*	*(44)*	*(80)*	*(84)*	*(164)*
Area 12A - East								
Office	141.67 ksf	1,744	218	30	248	40	197	237
Less 5% Transit Credit [a]		*(87)*	*(11)*	*(1)*	*(12)*	*(2)*	*(10)*	*(12)*
Area 12A - West								
Community/Civic Uses	91 ksf	2,082	90	57	147	49	83	132
Less 5% Transit Credit [a]		*(104)*	*(5)*	*(2)*	*(7)*	*(3)*	*(4)*	*(7)*
Area 12B								
Golf Course [c]	n/a	-	-	-	-	-	-	-
Area 13								
Community/Civic Uses	31 ksf	709	31	19	50	17	28	45
Less 5% Transit Credit [a]		*(35)*	*(2)*	*(1)*	*(3)*	*(1)*	*(1)*	*(2)*
TOTAL		**15,485**	**1,139**	**294**	**1,433**	**428**	**1,219**	**1,647**
10% TDM Credit								
Area 2 East Office		*(148)*	*(19)*	*(3)*	*(21)*	*(3)*	*(16)*	*(20)*
Area 2 East Research & Development		*(152)*	*(18)*	*(4)*	*(21)*	*(3)*	*(17)*	*(20)*
Area 12A East Office		*(83)*	*(10)*	*(1)*	*(12)*	*(2)*	*(9)*	*(11)*
Total TDM Credit		***-383***	***-47***	***-8***	***-54***	***-8***	***-42***	***-51***

Notes:

Trip Generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) except as noted below.

[a] Pass-by and Transit trip credits per standard rates allowed by LADOT.

[b] Trips for this category were calculated based on the future employee estimates (608 total/83 new) and the existing employee schedule.

[c] Golf Course has been completed and will not change with the Project.

TABLE F-12
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 3				Existing with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.824 0.909	D E	0.004 0.003	NO NO	0.724 0.809	C D	-0.096 -0.097	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.944	C E	0.757 0.948	C E	0.007 0.004	NO NO	0.657 0.848	B D	-0.093 -0.096	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.556 0.600	A A	0.563 0.611	A B	0.007 0.011	NO NO	0.463 0.510	A A	-0.093 -0.090	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.702 0.821	C D	0.002 0.011	NO NO	0.602 0.721	B C	-0.098 -0.089	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.424 0.707	A C	0.436 0.715	A C	0.012 0.008	NO NO	0.335 0.615	A B	-0.089 -0.092	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.778	B C	0.643 0.794	B C	0.008 0.016	NO NO	0.543 0.693	A B	-0.092 -0.085	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.524 0.751	A C	0.541 0.767	A C	0.017 0.016	NO NO	0.440 0.666	A B	-0.084 -0.085	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.613 0.630	B B	0.651 0.679	B B	0.038 0.049	NO NO	0.550 0.577	A A	-0.063 -0.053	NO NO
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.362 0.342	A A	0.402 0.365	A A	0.040 0.023	NO NO	0.301 0.263	A A	-0.061 -0.079	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.435 0.530	A A	0.446 0.551	A A	0.011 0.021	NO NO	0.346 0.451	A A	-0.089 -0.079	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.544 0.586	A A	0.597 0.640	A B	0.053 0.054	NO NO	0.495 0.537	A A	-0.049 -0.049	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.617 0.723	B C	0.017 0.078	NO **YES**	0.432 0.563	A A	-0.168 -0.082	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.343 0.368	A A	0.355 0.406	A A	0.012 0.038	NO NO	0.254 0.305	A A	-0.089 -0.063	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.694 0.659	B B	0.703 0.666	C B	0.009 0.007	NO NO	0.703 0.666	C B	0.009 0.007	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.548 0.743	A C	0.569 0.751	A C	0.021 0.008	NO NO	0.569 0.751	A C	0.021 0.008	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.455 0.381	A A	0.459 0.397	A A	0.004 0.016	NO NO	0.459 0.397	A A	0.004 0.016	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.213 0.191	A A	0.236 0.221	A A	0.023 0.030	NO NO	0.235 0.221	A A	0.022 0.030	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.405 0.368	A A	0.408 0.380	A A	0.003 0.012	NO NO	0.408 0.379	A A	0.003 0.011	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.519 0.369	A A	0.552 0.381	A A	0.033 0.012	NO NO	0.550 0.381	A A	0.031 0.012	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.689 0.527	B A	0.707 0.546	C A	0.018 0.019	NO NO	0.705 0.545	C A	0.016 0.018	NO NO

Notes:
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TABLE F-12 (continued)
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 3				Existing with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.500 0.331	A A	0.513 0.341	A A	0.013 0.010	NO NO	0.513 0.341	A A	0.013 0.010	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.780 0.689	C B	0.793 0.702	C C	0.013 0.013	NO NO	0.792 0.701	C C	0.012 0.012	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.743 0.771	C C	0.755 0.777	C C	0.012 0.006	NO NO	0.754 0.776	C C	0.011 0.005	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.391 0.543	A A	0.406 0.552	A A	0.015 0.009	NO NO	0.405 0.552	A A	0.014 0.009	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.666 0.634	B B	0.672 0.645	B B	0.006 0.011	NO NO	0.672 0.645	B B	0.006 0.011	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.450 0.511	A A	0.457 0.522	A A	0.007 0.011	NO NO	0.457 0.522	A A	0.007 0.011	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.396 0.461	A A	0.403 0.475	A A	0.007 0.014	NO NO	0.403 0.475	A A	0.007 0.014	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.771 0.806	C D	0.021 0.039	NO **YES**	0.541 0.679	A B	-0.209 -0.088	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.504 0.635	A B	0.525 0.720	A C	0.021 0.085	NO **YES**	0.384 0.539	A A	-0.120 -0.096	NO NO
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.455 0.706	A C	0.527 0.813	A D	0.072 0.107	NO **YES**	0.423 0.711	A C	-0.032 0.005	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.163 0.227	A A	0.018 0.022	NO NO	0.162 0.227	A A	0.017 0.022	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.547 0.623	A B	0.588 0.638	A B	0.041 0.015	NO NO	0.587 0.638	A B	0.040 0.015	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.840 0.874	D D	0.897 0.895	D D	0.057 0.021	**YES** **YES**	0.895 0.895	D D	0.055 0.021	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.668 1.035	B F	0.691 1.044	B F	0.023 0.009	NO NO	0.609 0.956	B E	-0.059 -0.079	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.733 0.763	C C	0.744 0.776	C C	0.011 0.013	NO NO	0.744 0.776	C C	0.011 0.013	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.769 0.862	C D	0.780 0.874	C D	0.011 0.012	NO NO	0.780 0.874	C D	0.011 0.012	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.781 0.987	C E	0.012 0.008	NO NO	0.781 0.987	C E	0.012 0.008	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.803 1.110	D F	0.011 0.011	NO NO	0.803 1.110	D F	0.011 0.011	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.455 0.515	A A	0.501 0.569	A A	0.046 0.054	NO NO	0.488 0.556	A A	0.033 0.041	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.384 0.374	A A	0.400 0.408	A A	0.016 0.034	NO NO	0.399 0.406	A A	0.015 0.032	NO NO

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TABLE F-12 (continued)
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 3				Existing with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.439	A	0.452	A	0.013	NO	0.451	A	0.012	NO
		La Tijera Boulevard	P.M.	0.560	A	0.584	A	0.024	NO	0.584	A	0.024	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.547	A	0.567	A	0.020	NO	0.566	A	0.019	NO
		La Tijera Boulevard	P.M.	0.546	A	0.568	A	0.022	NO	0.567	A	0.021	NO
43.	LA	La Tijera Boulevard &	A.M.	0.539	A	0.557	A	0.018	NO	0.557	A	0.018	NO
		Centinela Avenue	P.M.	0.701	C	0.722	C	0.021	NO	0.720	C	0.019	NO
44.	LA	La Cienega Boulevard &	A.M.	0.647	B	0.652	B	0.005	NO	0.651	B	0.004	NO
		La Tijera Boulevard	P.M.	0.651	B	0.670	B	0.019	NO	0.669	B	0.018	NO
45.	LA	La Cienega Boulevard &	A.M.	0.943	E	0.945	E	0.002	NO	0.945	E	0.002	NO
		Centinela Avenue	P.M.	0.989	E	0.991	E	0.002	NO	0.990	E	0.001	NO
46.	LA	Airport Boulevard &	A.M.	0.578	A	0.621	B	0.043	NO	0.492	A	-0.086	NO
		Manchester Avenue	P.M.	0.806	D	0.845	D	0.039	**YES**	0.690	B	-0.116	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.601	B	0.644	B	0.043	NO	0.530	A	-0.071	NO
		Manchester Avenue	P.M.	0.685	B	0.712	C	0.027	NO	0.599	A	-0.086	NO
48.	IW	La Cienega Boulevard &	A.M.	0.688	B	0.695	B	0.007	NO	0.595	A	-0.093	NO
		Florence Avenue	P.M.	0.977	E	0.985	E	0.008	NO	0.885	D	-0.092	NO
49.	IW	La Cienega Boulevard &	A.M.	0.596	A	0.600	A	0.004	NO	0.491	A	-0.105	NO
		Manchester Avenue	P.M.	0.828	D	0.841	D	0.013	NO	0.733	C	-0.095	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.624	B	0.641	B	0.017	NO	0.533	A	-0.091	NO
		Manchester Avenue	P.M.	0.711	C	0.727	C	0.016	NO	0.616	B	-0.095	NO
51.	IW	Inglewood Avenue &	A.M.	0.471	A	0.491	A	0.020	NO	0.379	A	-0.092	NO
		Manchester Avenue	P.M.	0.597	A	0.613	B	0.016	NO	0.501	A	-0.096	NO
52.	IW	La Brea Avenue &	A.M.	0.659	B	0.663	B	0.004	NO	0.563	A	-0.096	NO
		Florence Avenue	P.M.	0.855	D	0.860	D	0.005	NO	0.760	C	-0.095	NO
53.	IW	La Brea Avenue &	A.M.	0.689	B	0.695	B	0.006	NO	0.595	A	-0.094	NO
		Manchester Avenue	P.M.	0.739	C	0.746	C	0.007	NO	0.646	B	-0.093	NO
54.	LA	Sepulveda Eastway &	A.M.	0.231	A	0.269	A	0.038	NO	0.268	A	0.037	NO
		Westchester Parkway	P.M.	0.439	A	0.454	A	0.015	NO	0.453	A	0.014	NO
55.	LA	Jenny Avenue &	A.M.	0.084	A	0.103	A	0.019	NO	0.101	A	0.017	NO
		Westchester Parkway	P.M.	0.163	A	0.201	A	0.038	NO	0.199	A	0.036	NO
56.	LA	Airport Boulevard &	A.M.	0.283	A	0.328	A	0.045	NO	0.326	A	0.043	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.538	A	0.558	A	0.020	NO	0.557	A	0.019	NO
57.	LA	Aviation Boulevard &	A.M.	0.414	A	0.454	A	0.040	NO	0.353	A	-0.061	NO
		Arbor Vitae Street	P.M.	0.560	A	0.600	A	0.040	NO	0.428	A	-0.132	NO
58.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.419	A	0.023	NO	0.418	A	0.022	NO
		Arbor Vitae Street	P.M.	0.545	A	0.573	A	0.028	NO	0.497	A	-0.048	NO
59.	IW	Inglewood Avenue &	A.M.	0.372	A	0.394	A	0.022	NO	0.394	A	0.022	NO
		Arbor Vitae Street	P.M.	0.676	B	0.696	B	0.020	NO	0.696	B	0.020	NO
60.	IW	La Brea Avenue &	A.M.	0.343	A	0.345	A	0.002	NO	0.345	A	0.002	NO
		Arbor Vitae Street	P.M.	0.671	B	0.684	B	0.013	NO	0.684	B	0.013	NO

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TABLE F-12 (continued)
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 3				Existing with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard &	A.M.	0.547	A	0.551	A	0.004	NO	0.551	A	0.004	NO
		Century Boulevard	P.M.	0.552	A	0.554	A	0.002	NO	0.553	A	0.001	NO
62.	LA	Aviation Boulevard &	A.M.	0.767	C	0.777	C	0.010	NO	0.676	B	-0.091	NO
		Century Boulevard	P.M.	0.917	E	0.920	E	0.003	NO	0.820	D	-0.097	NO
63.	LA	La Cienega Boulevard &	A.M.	0.535	A	0.541	A	0.006	NO	0.541	A	0.006	NO
		Century Boulevard	P.M.	0.685	B	0.689	B	0.004	NO	0.689	B	0.004	NO
64.	IW	I-405 Northbound Ramps &	A.M.	0.603	B	0.613	B	0.010	NO	0.613	B	0.010	NO
		Century Boulevard	P.M.	0.586	A	0.589	A	0.003	NO	0.589	A	0.003	NO
65.	IW	Inglewood Avenue &	A.M.	0.508	A	0.513	A	0.005	NO	0.513	A	0.005	NO
		Century Boulevard	P.M.	0.761	C	0.771	C	0.010	NO	0.771	C	0.010	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard &	A.M.	0.562	A	0.569	A	0.007	NO	0.569	A	0.007	NO
		Century Boulevard	P.M.	0.772	C	0.777	C	0.005	NO	0.777	C	0.005	NO
67.	LAC	Inglewood Avenue &	A.M.	0.429	A	0.433	A	0.004	NO	0.433	A	0.004	NO
		Lennox Boulevard	P.M.	0.719	C	0.723	C	0.004	NO	0.723	C	0.004	NO
68.	LAC	Hawthorne Boulevard &	A.M.	0.408	A	0.409	A	0.001	NO	0.409	A	0.001	NO
		Lennox Boulevard	P.M.	0.735	C	0.736	C	0.001	NO	0.736	C	0.001	NO
69.	HT	Inglewood Avenue &	A.M.	0.632	B	0.639	B	0.007	NO	0.639	B	0.007	NO
		Imperial Highway	P.M.	1.166	F	1.174	F	0.008	NO	1.174	F	0.008	NO
70.	HT	Hawthorne Boulevard &	A.M.	0.573	A	0.577	A	0.004	NO	0.577	A	0.004	NO
		Imperial Highway	P.M.	0.863	D	0.868	D	0.005	NO	0.867	D	0.004	NO
71.	HT	Inglewood Avenue &	A.M.	0.595	A	0.597	A	0.002	NO	0.597	A	0.002	NO
		El Segundo Boulevard	P.M.	0.973	E	0.978	E	0.005	NO	0.978	E	0.005	NO
72.	HT	Hawthorne Boulevard &	A.M.	0.619	B	0.621	B	0.002	NO	0.621	B	0.002	NO
		El Segundo Boulevard	P.M.	1.176	F	1.180	F	0.004	NO	1.180	F	0.004	NO
73.	LA	Centinela Avenue &	A.M.	0.677	B	0.697	B	0.020	NO	0.697	B	0.020	NO
		Culver Boulevard	P.M.	0.712	C	0.719	C	0.007	NO	0.719	C	0.007	NO
74.	LA	Centinela Avenue &	A.M.	0.370	A	0.382	A	0.012	NO	0.381	A	0.011	NO
		Sanford Street / SR-90 Westbound Ramps	P.M.	0.471	A	0.475	A	0.004	NO	0.475	A	0.004	NO
75.	LA	Centinela Avenue &	A.M.	0.299	A	0.299	A	0.000	NO	0.299	A	0.000	NO
		SR-90 Eastbound Ramps	P.M.	0.421	A	0.421	A	0.000	NO	0.421	A	0.000	NO
76.	LA	Centinela Avenue &	A.M.	0.453	A	0.488	A	0.035	NO	0.487	A	0.034	NO
		Jefferson Boulevard	P.M.	0.608	B	0.613	B	0.005	NO	0.613	B	0.005	NO
77.	CC	Sepulveda Boulevard &	A.M.	0.624	B	0.626	B	0.002	NO	0.626	B	0.002	NO
		Washington Place	P.M.	0.639	B	0.644	B	0.005	NO	0.644	B	0.005	NO
78.	CC	Sepulveda Boulevard &	A.M.	0.670	B	0.672	B	0.002	NO	0.672	B	0.002	NO
		Washington Boulevard	P.M.	0.659	B	0.662	B	0.003	NO	0.662	B	0.003	NO
79.	CC	Sawtelle Boulevard &	A.M.	0.614	B	0.616	B	0.002	NO	0.616	B	0.002	NO
		Culver Boulevard	P.M.	0.772	C	0.776	C	0.004	NO	0.776	C	0.004	NO
80.	CC	Sepulveda Boulevard &	A.M.	0.682	B	0.687	B	0.005	NO	0.687	B	0.005	NO
		Culver Boulevard	P.M.	0.668	B	0.674	B	0.006	NO	0.674	B	0.006	NO

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TABLE F-12 (continued)
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 3				Existing with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A	0.271 0.369	A A	0.000 0.000	NO NO	0.271 0.369	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B	0.400 0.691	A B	0.005 0.002	NO NO	0.400 0.691	A B	0.005 0.002	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.472 0.501	A A	0.002 0.007	NO NO	0.472 0.500	A A	0.002 0.006	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.479 0.638	A B	0.002 0.005	NO NO	0.479 0.638	A B	0.002 0.005	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.347 0.462	A A	0.004 0.005	NO NO	0.347 0.462	A A	0.004 0.005	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.698 0.821	B D	0.003 0.011	NO NO	0.698 0.821	B D	0.003 0.011	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.503 0.729	A C	0.003 0.011	NO NO	0.503 0.729	A C	0.003 0.011	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.282 1.182	F F	0.004 0.004	NO NO	1.282 1.182	F F	0.004 0.004	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C	0.693 0.803	B D	0.006 0.009	NO NO	0.693 0.803	B D	0.006 0.009	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B	0.721 0.707	C C	0.011 0.018	NO NO	0.721 0.706	C C	0.011 0.017	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A	0.133 0.111	A A	0.008 0.004	NO NO	0.122 0.100	A A	-0.003 -0.007	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A	0.280 0.191	A A	0.003 0.030	NO NO	0.280 0.191	A A	0.003 0.030	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A	0.437 0.536	A A	0.089 0.096	NO NO	0.333 0.432	A A	-0.015 -0.008	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A	0.328 0.153	A A	0.133 0.045	NO NO	0.321 0.149	A A	0.126 0.041	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A	0.218 0.175	A A	0.126 0.104	NO NO	0.212 0.170	A A	0.120 0.099	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A	0.480 0.403	A A	0.033 0.023	NO NO	0.467 0.392	A A	0.020 0.012	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A	0.211 0.146	A A	0.096 0.076	NO NO	0.207 0.142	A A	0.092 0.072	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A	0.216 0.404	A A	0.071 0.068	NO NO	0.214 0.403	A A	0.069 0.067	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A	0.140 0.208	A A	0.051 0.052	NO NO	0.138 0.206	A A	0.049 0.050	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A	0.174 0.358	A A	0.005 0.007	NO NO	0.174 0.358	A A	0.005 0.007	NO NO

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TABLE F-12 (continued)
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 3				Existing with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.643	B	0.647	B	0.004	NO	0.547	A	-0.096	NO
		Imperial Highway	P.M.	0.605	B	0.616	B	0.011	NO	0.516	A	-0.089	NO
102.	ES	Aviation Boulevard &	A.M.	0.959	E	0.961	E	0.002	NO	0.961	E	0.002	NO
		El Segundo Boulevard	P.M.	0.880	D	0.883	D	0.003	NO	0.882	D	0.002	NO
103.	LA	Lincoln Boulevard &	A.M.	0.889	D	0.877	D	-0.012	NO	0.777	C	-0.112	NO
		Rose Avenue	P.M.	0.812	D	0.814	D	0.002	NO	0.714	C	-0.098	NO
104.	LA	Culver Boulevard &	A.M.	0.739	C	0.739	C	0.000	NO	0.739	C	0.000	NO
		SR-90 WB Ramps	P.M.	0.793	C	0.794	C	0.001	NO	0.794	C	0.001	NO
105.	LA	Culver Boulevard &	A.M.	0.407	A	0.410	A	0.003	NO	0.410	A	0.003	NO
		SR-90 EB Ramps	P.M.	0.459	A	0.461	A	0.002	NO	0.460	A	0.001	NO
106.	LA	I-405 SB Ramps &	A.M.	0.347	A	0.370	A	0.023	NO	0.369	A	0.022	NO
		Howard Hughes Parkway	P.M.	0.198	A	0.204	A	0.006	NO	0.203	A	0.005	NO
107.	LA	Center Drive &	A.M.	0.167	A	0.171	A	0.004	NO	0.171	A	0.004	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.207	A	0.226	A	0.019	NO	0.226	A	0.019	NO
108.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.396	A	0.000	NO	0.396	A	0.000	NO
		Imperial Highway	P.M.	0.546	A	0.552	A	0.006	NO	0.552	A	0.006	NO

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TABLE F-12 (continued)
EXISTING WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	1	1
Afternoon Peak Hour	6	1
Total Intersections Impacted	**6**	**1**

TABLE F-13
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3				Future with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.856 0.984	D E	0.004 0.009	NO NO	0.756 0.884	C D	-0.096 -0.091	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.774 0.990	C E	0.781 0.995	C E	0.007 0.005	NO NO	0.681 0.894	B D	-0.093 -0.096	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.573 0.644	A B	0.580 0.655	A B	0.007 0.011	NO NO	0.480 0.554	A A	-0.093 -0.090	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.729 0.865	C D	0.003 0.012	NO NO	0.629 0.765	B C	-0.097 -0.088	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.492 0.789	A C	0.505 0.798	A C	0.013 0.009	NO NO	0.404 0.698	A B	-0.088 -0.091	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.688 0.820	B D	0.696 0.835	B D	0.008 0.015	NO NO	0.595 0.735	A C	-0.093 -0.085	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.552 0.786	A C	0.570 0.801	A D	0.018 0.015	NO NO	0.469 0.700	A B	-0.083 -0.086	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.634 0.667	B B	0.671 0.715	B C	0.037 0.048	NO **YES**	0.570 0.614	A B	-0.064 -0.053	NO NO
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.459 0.417	A A	0.499 0.440	A A	0.040 0.023	NO NO	0.397 0.338	A A	-0.062 -0.079	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.475 0.561	A A	0.488 0.581	A A	0.013 0.020	NO NO	0.388 0.481	A A	-0.087 -0.080	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.564 0.601	A B	0.629 0.655	B B	0.065 0.054	NO NO	0.527 0.553	A A	-0.037 -0.048	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.692	B B	0.677 0.774	B C	0.062 0.082	NO **YES**	0.480 0.599	A A	-0.135 -0.093	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A	0.384 0.418	A A	0.012 0.039	NO NO	0.283 0.317	A A	-0.089 -0.062	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.731 0.695	C B	0.741 0.703	C C	0.010 0.008	NO NO	0.741 0.702	C C	0.010 0.007	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.591 0.777	A C	0.612 0.785	B C	0.021 0.008	NO NO	0.611 0.785	B C	0.020 0.008	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.411	A A	0.464 0.429	A A	0.003 0.018	NO NO	0.464 0.428	A A	0.003 0.017	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A	0.246 0.246	A A	0.023 0.030	NO NO	0.245 0.245	A A	0.022 0.029	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.412 0.392	A A	0.415 0.405	A A	0.003 0.013	NO NO	0.415 0.404	A A	0.003 0.012	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.547 0.459	A A	0.580 0.472	A A	0.033 0.013	NO NO	0.578 0.471	A A	0.031 0.012	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.720 0.571	C A	0.737 0.590	C A	0.017 0.019	NO NO	0.736 0.590	C A	0.016 0.019	NO NO

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TABLE F-13 (continued)
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3				Future with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar &	A.M.	0.533	A	0.547	A	0.014	NO	0.546	A	0.013	NO
		Grand Avenue	P.M.	0.361	A	0.371	A	0.010	NO	0.370	A	0.009	NO
22.	MB	Highland Avenue &	A.M.	0.826	D	0.839	D	0.013	NO	0.838	D	0.012	NO
		Rosecrans Avenue	P.M.	0.713	C	0.726	C	0.013	NO	0.725	C	0.012	NO
23.	CC	Sepulveda Boulevard &	A.M.	0.811	D	0.822	D	0.011	NO	0.822	D	0.011	NO
		Centinela Avenue	P.M.	0.815	D	0.822	D	0.007	NO	0.821	D	0.006	NO
24.	LA	Sepulveda Boulevard &	A.M.	0.412	A	0.426	A	0.014	NO	0.426	A	0.014	NO
		Howard Hughes Parkway	P.M.	0.576	A	0.592	A	0.016	NO	0.592	A	0.016	NO
25.	LA	Sepulveda Boulevard &	A.M.	0.678	B	0.685	B	0.007	NO	0.685	B	0.007	NO
		76th Street	P.M.	0.661	B	0.672	B	0.011	NO	0.672	B	0.011	NO
26.	LA	Sepulveda Boulevard &	A.M.	0.481	A	0.488	A	0.007	NO	0.488	A	0.007	NO
		79th Street	P.M.	0.528	A	0.539	A	0.011	NO	0.539	A	0.011	NO
27.	LA	Sepulveda Boulevard &	A.M.	0.431	A	0.438	A	0.007	NO	0.438	A	0.007	NO
		83rd Street	P.M.	0.491	A	0.504	A	0.013	NO	0.503	A	0.012	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.768	C	0.789	C	0.021	NO	0.559	A	-0.209	NO
		Manchester Avenue	P.M.	0.834	D	0.873	D	0.039	**YES**	0.728	C	-0.106	NO
29.	LA	Sepulveda Boulevard &	A.M.	0.522	A	0.542	A	0.020	NO	0.433	A	-0.089	NO
		La Tijera Boulevard	P.M.	0.673	B	0.761	C	0.088	**YES**	0.576	A	-0.097	NO
30.	LA	Sepulveda Boulevard &	A.M.	0.506	A	0.613	B	0.107	NO	0.510	A	0.004	NO
		Westchester Parkway	P.M.	0.851	D	0.959	E	0.108	**YES**	0.857	D	0.006	NO
31.	LA	Sepulveda Boulevard &	A.M.	0.157	A	0.175	A	0.018	NO	0.174	A	0.017	NO
		Lincoln Boulevard	P.M.	0.233	A	0.255	A	0.022	NO	0.254	A	0.021	NO
32.	LA	Sepulveda Boulevard &	A.M.	0.550	A	0.591	A	0.041	NO	0.589	A	0.039	NO
		Century Boulevard	P.M.	0.638	B	0.653	B	0.015	NO	0.653	B	0.015	NO
33.	LA	Sepulveda Boulevard &	A.M.	0.849	D	0.905	E	0.056	**YES**	0.902	E	0.053	**YES**
		I-105 Westbound Ramps N/O Imperial Highway	P.M.	0.881	D	0.903	E	0.022	**YES**	0.903	E	0.022	**YES**
34.	LA	Sepulveda Boulevard &	A.M.	0.773	C	0.796	C	0.023	NO	0.664	B	-0.109	NO
		Imperial Highway	P.M.	1.156	F	1.165	F	0.009	NO	1.035	F	-0.121	NO
35.	ES	Sepulveda Boulevard &	A.M.	0.785	C	0.796	C	0.011	NO	0.796	C	0.011	NO
		Mariposa Avenue	P.M.	0.805	D	0.818	D	0.013	NO	0.818	D	0.013	NO
36.	ES	Sepulveda Boulevard &	A.M.	0.790	C	0.802	D	0.012	NO	0.802	D	0.012	NO
		Grand Avenue	P.M.	0.908	E	0.919	E	0.011	NO	0.919	E	0.011	NO
37.	ES	Sepulveda Boulevard &	A.M.	0.792	C	0.805	D	0.013	NO	0.805	D	0.013	NO
		El Segundo Boulevard	P.M.	1.009	F	1.017	F	0.008	NO	1.017	F	0.008	NO
38.	ES	Sepulveda Boulevard &	A.M.	0.819	D	0.831	D	0.012	NO	0.831	D	0.012	NO
		Rosecrans Avenue	P.M.	1.154	F	1.164	F	0.010	NO	1.163	F	0.009	NO
39.	LA	La Tijera Boulevard &	A.M.	0.515	A	0.561	A	0.046	NO	0.548	A	0.033	NO
		Manchester Avenue	P.M.	0.553	A	0.608	B	0.055	NO	0.595	A	0.042	NO
40.	LA	La Tijera Boulevard &	A.M.	0.436	A	0.488	A	0.052	NO	0.486	A	0.050	NO
		Airport Boulevard	P.M.	0.444	A	0.477	A	0.033	NO	0.476	A	0.032	NO

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TABLE F-13 (continued)
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3				Future with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.478	A	0.490	A	0.012	NO	0.490	A	0.012	NO
		La Tijera Boulevard	P.M.	0.605	B	0.630	B	0.025	NO	0.629	B	0.024	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.620	B	0.640	B	0.020	NO	0.639	B	0.019	NO
		La Tijera Boulevard	P.M.	0.598	A	0.620	B	0.022	NO	0.619	B	0.021	NO
43.	LA	La Tijera Boulevard &	A.M.	0.613	B	0.631	B	0.018	NO	0.630	B	0.017	NO
		Centinela Avenue	P.M.	0.760	C	0.780	C	0.020	NO	0.779	C	0.019	NO
44.	LA	La Cienega Boulevard &	A.M.	0.662	B	0.667	B	0.005	NO	0.666	B	0.004	NO
		La Tijera Boulevard	P.M.	0.765	C	0.765	C	0.000	NO	0.765	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	1.000	E	1.002	F	0.002	NO	1.002	F	0.002	NO
		Centinela Avenue	P.M.	1.068	F	1.070	F	0.002	NO	1.069	F	0.001	NO
46.	LA	Airport Boulevard &	A.M.	0.653	B	0.697	B	0.044	NO	0.561	A	-0.092	NO
		Manchester Avenue	P.M.	0.917	E	0.957	E	0.040	**YES**	0.798	C	-0.119	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.684	B	0.719	C	0.035	NO	0.605	B	-0.079	NO
		Manchester Avenue	P.M.	0.836	D	0.862	D	0.026	**YES**	0.749	C	-0.087	NO
48.	IW	La Cienega Boulevard &	A.M.	0.828	D	0.836	D	0.008	NO	0.736	C	-0.092	NO
		Florence Avenue	P.M.	1.125	F	1.132	F	0.007	NO	1.032	F	-0.093	NO
49.	IW	La Cienega Boulevard &	A.M.	0.697	B	0.700	B	0.003	NO	0.592	A	-0.105	NO
		Manchester Avenue	P.M.	0.911	E	0.925	E	0.014	**YES**	0.816	D	-0.095	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.677	B	0.695	B	0.018	NO	0.587	A	-0.090	NO
		Manchester Avenue	P.M.	0.775	C	0.791	C	0.016	NO	0.679	B	-0.096	NO
51.	IW	Inglewood Avenue &	A.M.	0.546	A	0.565	A	0.019	NO	0.453	A	-0.093	NO
		Manchester Avenue	P.M.	0.679	B	0.695	B	0.016	NO	0.583	A	-0.096	NO
52.	IW	La Brea Avenue &	A.M.	0.741	C	0.745	C	0.004	NO	0.645	B	-0.096	NO
		Florence Avenue	P.M.	0.998	E	1.003	F	0.005	NO	0.902	E	-0.096	NO
53.	IW	La Brea Avenue &	A.M.	0.793	C	0.799	C	0.006	NO	0.699	B	-0.094	NO
		Manchester Avenue	P.M.	0.870	D	0.879	D	0.009	NO	0.778	C	-0.092	NO
54.	LA	Sepulveda Eastway &	A.M.	0.305	A	0.343	A	0.038	NO	0.341	A	0.036	NO
		Westchester Parkway	P.M.	0.546	A	0.560	A	0.014	NO	0.560	A	0.014	NO
55.	LA	Jenny Avenue &	A.M.	0.121	A	0.155	A	0.034	NO	0.154	A	0.033	NO
		Westchester Parkway	P.M.	0.311	A	0.350	A	0.039	NO	0.349	A	0.038	NO
56.	LA	Airport Boulevard &	A.M.	0.391	A	0.436	A	0.045	NO	0.434	A	0.043	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.597	A	0.624	B	0.027	NO	0.624	B	0.027	NO
57.	LA	Aviation Boulevard &	A.M.	0.527	A	0.567	A	0.040	NO	0.465	A	-0.062	NO
		Arbor Vitae Street	P.M.	0.669	B	0.710	C	0.041	**YES**	0.537	A	-0.132	NO
58.	LA	La Cienega Boulevard &	A.M.	0.505	A	0.528	A	0.023	NO	0.527	A	0.022	NO
		Arbor Vitae Street	P.M.	0.687	B	0.716	C	0.029	NO	0.619	B	-0.068	NO
59.	IW	Inglewood Avenue &	A.M.	0.426	A	0.448	A	0.022	NO	0.448	A	0.022	NO
		Arbor Vitae Street	P.M.	0.754	C	0.775	C	0.021	NO	0.774	C	0.020	NO
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.367	A	0.003	NO	0.367	A	0.003	NO
		Arbor Vitae Street	P.M.	0.727	C	0.740	C	0.013	NO	0.740	C	0.013	NO

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TABLE F-13 (continued)
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3				Future with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.723 0.767	C C	0.728 0.768	C C	0.005 0.001	NO NO	0.727 0.768	C C	0.004 0.001	NO NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.939 1.065	E F	0.949 1.070	E F	0.010 0.005	**YES** NO	0.849 0.970	D E	-0.090 -0.095	NO NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.664 0.772	B C	0.669 0.776	B C	0.005 0.004	NO NO	0.669 0.776	B C	0.005 0.004	NO NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.677 0.631	B B	0.687 0.634	B B	0.010 0.003	NO NO	0.686 0.634	B B	0.009 0.003	NO NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.617 0.834	B D	0.621 0.844	B D	0.004 0.010	NO NO	0.621 0.843	B D	0.004 0.009	NO NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.670 0.934	B E	0.676 0.939	B E	0.006 0.005	NO NO	0.676 0.939	B E	0.006 0.005	NO NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.467 0.804	A D	0.470 0.808	A D	0.003 0.004	NO NO	0.469 0.808	A D	0.002 0.004	NO NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.794	A C	0.480 0.795	A C	0.000 0.001	NO NO	0.480 0.795	A C	0.000 0.001	NO NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.729 1.240	C F	0.736 1.247	C F	0.007 0.007	NO NO	0.735 1.247	C F	0.006 0.007	NO NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.653 0.954	B E	0.658 0.960	B E	0.005 0.006	NO NO	0.658 0.959	B E	0.005 0.005	NO NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.662 1.043	B F	0.664 1.047	B F	0.002 0.004	NO NO	0.664 1.047	B F	0.002 0.004	NO NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.677 1.233	B F	0.678 1.237	B F	0.001 0.004	NO NO	0.678 1.237	B F	0.001 0.004	NO NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.719 0.787	C C	0.739 0.794	C C	0.020 0.007	NO NO	0.738 0.794	C C	0.019 0.007	NO NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.431 0.494	A A	0.449 0.496	A A	0.018 0.002	NO NO	0.448 0.496	A A	0.017 0.002	NO NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.352 0.490	A A	0.376 0.490	A A	0.024 0.000	NO NO	0.374 0.490	A A	0.022 0.000	NO NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.596 0.697	A B	0.630 0.701	B C	0.034 0.004	NO NO	0.629 0.701	B C	0.033 0.004	NO NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.678 0.707	B C	0.680 0.711	B C	0.002 0.004	NO NO	0.680 0.711	B C	0.002 0.004	NO NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.692 0.669	B B	0.694 0.676	B B	0.002 0.007	NO NO	0.694 0.676	B B	0.002 0.007	NO NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.648 0.798	B C	0.650 0.804	B D	0.002 0.006	NO NO	0.650 0.804	B D	0.002 0.006	NO NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.714 0.707	C C	0.721 0.715	C C	0.007 0.008	NO NO	0.721 0.715	C C	0.007 0.008	NO NO

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TABLE F-13 (continued)
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3				Future with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A	0.308 0.431	A A	0.001 0.000	NO NO	0.308 0.431	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C	0.471 0.748	A C	0.005 0.002	NO NO	0.471 0.748	A C	0.005 0.002	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A	0.530 0.559	A A	0.003 0.006	NO NO	0.530 0.559	A A	0.003 0.006	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B	0.527 0.703	A C	0.002 0.006	NO NO	0.527 0.703	A C	0.002 0.006	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A	0.406 0.514	A A	0.004 0.004	NO NO	0.406 0.514	A A	0.004 0.004	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E	0.774 0.942	C E	0.003 0.011	NO NO	0.774 0.941	C E	0.003 0.010	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C	0.534 0.782	A C	0.002 0.011	NO NO	0.534 0.782	A C	0.002 0.011	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.324 1.244	F F	0.004 0.005	NO NO	1.324 1.244	F F	0.004 0.005	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C	0.972 0.776	E C	0.006 0.006	NO NO	0.972 0.776	E C	0.006 0.006	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C	0.749 0.807	C D	0.010 0.009	NO NO	0.748 0.807	C D	0.009 0.009	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.155 0.131	A A	0.009 0.003	NO NO	0.143 0.120	A A	-0.003 -0.008	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.316 0.215	A A	0.004 0.028	NO NO	0.316 0.215	A A	0.004 0.028	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.479 0.588	A A	0.088 0.097	NO NO	0.375 0.484	A A	-0.016 -0.007	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.355 0.168	A A	0.132 0.041	NO NO	0.347 0.167	A A	0.124 0.040	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.235 0.188	A A	0.133 0.110	NO NO	0.228 0.184	A A	0.126 0.106	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.531 0.449	A A	0.032 0.024	NO NO	0.518 0.438	A A	0.019 0.013	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.231 0.159	A A	0.097 0.083	NO NO	0.227 0.156	A A	0.093 0.080	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.240 0.445	A A	0.071 0.068	NO NO	0.237 0.444	A A	0.068 0.067	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.157 0.232	A A	0.060 0.051	NO NO	0.155 0.230	A A	0.058 0.049	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.200 0.400	A A	0.005 0.006	NO NO	0.200 0.400	A A	0.005 0.006	NO NO

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TABLE F-13 (continued)
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3				Future with Alternative 3 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.713	C	0.718	C	0.005	NO	0.617	B	-0.096	NO
		Imperial Highway	P.M.	0.672	B	0.684	B	0.012	NO	0.583	A	-0.089	NO
102.	ES	Aviation Boulevard &	A.M.	1.041	F	1.043	F	0.002	NO	1.043	F	0.002	NO
		El Segundo Boulevard	P.M.	0.954	E	0.958	E	0.004	NO	0.957	E	0.003	NO
103.	LA	Lincoln Boulevard &	A.M.	0.969	E	0.971	E	0.002	NO	0.871	D	-0.098	NO
		Rose Avenue	P.M.	0.898	D	0.900	D	0.002	NO	0.800	C	-0.098	NO
104.	LA	Culver Boulevard &	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
		SR-90 WB Ramps	P.M.	0.878	D	0.879	D	0.001	NO	0.879	D	0.001	NO
105.	LA	Culver Boulevard &	A.M.	0.456	A	0.459	A	0.003	NO	0.459	A	0.003	NO
		SR-90 EB Ramps	P.M.	0.512	A	0.514	A	0.002	NO	0.513	A	0.001	NO
106.	LA	I-405 SB Ramps &	A.M.	0.388	A	0.413	A	0.025	NO	0.412	A	0.024	NO
		Howard Hughes Parkway	P.M.	0.226	A	0.231	A	0.005	NO	0.231	A	0.005	NO
107.	LA	Center Drive &	A.M.	0.192	A	0.196	A	0.004	NO	0.196	A	0.004	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.237	A	0.256	A	0.019	NO	0.255	A	0.018	NO
108.	LA	La Cienega Boulevard &	A.M.	0.444	A	0.444	A	0.000	NO	0.444	A	0.000	NO
		Imperial Highway	P.M.	0.606	B	0.613	B	0.007	NO	0.612	B	0.006	NO

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TABLE F-13 (continued)
FUTURE WITH ALTERNATIVE 3 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	2	1
Afternoon Peak Hour	10	1
Total Intersections Impacted	**11**	**1**

TABLE F-14
EXISTING WITH ALTERNATIVE 3 CONDITIONS (YEAR 2012)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.824 0.909	D E	0.004 0.003	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.702 0.821	C D	0.002 0.011	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.625	A B	0.617 0.699	B B	0.017 0.074	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.771 0.806	C D	0.021 0.039	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.163 0.227	A A	0.018 0.022	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.781 0.987	C E	0.012 0.008	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.803 1.110	D F	0.011 0.011	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E	0.945 0.991	E E	0.002 0.002	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C	0.695 0.746	B C	0.006 0.007	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.282 1.182	F F	0.004 0.004	NO NO

Notes:

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Existing conditions V/C and LOS from Table 5. Existing with Project conditions V/C and LOS from Table 12.

TABLE F-15
FUTURE WITH ALTERNATIVE 3 CONDITIONS (YEAR 2022)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.856 0.984	D E	0.004 0.009	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.729 0.865	C D	0.003 0.012	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.672	B B	0.677 0.750	B C	0.062 0.078	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.789 0.873	C D	0.021 0.039	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.175 0.255	A A	0.018 0.022	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.805 1.017	D F	0.013 0.008	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.831 1.164	D F	0.012 0.010	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F	1.002 1.070	F F	0.002 0.002	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D	0.799 0.879	C D	0.006 0.009	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.324 1.244	F F	0.004 0.005	NO NO

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Future without Project conditions V/C and LOS from Table 10. Future with Project conditions V/C and LOS from Table 13.

TABLE F-16
ALTERNATIVE 3 TRANSIT TRIP GENERATION

Trip Category	Daily	Morning Peak Hour	Afternoon Peak Hour
Gross Vehicle Trips [a]	15,485	1,433	1,649
Person Trips [b]	21,679	2,006	2,309
Transit Trips [c]	1,626	150	173

Notes:

[a] The analysis conservatively estimates that 7.5% of all trips would use transit, regardless of use. Therefore, all trip credits are removed from the gross vehicle trip generation estimates for the purpose of maximizing the potential transit impact of the project.

[b] Assumes an average vehicular occupancy (AVO) of 1.40.

[c] Assumes 7.5% of project trips would use transit.

TABLE F-17
ALTERNATIVE 3 PARKING REQUIREMENTS

Area & Land Use	Units	Parking Rate Source [a]	Parking Requirement	Required Parking Spaces
Area 1				
Open Space	N/A	N/A	N/A	N/A
Area 2 West				
Open Space	N/A	N/A	N/A	N/A
Area 2 East & Area 3				
Community/Civic Uses	28 ksf	LAMC	2 per ksf	56
Office	300 ksf	LAMC	2 per ksf	600
Research & Development	408.33 ksf	LAMC	2 per ksf	817
Area 4				
LAX Facilities [b]	83 Employees	N/A	N/A	83
Area 5 - 10				
LAX	40 Acres	N/A	N/A	N/A
Area 11				
Retail [c]	146.67 ksf	LAMC	4 per ksf	587
Area 12A - East				
Office/Conference Center	141.67 ksf	LAMC	2 per ksf	283
Area 12A - West				
Community/Civic Uses	91 ksf	LAMC	2 per ksf	182
Area 12B				
Golf Course [d]	N/A	N/A	N/A	N/A
Area 13				
Community/Civic Uses	31 ksf	LAMC	2 per ksf	62
			TOTAL	**2,670**

Notes:

[a] Parking rates come from Los Angeles Municipal Code (LAMC) when available. Otherwise, they are from *Parking Generation, 4th Edition* (Institute of Transportation Engineers [ITE], 2010).

[b] This analysis conservatively assumes 1 parking space per employee. The location of this parking will be determined during design.

[c] Shopping Center can be up to 20% Restaurant/Entertainment. Beyond that, should be viewed as a mixed-use development (*ULI Parking Requirements for Shopping Centers 2nd Edition* , 1997)

[d] Golf Course has been completed and is not anticipated to change with the Project

TABLE F-18
CONCEPTUAL LAND USE AND TRIP GENERATION
ALTERNATIVE 4 - REDUCED RETAIL

Land Use	Units	Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Area 1								
Open Space	n/a	-	-	-	-	-	-	-
Area 2 West								
Office	100 ksf	1,334	165	23	188	32	159	191
Less 5% Transit Credit [a]		*(67)*	*(8)*	*(1)*	*(9)*	*(2)*	*(8)*	*(10)*
Area 2 East & Area 3								
Community/Civic Uses	40 ksf	915	40	25	65	21	37	58
Less 5% Transit Credit [a]		*(46)*	*(2)*	*(1)*	*(3)*	*(1)*	*(2)*	*(3)*
Office	412.5 ksf	3,972	513	70	583	92	449	541
Less 5% Transit Credit [a]		*(199)*	*(26)*	*(3)*	*(29)*	*(5)*	*(22)*	*(27)*
Research & Development	612.5 ksf	4,458	525	107	632	86	488	574
Less 5% Transit Credit [a]		*(223)*	*(26)*	*(6)*	*(32)*	*(5)*	*(24)*	*(29)*
Area 4								
LAX Facilities [b]	125 Employees	250	0	16	16	0	70	70
Area 5 - 10								
LAX	40 Acres	-	-	-	-	-	-	-
Area 11								
Retail	80 ksf	3,435	49	31	80	146	152	298
Less 30% Pass-by Credit [a]		*(1,031)*	*(15)*	*(9)*	*(24)*	*(43)*	*(46)*	*(89)*
Office	90 ksf	1,230	151	21	172	31	149	180
Less 5% Transit Credit [a]		*(62)*	*(8)*	*(1)*	*(9)*	*(2)*	*(7)*	*(9)*
Area 12A - East								
Office	200 ksf	2,275	288	39	327	52	251	303
Less 5% Transit Credit [a]		*(114)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
Area 12A - West								
Community/Civic Uses	140 ksf	3,203	138	89	227	75	128	203
Less 5% Transit Credit [a]		*(160)*	*(7)*	*(4)*	*(11)*	*(4)*	*(6)*	*(10)*
Area 12B								
Golf Course [c]	- -	-	-	-	-	-	-	-
Area 13								
Community/Civic Uses	45 ksf	1,030	45	28	73	24	41	65
Less 5% Transit Credit [a]		*(52)*	*(2)*	*(2)*	*(4)*	*(1)*	*(2)*	*(3)*
TOTAL		**20,148**	**1,806**	**420**	**2,226**	**494**	**1,794**	**2,288**
10% TDM Credit								
Area 2 West Office		*(63)*	*(8)*	*(1)*	*(9)*	*(2)*	*(8)*	*(9)*
Area 2 East Office		*(189)*	*(24)*	*(3)*	*(28)*	*(4)*	*(21)*	*(26)*
Area 2 East Research & Development		*(212)*	*(25)*	*(5)*	*(30)*	*(4)*	*(23)*	*(27)*
Area 11 Office		*(58)*	*(7)*	*(1)*	*(8)*	*(1)*	*(7)*	*(9)*
Area 12A East Office		*(108)*	*(14)*	*(2)*	*(16)*	*(3)*	*(12)*	*(14)*
Total TDM Credit		***-630***	***-78***	***-12***	***-91***	***-14***	***-71***	***-85***

Notes:

Trip Generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008) except as noted below.

[a] Pass-by and Transit trip credits per standard rates allowed by LADOT.

[b] Trips for this category were calculated based on the future employee estimates (650 total/125 new) and the existing employee schedule.

[c] Golf Course has been completed and will not change with the Project.

TABLE F-19
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 4				Existing with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.827 0.911	D E	0.007 0.005	NO NO	0.726 0.810	C D	-0.094 -0.096	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.944	C E	0.762 0.949	C E	0.012 0.005	NO NO	0.661 0.849	B D	-0.089 -0.095	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.556 0.600	A A	0.566 0.615	A B	0.010 0.015	NO NO	0.465 0.515	A A	-0.091 -0.085	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.704 0.827	C D	0.004 0.017	NO NO	0.604 0.726	B C	-0.096 -0.084	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.424 0.707	A C	0.443 0.718	A C	0.019 0.011	NO NO	0.342 0.618	A B	-0.082 -0.089	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.778	B C	0.646 0.800	B C	0.011 0.022	NO NO	0.546 0.700	A B	-0.089 -0.078	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.524 0.751	A C	0.556 0.772	A C	0.032 0.021	NO NO	0.455 0.671	A B	-0.069 -0.080	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.613 0.630	B B	0.672 0.698	B B	0.059 0.068	NO NO	0.570 0.596	A A	-0.043 -0.034	NO NO
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.362 0.342	A A	0.424 0.380	A A	0.062 0.038	NO NO	0.322 0.278	A A	-0.040 -0.064	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.435 0.530	A A	0.452 0.555	A A	0.017 0.025	NO NO	0.351 0.454	A A	-0.084 -0.076	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.544 0.586	A A	0.637 0.664	B B	0.093 0.078	NO NO	0.532 0.561	A A	-0.012 -0.025	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.664 0.759	B C	0.064 0.114	NO **YES**	0.465 0.591	A A	-0.135 -0.054	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.343 0.368	A A	0.359 0.423	A A	0.016 0.055	NO NO	0.259 0.321	A A	-0.084 -0.047	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.694 0.659	B B	0.709 0.667	C B	0.015 0.008	NO NO	0.709 0.667	C B	0.015 0.008	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.548 0.743	A C	0.581 0.752	A C	0.033 0.009	NO NO	0.580 0.752	A C	0.032 0.009	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.455 0.381	A A	0.461 0.405	A A	0.006 0.024	NO NO	0.461 0.404	A A	0.006 0.023	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.213 0.191	A A	0.249 0.234	A A	0.036 0.043	NO NO	0.247 0.232	A A	0.034 0.041	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.405 0.368	A A	0.409 0.386	A A	0.004 0.018	NO NO	0.408 0.385	A A	0.003 0.017	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.519 0.369	A A	0.571 0.383	A A	0.052 0.014	NO NO	0.569 0.383	A A	0.050 0.014	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.689 0.527	B A	0.717 0.554	C A	0.028 0.027	NO NO	0.715 0.553	C A	0.026 0.026	NO NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE F-19 (continued)
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 4				Existing with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar &	A.M.	0.500	A	0.522	A	0.022	NO	0.521	A	0.021	NO
		Grand Avenue	P.M.	0.331	A	0.346	A	0.015	NO	0.345	A	0.014	NO
22.	MB	Highland Avenue &	A.M.	0.780	C	0.799	C	0.019	NO	0.799	C	0.019	NO
		Rosecrans Avenue	P.M.	0.689	B	0.706	C	0.017	NO	0.706	C	0.017	NO
23.	CC	Sepulveda Boulevard &	A.M.	0.743	C	0.761	C	0.018	NO	0.760	C	0.017	NO
		Centinela Avenue	P.M.	0.771	C	0.779	C	0.008	NO	0.778	C	0.007	NO
24.	LA	Sepulveda Boulevard &	A.M.	0.391	A	0.414	A	0.023	NO	0.414	A	0.023	NO
		Howard Hughes Parkway	P.M.	0.543	A	0.553	A	0.010	NO	0.553	A	0.010	NO
25.	LA	Sepulveda Boulevard &	A.M.	0.666	B	0.675	B	0.009	NO	0.675	B	0.009	NO
		76th Street	P.M.	0.634	B	0.648	B	0.014	NO	0.648	B	0.014	NO
26.	LA	Sepulveda Boulevard &	A.M.	0.450	A	0.459	A	0.009	NO	0.459	A	0.009	NO
		79th Street	P.M.	0.511	A	0.525	A	0.014	NO	0.525	A	0.014	NO
27.	LA	Sepulveda Boulevard &	A.M.	0.396	A	0.406	A	0.010	NO	0.405	A	0.009	NO
		83rd Street	P.M.	0.461	A	0.477	A	0.016	NO	0.477	A	0.016	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.750	C	0.780	C	0.030	NO	0.550	A	-0.200	NO
		Manchester Avenue	P.M.	0.767	C	0.825	D	0.058	**YES**	0.695	B	-0.072	NO
29.	LA	Sepulveda Boulevard &	A.M.	0.504	A	0.541	A	0.037	NO	0.434	A	-0.070	NO
		La Tijera Boulevard	P.M.	0.635	B	0.760	C	0.125	**YES**	0.577	A	-0.058	NO
30.	LA	Sepulveda Boulevard &	A.M.	0.455	A	0.628	B	0.173	NO	0.519	A	0.064	NO
		Westchester Parkway	P.M.	0.706	C	0.848	D	0.142	**YES**	0.743	C	0.037	NO
31.	LA	Sepulveda Boulevard &	A.M.	0.145	A	0.179	A	0.034	NO	0.178	A	0.033	NO
		Lincoln Boulevard	P.M.	0.205	A	0.241	A	0.036	NO	0.239	A	0.034	NO
32.	LA	Sepulveda Boulevard &	A.M.	0.547	A	0.612	B	0.065	NO	0.609	B	0.062	NO
		Century Boulevard	P.M.	0.623	B	0.641	B	0.018	NO	0.640	B	0.017	NO
33.	LA	Sepulveda Boulevard &	A.M.	0.840	D	0.929	E	0.089	**YES**	0.926	E	0.086	**YES**
		I-105 Westbound Ramps N/O Imperial Highway	P.M.	0.874	D	0.898	D	0.024	**YES**	0.897	D	0.023	**YES**
34.	LA	Sepulveda Boulevard &	A.M.	0.668	B	0.709	C	0.041	**YES**	0.622	B	-0.046	NO
		Imperial Highway	P.M.	1.035	F	1.045	F	0.010	**YES**	0.960	E	-0.075	NO
35.	ES	Sepulveda Boulevard &	A.M.	0.733	C	0.752	C	0.019	NO	0.751	C	0.018	NO
		Mariposa Avenue	P.M.	0.763	C	0.782	C	0.019	NO	0.782	C	0.019	NO
36.	ES	Sepulveda Boulevard &	A.M.	0.769	C	0.786	C	0.017	NO	0.785	C	0.016	NO
		Grand Avenue	P.M.	0.862	D	0.879	D	0.017	NO	0.878	D	0.016	NO
37.	ES	Sepulveda Boulevard &	A.M.	0.769	C	0.789	C	0.020	NO	0.788	C	0.019	NO
		El Segundo Boulevard	P.M.	0.979	E	0.991	E	0.012	NO	0.991	E	0.012	NO
38.	ES	Sepulveda Boulevard &	A.M.	0.792	C	0.809	D	0.017	NO	0.808	D	0.016	NO
		Rosecrans Avenue	P.M.	1.099	F	1.114	F	0.015	NO	1.113	F	0.014	NO
39.	LA	La Tijera Boulevard &	A.M.	0.455	A	0.528	A	0.073	NO	0.513	A	0.058	NO
		Manchester Avenue	P.M.	0.515	A	0.595	A	0.080	NO	0.579	A	0.064	NO
40.	LA	La Tijera Boulevard &	A.M.	0.384	A	0.408	A	0.024	NO	0.407	A	0.023	NO
		Airport Boulevard	P.M.	0.374	A	0.421	A	0.047	NO	0.419	A	0.045	NO

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TABLE F-19 (continued)
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 4				Existing with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.439	A	0.459	A	0.020	NO	0.457	A	0.018	NO
		La Tijera Boulevard	P.M.	0.560	A	0.594	A	0.034	NO	0.593	A	0.033	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.547	A	0.578	A	0.031	NO	0.577	A	0.030	NO
		La Tijera Boulevard	P.M.	0.546	A	0.577	A	0.031	NO	0.575	A	0.029	NO
43.	LA	La Tijera Boulevard &	A.M.	0.539	A	0.568	A	0.029	NO	0.566	A	0.027	NO
		Centinela Avenue	P.M.	0.701	C	0.731	C	0.030	NO	0.730	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.647	B	0.653	B	0.006	NO	0.653	B	0.006	NO
		La Tijera Boulevard	P.M.	0.651	B	0.678	B	0.027	NO	0.677	B	0.026	NO
45.	LA	La Cienega Boulevard &	A.M.	0.943	E	0.947	E	0.004	NO	0.947	E	0.004	NO
		Centinela Avenue	P.M.	0.989	E	0.992	E	0.003	NO	0.991	E	0.002	NO
46.	LA	Airport Boulevard &	A.M.	0.578	A	0.648	B	0.070	NO	0.514	A	-0.064	NO
		Manchester Avenue	P.M.	0.806	D	0.865	D	0.059	**YES**	0.708	C	-0.098	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.601	B	0.669	B	0.068	NO	0.553	A	-0.048	NO
		Manchester Avenue	P.M.	0.685	B	0.720	C	0.035	NO	0.607	B	-0.078	NO
48.	IW	La Cienega Boulevard &	A.M.	0.688	B	0.699	B	0.011	NO	0.598	A	-0.090	NO
		Florence Avenue	P.M.	0.977	E	0.988	E	0.011	**YES**	0.888	D	-0.089	NO
49.	IW	La Cienega Boulevard &	A.M.	0.596	A	0.601	B	0.005	NO	0.493	A	-0.103	NO
		Manchester Avenue	P.M.	0.828	D	0.848	D	0.020	**YES**	0.739	C	-0.089	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.624	B	0.651	B	0.027	NO	0.543	A	-0.081	NO
		Manchester Avenue	P.M.	0.711	C	0.734	C	0.023	NO	0.622	B	-0.089	NO
51.	IW	Inglewood Avenue &	A.M.	0.471	A	0.501	A	0.030	NO	0.389	A	-0.082	NO
		Manchester Avenue	P.M.	0.597	A	0.618	B	0.021	NO	0.507	A	-0.090	NO
52.	IW	La Brea Avenue &	A.M.	0.659	B	0.665	B	0.006	NO	0.565	A	-0.094	NO
		Florence Avenue	P.M.	0.855	D	0.862	D	0.007	NO	0.762	C	-0.093	NO
53.	IW	La Brea Avenue &	A.M.	0.689	B	0.699	B	0.010	NO	0.599	A	-0.090	NO
		Manchester Avenue	P.M.	0.739	C	0.750	C	0.011	NO	0.649	B	-0.090	NO
54.	LA	Sepulveda Eastway &	A.M.	0.231	A	0.292	A	0.061	NO	0.289	A	0.058	NO
		Westchester Parkway	P.M.	0.439	A	0.456	A	0.017	NO	0.455	A	0.016	NO
55.	LA	Jenny Avenue &	A.M.	0.084	A	0.127	A	0.043	NO	0.123	A	0.039	NO
		Westchester Parkway	P.M.	0.163	A	0.219	A	0.056	NO	0.217	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.283	A	0.355	A	0.072	NO	0.352	A	0.069	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.538	A	0.575	A	0.037	NO	0.573	A	0.035	NO
57.	LA	Aviation Boulevard &	A.M.	0.414	A	0.477	A	0.063	NO	0.375	A	-0.039	NO
		Arbor Vitae Street	P.M.	0.560	A	0.617	B	0.057	NO	0.443	A	-0.117	NO
58.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.432	A	0.036	NO	0.431	A	0.035	NO
		Arbor Vitae Street	P.M.	0.545	A	0.587	A	0.042	NO	0.508	A	-0.037	NO
59.	IW	Inglewood Avenue &	A.M.	0.372	A	0.410	A	0.038	NO	0.407	A	0.035	NO
		Arbor Vitae Street	P.M.	0.676	B	0.705	C	0.029	NO	0.705	C	0.029	NO
60.	IW	La Brea Avenue &	A.M.	0.343	A	0.346	A	0.003	NO	0.346	A	0.003	NO
		Arbor Vitae Street	P.M.	0.671	B	0.689	B	0.018	NO	0.688	B	0.017	NO

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TABLE F-19 (continued)
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 4				Existing with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard &	A.M.	0.547	A	0.555	A	0.008	NO	0.554	A	0.007	NO
		Century Boulevard	P.M.	0.552	A	0.554	A	0.002	NO	0.554	A	0.002	NO
62.	LA	Aviation Boulevard &	A.M.	0.767	C	0.784	C	0.017	NO	0.682	B	-0.085	NO
		Century Boulevard	P.M.	0.917	E	0.922	E	0.005	NO	0.821	D	-0.096	NO
63.	LA	La Cienega Boulevard &	A.M.	0.535	A	0.544	A	0.009	NO	0.544	A	0.009	NO
		Century Boulevard	P.M.	0.685	B	0.691	B	0.006	NO	0.691	B	0.006	NO
64.	IW	I-405 Northbound Ramps &	A.M.	0.603	B	0.619	B	0.016	NO	0.618	B	0.015	NO
		Century Boulevard	P.M.	0.586	A	0.590	A	0.004	NO	0.590	A	0.004	NO
65.	IW	Inglewood Avenue &	A.M.	0.508	A	0.515	A	0.007	NO	0.515	A	0.007	NO
		Century Boulevard	P.M.	0.761	C	0.775	C	0.014	NO	0.775	C	0.014	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard &	A.M.	0.562	A	0.575	A	0.013	NO	0.573	A	0.011	NO
		Century Boulevard	P.M.	0.772	C	0.780	C	0.008	NO	0.780	C	0.008	NO
67.	LAC	Inglewood Avenue &	A.M.	0.429	A	0.436	A	0.007	NO	0.436	A	0.007	NO
		Lennox Boulevard	P.M.	0.719	C	0.725	C	0.006	NO	0.725	C	0.006	NO
68.	LAC	Hawthorne Boulevard &	A.M.	0.408	A	0.409	A	0.001	NO	0.409	A	0.001	NO
		Lennox Boulevard	P.M.	0.735	C	0.737	C	0.002	NO	0.737	C	0.002	NO
69.	HT	Inglewood Avenue &	A.M.	0.632	B	0.643	B	0.011	NO	0.643	B	0.011	NO
		Imperial Highway	P.M.	1.166	F	1.178	F	0.012	NO	1.178	F	0.012	NO
70.	HT	Hawthorne Boulevard &	A.M.	0.573	A	0.580	A	0.007	NO	0.580	A	0.007	NO
		Imperial Highway	P.M.	0.863	D	0.869	D	0.006	NO	0.869	D	0.006	NO
71.	HT	Inglewood Avenue &	A.M.	0.595	A	0.598	A	0.003	NO	0.598	A	0.003	NO
		El Segundo Boulevard	P.M.	0.973	E	0.980	E	0.007	NO	0.979	E	0.006	NO
72.	HT	Hawthorne Boulevard &	A.M.	0.619	B	0.622	B	0.003	NO	0.622	B	0.003	NO
		El Segundo Boulevard	P.M.	1.176	F	1.181	F	0.005	NO	1.181	F	0.005	NO
73.	LA	Centinela Avenue &	A.M.	0.677	B	0.709	C	0.032	NO	0.707	C	0.030	NO
		Culver Boulevard	P.M.	0.712	C	0.723	C	0.011	NO	0.722	C	0.010	NO
74.	LA	Centinela Avenue &	A.M.	0.370	A	0.398	A	0.028	NO	0.395	A	0.025	NO
		Sanford Street / SR-90 Westbound Ramps	P.M.	0.471	A	0.475	A	0.004	NO	0.475	A	0.004	NO
75.	LA	Centinela Avenue &	A.M.	0.299	A	0.299	A	0.000	NO	0.299	A	0.000	NO
		SR-90 Eastbound Ramps	P.M.	0.421	A	0.421	A	0.000	NO	0.421	A	0.000	NO
76.	LA	Centinela Avenue &	A.M.	0.453	A	0.508	A	0.055	NO	0.505	A	0.052	NO
		Jefferson Boulevard	P.M.	0.608	B	0.614	B	0.006	NO	0.614	B	0.006	NO
77.	CC	Sepulveda Boulevard &	A.M.	0.624	B	0.627	B	0.003	NO	0.627	B	0.003	NO
		Washington Place	P.M.	0.639	B	0.646	B	0.007	NO	0.645	B	0.006	NO
78.	CC	Sepulveda Boulevard &	A.M.	0.670	B	0.673	B	0.003	NO	0.673	B	0.003	NO
		Washington Boulevard	P.M.	0.659	B	0.665	B	0.006	NO	0.665	B	0.006	NO
79.	CC	Sawtelle Boulevard &	A.M.	0.614	B	0.617	B	0.003	NO	0.617	B	0.003	NO
		Culver Boulevard	P.M.	0.772	C	0.777	C	0.005	NO	0.777	C	0.005	NO
80.	CC	Sepulveda Boulevard &	A.M.	0.682	B	0.691	B	0.009	NO	0.691	B	0.009	NO
		Culver Boulevard	P.M.	0.668	B	0.676	B	0.008	NO	0.676	B	0.008	NO

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TABLE F-19 (continued)
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 4				Existing with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A	0.271 0.369	A A	0.000 0.000	NO NO	0.271 0.369	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B	0.402 0.692	A B	0.007 0.003	NO NO	0.402 0.692	A B	0.007 0.003	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.474 0.503	A A	0.004 0.009	NO NO	0.474 0.503	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.479 0.638	A B	0.002 0.005	NO NO	0.479 0.638	A B	0.002 0.005	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.349 0.464	A A	0.006 0.007	NO NO	0.349 0.463	A A	0.006 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.699 0.826	B D	0.004 0.016	NO NO	0.699 0.826	B D	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.504 0.735	A C	0.004 0.017	NO NO	0.504 0.734	A C	0.004 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.286 1.183	F F	0.008 0.005	NO NO	1.284 1.183	F F	0.006 0.005	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C	0.697 0.806	B D	0.010 0.012	NO NO	0.697 0.806	B D	0.010 0.012	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B	0.726 0.716	C C	0.016 0.027	NO NO	0.726 0.714	C C	0.016 0.025	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A	0.145 0.113	A A	0.020 0.006	NO NO	0.133 0.102	A A	0.008 -0.005	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A	0.285 0.207	A A	0.008 0.046	NO NO	0.284 0.207	A A	0.007 0.046	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A	0.484 0.573	A A	0.136 0.133	NO NO	0.378 0.467	A A	0.030 0.027	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A	0.433 0.229	A A	0.238 0.121	NO NO	0.420 0.221	A A	0.225 0.113	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A	0.289 0.239	A A	0.197 0.168	NO NO	0.279 0.231	A A	0.187 0.160	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A	0.497 0.411	A A	0.050 0.031	NO NO	0.483 0.399	A A	0.036 0.019	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A	0.273 0.191	A A	0.158 0.121	NO NO	0.268 0.185	A A	0.153 0.115	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A	0.253 0.451	A A	0.108 0.115	NO NO	0.249 0.445	A A	0.104 0.109	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A	0.185 0.248	A A	0.096 0.092	NO NO	0.181 0.243	A A	0.092 0.087	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A	0.177 0.359	A A	0.008 0.008	NO NO	0.176 0.358	A A	0.007 0.007	NO NO

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TABLE F-19 (continued)
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 4				Existing with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.643	B	0.650	B	0.007	NO	0.549	A	-0.094	NO
		Imperial Highway	P.M.	0.605	B	0.621	B	0.016	NO	0.521	A	-0.084	NO
102.	ES	Aviation Boulevard &	A.M.	0.959	E	0.962	E	0.003	NO	0.962	E	0.003	NO
		El Segundo Boulevard	P.M.	0.880	D	0.883	D	0.003	NO	0.883	D	0.003	NO
103.	LA	Lincoln Boulevard &	A.M.	0.889	D	0.877	D	-0.012	NO	0.777	C	-0.112	NO
		Rose Avenue	P.M.	0.812	D	0.815	D	0.003	NO	0.714	C	-0.098	NO
104.	LA	Culver Boulevard &	A.M.	0.739	C	0.739	C	0.000	NO	0.739	C	0.000	NO
		SR-90 WB Ramps	P.M.	0.793	C	0.794	C	0.001	NO	0.794	C	0.001	NO
105.	LA	Culver Boulevard &	A.M.	0.407	A	0.412	A	0.005	NO	0.412	A	0.005	NO
		SR-90 EB Ramps	P.M.	0.459	A	0.461	A	0.002	NO	0.461	A	0.002	NO
106.	LA	I-405 SB Ramps &	A.M.	0.347	A	0.384	A	0.037	NO	0.383	A	0.036	NO
		Howard Hughes Parkway	P.M.	0.198	A	0.205	A	0.007	NO	0.205	A	0.007	NO
107.	LA	Center Drive &	A.M.	0.167	A	0.173	A	0.006	NO	0.173	A	0.006	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.207	A	0.235	A	0.028	NO	0.234	A	0.027	NO
108.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.396	A	0.000	NO	0.396	A	0.000	NO
		Imperial Highway	P.M.	0.546	A	0.555	A	0.009	NO	0.555	A	0.009	NO

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TABLE F-19 (continued)
EXISTING WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	2	1
Afternoon Peak Hour	9	1
Total Intersections Impacted	**9**	**1**

TABLE F-20
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4				Future with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard &	A.M.	0.852	D	0.858	D	0.006	NO	0.758	C	-0.094	NO
		Venice Boulevard	P.M.	0.975	E	0.988	E	0.013	**YES**	0.887	D	-0.088	NO
2.	LA	Lincoln Boulevard &	A.M.	0.774	C	0.787	C	0.013	NO	0.686	B	-0.088	NO
		Washington Boulevard	P.M.	0.990	E	0.995	E	0.005	NO	0.895	D	-0.095	NO
3.	LA	Lincoln Boulevard &	A.M.	0.573	A	0.584	A	0.011	NO	0.483	A	-0.090	NO
		Maxella Avenue	P.M.	0.644	B	0.659	B	0.015	NO	0.559	A	-0.085	NO
4.	LA	Lincoln Boulevard &	A.M.	0.726	C	0.731	C	0.005	NO	0.631	B	-0.095	NO
		SR-90 Ramps	P.M.	0.853	D	0.870	D	0.017	NO	0.769	C	-0.084	NO
5.	LA	Lincoln Boulevard &	A.M.	0.492	A	0.512	A	0.020	NO	0.411	A	-0.081	NO
		Bali Way	P.M.	0.789	C	0.801	D	0.012	NO	0.700	B	-0.089	NO
6.	LA	Lincoln Boulevard &	A.M.	0.688	B	0.699	B	0.011	NO	0.599	A	-0.089	NO
		Mindanao Way	P.M.	0.820	D	0.843	D	0.023	**YES**	0.742	C	-0.078	NO
7.	LA	Lincoln Boulevard &	A.M.	0.552	A	0.579	A	0.027	NO	0.479	A	-0.073	NO
		Fiji Way	P.M.	0.786	C	0.807	D	0.021	**YES**	0.705	C	-0.081	NO
8.	LA	Lincoln Boulevard &	A.M.	0.634	B	0.692	B	0.058	NO	0.590	A	-0.044	NO
		Jefferson Boulevard	P.M.	0.667	B	0.734	C	0.067	**YES**	0.632	B	-0.035	NO
9.	LA	Lincoln Boulevard &	A.M.	0.459	A	0.521	A	0.062	NO	0.419	A	-0.040	NO
		Bluff Creek Drive	P.M.	0.417	A	0.456	A	0.039	NO	0.353	A	-0.064	NO
10.	LA	Lincoln Boulevard &	A.M.	0.475	A	0.493	A	0.018	NO	0.393	A	-0.082	NO
		LMU Drive	P.M.	0.561	A	0.585	A	0.024	NO	0.484	A	-0.077	NO
11.	LA	Lincoln Boulevard &	A.M.	0.564	A	0.668	B	0.104	NO	0.564	A	0.000	NO
		83rd Street	P.M.	0.601	B	0.680	B	0.079	NO	0.577	A	-0.024	NO
12.	LA	Lincoln Boulevard &	A.M.	0.615	B	0.736	C	0.121	**YES**	0.527	A	-0.088	NO
		Manchester Avenue	P.M.	0.692	B	0.810	D	0.118	**YES**	0.631	B	-0.061	NO
13.	LA	Lincoln Boulevard &	A.M.	0.372	A	0.388	A	0.016	NO	0.288	A	-0.084	NO
		La Tijera Boulevard	P.M.	0.379	A	0.435	A	0.056	NO	0.333	A	-0.046	NO
14.	LA	Culver Boulevard &	A.M.	0.731	C	0.746	C	0.015	NO	0.746	C	0.015	NO
		Jefferson Boulevard	P.M.	0.695	B	0.704	C	0.009	NO	0.704	C	0.009	NO
15.	LA	Nicholson Street &	A.M.	0.591	A	0.624	B	0.033	NO	0.622	B	0.031	NO
		Culver Boulevard	P.M.	0.777	C	0.786	C	0.009	NO	0.786	C	0.009	NO
16.	LA	Pershing Drive &	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
		Manchester Avenue	P.M.	0.411	A	0.436	A	0.025	NO	0.435	A	0.024	NO
17.	LA	Pershing Drive &	A.M.	0.223	A	0.259	A	0.036	NO	0.257	A	0.034	NO
		Westchester Parkway	P.M.	0.216	A	0.259	A	0.043	NO	0.256	A	0.040	NO
18.	LA	Vista del Mar &	A.M.	0.412	A	0.416	A	0.004	NO	0.416	A	0.004	NO
		Imperial Highway	P.M.	0.392	A	0.411	A	0.019	NO	0.410	A	0.018	NO
19.	LA	Pershing Drive &	A.M.	0.547	A	0.599	A	0.052	NO	0.597	A	0.050	NO
		Imperial Highway	P.M.	0.459	A	0.473	A	0.014	NO	0.473	A	0.014	NO
20.	LA	Main Street &	A.M.	0.720	C	0.747	C	0.027	NO	0.747	C	0.027	NO
		Imperial Highway	P.M.	0.571	A	0.598	A	0.027	NO	0.598	A	0.027	NO

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TABLE F-20 (continued)
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4				Future with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar &	A.M.	0.533	A	0.555	A	0.022	NO	0.554	A	0.021	NO
		Grand Avenue	P.M.	0.361	A	0.375	A	0.014	NO	0.375	A	0.014	NO
22.	MB	Highland Avenue &	A.M.	0.826	D	0.845	D	0.019	NO	0.844	D	0.018	NO
		Rosecrans Avenue	P.M.	0.713	C	0.730	C	0.017	NO	0.729	C	0.016	NO
23.	CC	Sepulveda Boulevard &	A.M.	0.811	D	0.829	D	0.018	NO	0.828	D	0.017	NO
		Centinela Avenue	P.M.	0.815	D	0.824	D	0.009	NO	0.822	D	0.007	NO
24.	LA	Sepulveda Boulevard &	A.M.	0.412	A	0.435	A	0.023	NO	0.434	A	0.022	NO
		Howard Hughes Parkway	P.M.	0.576	A	0.598	A	0.022	NO	0.597	A	0.021	NO
25.	LA	Sepulveda Boulevard &	A.M.	0.678	B	0.687	B	0.009	NO	0.687	B	0.009	NO
		76th Street	P.M.	0.661	B	0.675	B	0.014	NO	0.675	B	0.014	NO
26.	LA	Sepulveda Boulevard &	A.M.	0.481	A	0.491	A	0.010	NO	0.491	A	0.010	NO
		79th Street	P.M.	0.528	A	0.543	A	0.015	NO	0.542	A	0.014	NO
27.	LA	Sepulveda Boulevard &	A.M.	0.431	A	0.441	A	0.010	NO	0.441	A	0.010	NO
		83rd Street	P.M.	0.491	A	0.507	A	0.016	NO	0.506	A	0.015	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.768	C	0.799	C	0.031	NO	0.567	A	-0.201	NO
		Manchester Avenue	P.M.	0.834	D	0.892	D	0.058	**YES**	0.744	C	-0.090	NO
29.	LA	Sepulveda Boulevard &	A.M.	0.522	A	0.589	A	0.067	NO	0.483	A	-0.039	NO
		La Tijera Boulevard	P.M.	0.673	B	0.803	D	0.130	**YES**	0.617	B	-0.056	NO
30.	LA	Sepulveda Boulevard &	A.M.	0.506	A	0.715	C	0.209	**YES**	0.606	B	0.100	NO
		Westchester Parkway	P.M.	0.851	D	0.994	E	0.143	**YES**	0.889	D	0.038	**YES**
31.	LA	Sepulveda Boulevard &	A.M.	0.157	A	0.191	A	0.034	NO	0.190	A	0.033	NO
		Lincoln Boulevard	P.M.	0.233	A	0.268	A	0.035	NO	0.267	A	0.034	NO
32.	LA	Sepulveda Boulevard &	A.M.	0.550	A	0.615	B	0.065	NO	0.613	B	0.063	NO
		Century Boulevard	P.M.	0.638	B	0.656	B	0.018	NO	0.655	B	0.017	NO
33.	LA	Sepulveda Boulevard &	A.M.	0.849	D	0.938	E	0.089	**YES**	0.934	E	0.085	**YES**
		I-105 Westbound Ramps N/O Imperial Highway	P.M.	0.881	D	0.906	E	0.025	**YES**	0.905	E	0.024	**YES**
34.	LA	Sepulveda Boulevard &	A.M.	0.773	C	0.820	D	0.047	**YES**	0.682	B	-0.091	NO
		Imperial Highway	P.M.	1.156	F	1.165	F	0.009	NO	1.040	F	-0.116	NO
35.	ES	Sepulveda Boulevard &	A.M.	0.785	C	0.804	D	0.019	NO	0.803	D	0.018	NO
		Mariposa Avenue	P.M.	0.805	D	0.824	D	0.019	NO	0.824	D	0.019	NO
36.	ES	Sepulveda Boulevard &	A.M.	0.790	C	0.808	D	0.018	NO	0.808	D	0.018	NO
		Grand Avenue	P.M.	0.908	E	0.924	E	0.016	NO	0.924	E	0.016	NO
37.	ES	Sepulveda Boulevard &	A.M.	0.792	C	0.813	D	0.021	NO	0.813	D	0.021	NO
		El Segundo Boulevard	P.M.	1.009	F	1.021	F	0.012	NO	1.021	F	0.012	NO
38.	ES	Sepulveda Boulevard &	A.M.	0.819	D	0.837	D	0.018	NO	0.836	D	0.017	NO
		Rosecrans Avenue	P.M.	1.154	F	1.167	F	0.013	NO	1.167	F	0.013	NO
39.	LA	La Tijera Boulevard &	A.M.	0.515	A	0.595	A	0.080	NO	0.576	A	0.061	NO
		Manchester Avenue	P.M.	0.553	A	0.633	B	0.080	NO	0.618	B	0.065	NO
40.	LA	La Tijera Boulevard &	A.M.	0.436	A	0.519	A	0.083	NO	0.515	A	0.079	NO
		Airport Boulevard	P.M.	0.444	A	0.491	A	0.047	NO	0.489	A	0.045	NO

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TABLE F-20 (continued)
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4				Future with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.478	A	0.497	A	0.019	NO	0.496	A	0.018	NO
		La Tijera Boulevard	P.M.	0.605	B	0.640	B	0.035	NO	0.638	B	0.033	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.620	B	0.652	B	0.032	NO	0.650	B	0.030	NO
		La Tijera Boulevard	P.M.	0.598	A	0.628	B	0.030	NO	0.627	B	0.029	NO
43.	LA	La Tijera Boulevard &	A.M.	0.613	B	0.641	B	0.028	NO	0.640	B	0.027	NO
		Centinela Avenue	P.M.	0.760	C	0.789	C	0.029	NO	0.788	C	0.028	NO
44.	LA	La Cienega Boulevard &	A.M.	0.662	B	0.668	B	0.006	NO	0.668	B	0.006	NO
		La Tijera Boulevard	P.M.	0.765	C	0.765	C	0.000	NO	0.765	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	1.000	E	1.003	F	0.003	NO	1.003	F	0.003	NO
		Centinela Avenue	P.M.	1.068	F	1.072	F	0.004	NO	1.071	F	0.003	NO
46.	LA	Airport Boulevard &	A.M.	0.653	B	0.723	C	0.070	**YES**	0.583	A	-0.070	NO
		Manchester Avenue	P.M.	0.917	E	0.976	E	0.059	**YES**	0.815	D	-0.102	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.684	B	0.744	C	0.060	**YES**	0.628	B	-0.056	NO
		Manchester Avenue	P.M.	0.836	D	0.871	D	0.035	**YES**	0.758	C	-0.078	NO
48.	IW	La Cienega Boulevard &	A.M.	0.828	D	0.840	D	0.012	NO	0.739	C	-0.089	NO
		Florence Avenue	P.M.	1.125	F	1.136	F	0.011	**YES**	1.035	F	-0.090	NO
49.	IW	La Cienega Boulevard &	A.M.	0.697	B	0.702	C	0.005	NO	0.594	A	-0.103	NO
		Manchester Avenue	P.M.	0.911	E	0.932	E	0.021	**YES**	0.823	D	-0.088	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.677	B	0.705	C	0.028	NO	0.596	A	-0.081	NO
		Manchester Avenue	P.M.	0.775	C	0.798	C	0.023	NO	0.686	B	-0.089	NO
51.	IW	Inglewood Avenue &	A.M.	0.546	A	0.577	A	0.031	NO	0.464	A	-0.082	NO
		Manchester Avenue	P.M.	0.679	B	0.700	B	0.021	NO	0.589	A	-0.090	NO
52.	IW	La Brea Avenue &	A.M.	0.741	C	0.748	C	0.007	NO	0.648	B	-0.093	NO
		Florence Avenue	P.M.	0.998	E	1.005	F	0.007	NO	0.904	E	-0.094	NO
53.	IW	La Brea Avenue &	A.M.	0.793	C	0.802	D	0.009	NO	0.702	C	-0.091	NO
		Manchester Avenue	P.M.	0.870	D	0.881	D	0.011	NO	0.781	C	-0.089	NO
54.	LA	Sepulveda Eastway &	A.M.	0.305	A	0.365	A	0.060	NO	0.362	A	0.057	NO
		Westchester Parkway	P.M.	0.546	A	0.571	A	0.025	NO	0.569	A	0.023	NO
55.	LA	Jenny Avenue &	A.M.	0.121	A	0.179	A	0.058	NO	0.176	A	0.055	NO
		Westchester Parkway	P.M.	0.311	A	0.368	A	0.057	NO	0.365	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.391	A	0.463	A	0.072	NO	0.460	A	0.069	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.597	A	0.641	B	0.044	NO	0.639	B	0.042	NO
57.	LA	Aviation Boulevard &	A.M.	0.527	A	0.590	A	0.063	NO	0.487	A	-0.040	NO
		Arbor Vitae Street	P.M.	0.669	B	0.727	C	0.058	**YES**	0.551	A	-0.118	NO
58.	LA	La Cienega Boulevard &	A.M.	0.505	A	0.541	A	0.036	NO	0.540	A	0.035	NO
		Arbor Vitae Street	P.M.	0.687	B	0.729	C	0.042	**YES**	0.622	B	-0.065	NO
59.	IW	Inglewood Avenue &	A.M.	0.426	A	0.462	A	0.036	NO	0.460	A	0.034	NO
		Arbor Vitae Street	P.M.	0.754	C	0.784	C	0.030	NO	0.782	C	0.028	NO
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.377	A	0.013	NO	0.376	A	0.012	NO
		Arbor Vitae Street	P.M.	0.727	C	0.745	C	0.018	NO	0.744	C	0.017	NO

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TABLE F-20 (continued)
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4				Future with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.723 0.767	C C	0.731 0.769	C C	0.008 0.002	NO NO	0.731 0.769	C C	0.008 0.002	NO NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.939 1.065	E F	0.955 1.071	E F	0.016 0.006	**YES** NO	0.855 0.971	D E	-0.084 -0.094	NO NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.664 0.772	B C	0.673 0.778	B C	0.009 0.006	NO NO	0.673 0.778	B C	0.009 0.006	NO NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.677 0.631	B B	0.692 0.635	B B	0.015 0.004	NO NO	0.692 0.635	B B	0.015 0.004	NO NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.617 0.834	B D	0.624 0.849	B D	0.007 0.015	NO NO	0.624 0.849	B D	0.007 0.015	NO NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.670 0.934	B E	0.680 0.943	B E	0.010 0.009	NO NO	0.679 0.941	B E	0.009 0.007	NO NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.467 0.804	A D	0.473 0.810	A D	0.006 0.006	NO NO	0.473 0.810	A D	0.006 0.006	NO NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.794	A C	0.480 0.797	A C	0.000 0.003	NO NO	0.480 0.797	A C	0.000 0.003	NO NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.729 1.240	C F	0.740 1.251	C F	0.011 0.011	NO NO	0.739 1.251	C F	0.010 0.011	NO NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.653 0.954	B E	0.661 0.962	B E	0.008 0.008	NO NO	0.660 0.961	B E	0.007 0.007	NO NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.662 1.043	B F	0.665 1.050	B F	0.003 0.007	NO NO	0.665 1.049	B F	0.003 0.006	NO NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.677 1.233	B F	0.679 1.238	B F	0.002 0.005	NO NO	0.679 1.238	B F	0.002 0.005	NO NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.719 0.787	C C	0.750 0.797	C C	0.031 0.010	NO NO	0.749 0.797	C C	0.030 0.010	NO NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.431 0.494	A A	0.464 0.496	A A	0.033 0.002	NO NO	0.462 0.496	A A	0.031 0.002	NO NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.352 0.490	A A	0.398 0.490	A A	0.046 0.000	NO NO	0.395 0.490	A A	0.043 0.000	NO NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.596 0.697	A B	0.651 0.703	B C	0.055 0.006	NO NO	0.648 0.703	B C	0.052 0.006	NO NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.678 0.707	B C	0.682 0.713	B C	0.004 0.006	NO NO	0.681 0.713	B C	0.003 0.006	NO NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.692 0.669	B B	0.695 0.679	B B	0.003 0.010	NO NO	0.695 0.678	B B	0.003 0.009	NO NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.648 0.798	B C	0.651 0.807	B D	0.003 0.009	NO NO	0.651 0.807	B D	0.003 0.009	NO NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.714 0.707	C C	0.722 0.719	C C	0.008 0.012	NO NO	0.722 0.719	C C	0.008 0.012	NO NO

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TABLE F-20 (continued)
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4				Future with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A	0.308 0.431	A A	0.001 0.000	NO NO	0.308 0.431	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C	0.473 0.748	A C	0.007 0.002	NO NO	0.473 0.748	A C	0.007 0.002	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A	0.531 0.562	A A	0.004 0.009	NO NO	0.531 0.562	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B	0.531 0.706	A C	0.006 0.009	NO NO	0.531 0.705	A C	0.006 0.008	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A	0.408 0.516	A A	0.006 0.006	NO NO	0.408 0.516	A A	0.006 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E	0.775 0.947	C E	0.004 0.016	NO NO	0.775 0.946	C E	0.004 0.015	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C	0.535 0.788	A C	0.003 0.017	NO NO	0.535 0.787	A C	0.003 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.328 1.246	F F	0.008 0.007	NO NO	1.326 1.245	F F	0.006 0.006	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C	0.977 0.778	E C	0.011 0.008	**YES** NO	0.976 0.778	E C	0.010 0.008	**YES** NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C	0.755 0.811	C D	0.016 0.013	NO NO	0.753 0.810	C D	0.014 0.012	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.166 0.133	A A	0.020 0.005	NO NO	0.154 0.122	A A	0.008 -0.006	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.319 0.231	A A	0.007 0.044	NO NO	0.318 0.231	A A	0.006 0.044	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.526 0.624	A B	0.135 0.133	NO NO	0.420 0.518	A A	0.029 0.027	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.457 0.242	A A	0.234 0.115	NO NO	0.443 0.233	A A	0.220 0.106	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.306 0.252	A A	0.204 0.174	NO NO	0.296 0.244	A A	0.194 0.166	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.570 0.457	A A	0.071 0.032	NO NO	0.535 0.445	A A	0.036 0.020	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.294 0.204	A A	0.160 0.128	NO NO	0.287 0.198	A A	0.153 0.122	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.277 0.486	A A	0.108 0.109	NO NO	0.273 0.480	A A	0.104 0.103	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.202 0.270	A A	0.105 0.089	NO NO	0.198 0.265	A A	0.101 0.084	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.202 0.402	A A	0.007 0.008	NO NO	0.202 0.402	A A	0.007 0.008	NO NO

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TABLE F-20 (continued)
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4				Future with Alternative 4 with Mitigation			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard &	A.M.	0.713	C	0.720	C	0.007	NO	0.620	B	-0.093	NO
		Imperial Highway	P.M.	0.672	B	0.689	B	0.017	NO	0.588	A	-0.084	NO
102.	ES	Aviation Boulevard &	A.M.	1.041	F	1.044	F	0.003	NO	1.044	F	0.003	NO
		El Segundo Boulevard	P.M.	0.954	E	0.958	E	0.004	NO	0.958	E	0.004	NO
103.	LA	Lincoln Boulevard &	A.M.	0.969	E	0.971	E	0.002	NO	0.871	D	-0.098	NO
		Rose Avenue	P.M.	0.898	D	0.901	E	0.003	NO	0.800	C	-0.098	NO
104.	LA	Culver Boulevard &	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
		SR-90 WB Ramps	P.M.	0.878	D	0.879	D	0.001	NO	0.879	D	0.001	NO
105.	LA	Culver Boulevard &	A.M.	0.456	A	0.460	A	0.004	NO	0.460	A	0.004	NO
		SR-90 EB Ramps	P.M.	0.512	A	0.514	A	0.002	NO	0.514	A	0.002	NO
106.	LA	I-405 SB Ramps &	A.M.	0.388	A	0.425	A	0.037	NO	0.424	A	0.036	NO
		Howard Hughes Parkway	P.M.	0.226	A	0.233	A	0.007	NO	0.233	A	0.007	NO
107.	LA	Center Drive &	A.M.	0.192	A	0.198	A	0.006	NO	0.198	A	0.006	NO
		I-405 NB Ramps/Howard Hughes Parkway	P.M.	0.237	A	0.264	A	0.027	NO	0.264	A	0.027	NO
108.	LA	La Cienega Boulevard &	A.M.	0.444	A	0.444	A	0.000	NO	0.444	A	0.000	NO
		Imperial Highway	P.M.	0.606	B	0.616	B	0.010	NO	0.615	B	0.009	NO

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TABLE F-20 (continued)
FUTURE WITH ALTERNATIVE 4 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	8	2
Afternoon Peak Hour	15	2
Total Intersections Impacted	**18**	**3**

TABLE F-21
EXISTING WITH ALTERNATIVE 4 CONDITIONS (YEAR 2012)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.827 0.911	D E	0.007 0.005	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.704 0.827	C D	0.004 0.017	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.625	A B	0.664 0.733	B C	0.064 0.108	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.780 0.825	C D	0.030 0.058	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.179 0.241	A A	0.034 0.036	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.789 0.991	C E	0.020 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.809 1.114	D F	0.017 0.015	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E	0.947 0.992	E E	0.004 0.003	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C	0.699 0.750	B C	0.010 0.011	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.286 1.183	F F	0.008 0.005	NO NO

Notes:

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Existing conditions V/C and LOS from Table 5. Existing with Project conditions V/C and LOS from Table 12.

TABLE F-22
FUTURE WITH ALTERNATIVE 4 CONDITIONS (YEAR 2022)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.858 0.988	D E	0.006 0.013	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.731 0.870	C D	0.005 0.017	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.672	B B	0.736 0.784	C C	0.121 0.112	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.799 0.892	C D	0.031 0.058	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.191 0.268	A A	0.034 0.035	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.813 1.021	D F	0.021 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.837 1.167	D F	0.018 0.013	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F	1.003 1.072	F F	0.003 0.004	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D	0.802 0.881	D D	0.009 0.011	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.328 1.246	F F	0.008 0.007	NO NO

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Future without Project conditions V/C and LOS from Table 10. Future with Project conditions V/C and LOS from Table 13.

TABLE F-23
EXISTING WITH ALTERNATIVE 4 CONDITIONS (YEAR 2012)
CMP FREEWAY SIGNIFICANT IMPACT ANALYSIS

Freeway Segment	Direction	Number of Lanes [a]	Capacity	Existing			Existing with Alternative 4					Existing with Alternative 4 with Mitigation				
				Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact	Volume	V/C	LOS	Δ V/C	Impact
A.M. Peak Hour																
I-405	NB	4.5	9,000	8,524	0.947	E	8,563	0.951	E	0.004	NO	8,562	0.951	E	0.004	NO
North of Venice Boulevard	SB	5.5	11,000	7,295	0.663	C	7,462	0.678	C	0.015	NO	7,455	0.678	C	0.015	NO
I-105	EB	3	6,000	2,936	0.489	B	2,983	0.497	B	0.008	NO	2,981	0.497	B	0.008	NO
East of Sepulveda Boulevard	WB	2	4,000	5,014	1.254	F(1)	5,215	1.304	F(1)	0.050	**YES**	5,206	1.302	F(1)	0.048	**YES**
P.M. Peak Hour																
I-405	NB	4.5	9,000	7,070	0.786	D	7,236	0.804	D	0.018	NO	7,230	0.803	D	0.017	NO
North of Venice Boulevard	SB	5.5	11,000	8,256	0.751	C	8,302	0.755	C	0.004	NO	8,300	0.755	C	0.004	NO
I-105	EB	3	6,000	3,451	0.575	C	3,651	0.609	C	0.034	NO	3,643	0.607	C	0.032	NO
East of Sepulveda Boulevard	WB	2	4,000	3,479	0.870	D	3,534	0.884	D	0.014	NO	3,532	0.883	D	0.013	NO

TABLE F-24
FUTURE WITH ALTERNATIVE 4 CONDITIONS (YEAR 2022)
CMP FREEWAY SIGNIFICANT IMPACT ANALYSIS

Freeway Segment	Direction	Number of Lanes [a]	Capacity	Future without Project			Future with Alternative 4					Future with Alternative 4 with Mitigation				
				Volume	V/C	LOS	Volume	V/C	LOS	Δ V/C	Impact	Volume	V/C	LOS	Δ V/C	Impact
A.M. Peak Hour																
I-405	NB	4.5	9,000	9,317	1.035	F(0)	9,356	1.040	F(0)	0.005	NO	9,355	1.039	F(0)	0.004	NO
North of Venice Boulevard	SB	5.5	11,000	7,973	0.725	C	8,140	0.740	C	0.015	NO	8,133	0.739	C	0.014	NO
I-105	EB	3	6,000	3,209	0.535	B	3,256	0.543	C	0.008	NO	3,254	0.542	C	0.007	NO
East of Sepulveda Boulevard	WB	2	4,000	5,480	1.370	F(2)	5,681	1.420	F(2)	0.050	**YES**	5,672	1.418	F(2)	0.048	**YES**
P.M. Peak Hour																
I-405	NB	4.5	9,000	7,728	0.859	D	7,894	0.877	D	0.018	NO	7,888	0.876	D	0.017	NO
North of Venice Boulevard	SB	5.5	11,000	9,024	0.820	D	9,070	0.825	D	0.005	NO	9,068	0.824	D	0.004	NO
I-105	EB	3	6,000	3,772	0.629	C	3,972	0.662	C	0.033	NO	3,964	0.661	C	0.032	NO
East of Sepulveda Boulevard	WB	2	4,000	3,803	0.951	E	3,858	0.965	E	0.014	NO	3,856	0.964	E	0.013	NO

TABLE F-25
ALTERNATIVE 4 TRANSIT TRIP GENERATION

Trip Category	Daily	Morning Peak Hour	Afternoon Peak Hour
Gross Vehicle Trips [a]	20,148	2,226	2,288
Person Trips [b]	28,207	3,116	3,203
Transit Trips [c]	2,116	234	240

Notes:

[a] The analysis conservatively estimates that 7.5% of all trips would use transit, regardless of use. Therefore, all trip credits are removed from the gross vehicle trip generation estimates for the purpose of maximizing the potential transit impact of the project.

[b] Assumes an average vehicular occupancy (AVO) of 1.40.

[c] Assumes 7.5% of project trips would use transit.

TABLE F-26
ALTERNATIVE 4 PARKING REQUIREMENTS

Area & Land Use	Units	Parking Rate Source [a]	Parking Requirement	Required Parking Spaces
Area 1				
Open Space	N/A	N/A	N/A	N/A
Area 2 West				
Office	100 ksf	LAMC	2 per ksf	200
Area 2 East & Area 3				
Community/Civic Uses	40 ksf	LAMC	2 per ksf	80
Office	412.5 ksf	LAMC	2 per ksf	825
Research & Development	612.5 ksf	LAMC	2 per ksf	1,225
Area 4				
LAX Facilities [b]	125 Employees	N/A	N/A	125
Area 5 - 10				
LAX	40 Acres	N/A	N/A	N/A
Area 11				
Retail [c]	80 ksf	LAMC	4 per ksf	320
Office	90 ksf	LAMC	2 per ksf	180
Area 12A - East				
Office/Conference Center	200 ksf	LAMC	2 per ksf	400
Area 12A - West				
Community/Civic Uses	140 ksf	LAMC	2 per ksf	280
Area 12B				
Golf Course [d]	N/A	N/A	N/A	N/A
Area 13				
Community/Civic Uses	45 ksf	LAMC	2 per ksf	90
			TOTAL	**3,725**

Notes:

[a] Parking rates come from Los Angeles Municipal Code (LAMC) when available. Otherwise, they are from *Parking Generation, 4th Edition* (Institute of Transportation Engineers [ITE], 2010).

[b] This analysis conservatively assumes 1 parking space per employee. The location of this parking will be determined during design.

[c] Shopping Center can be up to 20% Restaurant/Entertainment. Beyond that, should be viewed as a mixed-use development (*ULI Parking Requirements for Shopping Centers 2nd Edition* , 1997)

[d] Golf Course has been completed and is not anticipated to change with the Project

TABLE F-27
CONCEPTUAL LAND USE AND TRIP GENERATION
ALTERNATIVE 5 - CARGO

Land Use	Units	Daily Trips	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Area 1 - 3								
Open Space	n/a	-	-	-	-	-	-	-
Area 4								
LAX Facilities [a]	483 Employees	967	0	62	62	0	271	271
Area 5 - 10								
LAX	n/a	-	-	-	-	-	-	-
Area 11 - 12A								
Open Space	n/a	-	-	-	-	-	-	-
Area 12B								
Golf Course [b]	n/a	-	-	-	-	-	-	-
Area 13								
Open Space	n/a	-	-	-	-	-	-	-
	TOTAL	**967**	**0**	**62**	**62**	**0**	**271**	**271**

Notes:

[a] Trips for this category were calculated based on the future employee estimates (1,008 total/483 new) and the existing employee schedule.

[b] Golf Course has been completed and will not change with the Project.

TABLE F-28
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.821 0.907	D E	0.001 0.001	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.750 0.944	C E	0.750 0.944	C E	0.000 0.000	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.556 0.600	A A	0.556 0.602	A B	0.000 0.002	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.700 0.812	B D	0.000 0.002	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.424 0.707	A C	0.424 0.708	A C	0.000 0.001	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.635 0.778	B C	0.636 0.781	B C	0.001 0.003	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.524 0.751	A C	0.524 0.753	A C	0.000 0.002	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.613 0.630	B B	0.616 0.639	B B	0.003 0.009	NO NO
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.362 0.342	A A	0.364 0.342	A A	0.002 0.000	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.435 0.530	A A	0.437 0.530	A A	0.002 0.000	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.544 0.586	A A	0.546 0.597	A A	0.002 0.011	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.604 0.663	B B	0.004 0.018	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.343 0.368	A A	0.346 0.380	A A	0.003 0.012	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.694 0.659	B B	0.694 0.659	B B	0.000 0.000	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.548 0.743	A C	0.548 0.743	A C	0.000 0.000	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.455 0.381	A A	0.456 0.384	A A	0.001 0.003	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.213 0.191	A A	0.214 0.197	A A	0.001 0.006	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.405 0.368	A A	0.405 0.371	A A	0.000 0.003	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.519 0.369	A A	0.519 0.369	A A	0.000 0.000	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.689 0.527	B A	0.689 0.531	B A	0.000 0.004	NO NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE F-28 (continued)
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.500 0.331	A A	0.500 0.333	A A	0.000 0.002	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.780 0.689	C B	0.780 0.691	C B	0.000 0.002	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.743 0.771	C C	0.743 0.771	C C	0.000 0.000	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.391 0.543	A A	0.391 0.543	A A	0.000 0.000	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.666 0.634	B B	0.667 0.635	B B	0.001 0.001	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.450 0.511	A A	0.451 0.511	A A	0.001 0.000	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.396 0.461	A A	0.397 0.462	A A	0.001 0.001	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.752 0.775	C C	0.002 0.008	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.504 0.635	A B	0.509 0.656	A B	0.005 0.021	NO NO
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.455 0.706	A C	0.455 0.715	A C	0.000 0.009	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.145 0.205	A A	0.000 0.000	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.547 0.623	A B	0.547 0.623	A B	0.000 0.000	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.840 0.874	D D	0.840 0.874	D D	0.000 0.000	NO NO
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.668 1.035	B F	0.668 1.035	B F	0.000 0.000	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.733 0.763	C C	0.733 0.766	C C	0.000 0.003	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.769 0.862	C D	0.769 0.864	C D	0.000 0.002	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.769 0.981	C E	0.000 0.002	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.792 1.101	C F	0.000 0.002	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.455 0.515	A A	0.455 0.525	A A	0.000 0.010	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.384 0.374	A A	0.385 0.381	A A	0.001 0.007	NO NO

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TABLE F-28 (continued)
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.439	A	0.440	A	0.001	NO
		La Tijera Boulevard	P.M.	0.560	A	0.565	A	0.005	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.547	A	0.548	A	0.001	NO
		La Tijera Boulevard	P.M.	0.546	A	0.550	A	0.004	NO
43.	LA	La Tijera Boulevard &	A.M.	0.539	A	0.539	A	0.000	NO
		Centinela Avenue	P.M.	0.701	C	0.705	C	0.004	NO
44.	LA	La Cienega Boulevard &	A.M.	0.647	B	0.648	B	0.001	NO
		La Tijera Boulevard	P.M.	0.651	B	0.655	B	0.004	NO
45.	LA	La Cienega Boulevard &	A.M.	0.943	E	0.943	E	0.000	NO
		Centinela Avenue	P.M.	0.989	E	0.989	E	0.000	NO
46.	LA	Airport Boulevard &	A.M.	0.578	A	0.579	A	0.001	NO
		Manchester Avenue	P.M.	0.806	D	0.815	D	0.009	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.601	B	0.601	B	0.000	NO
		Manchester Avenue	P.M.	0.685	B	0.689	B	0.004	NO
48.	IW	La Cienega Boulevard &	A.M.	0.688	B	0.688	B	0.000	NO
		Florence Avenue	P.M.	0.977	E	0.980	E	0.003	NO
49.	IW	La Cienega Boulevard &	A.M.	0.596	A	0.597	A	0.001	NO
		Manchester Avenue	P.M.	0.828	D	0.831	D	0.003	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.624	B	0.624	B	0.000	NO
		Manchester Avenue	P.M.	0.711	C	0.715	C	0.004	NO
51.	IW	Inglewood Avenue &	A.M.	0.471	A	0.471	A	0.000	NO
		Manchester Avenue	P.M.	0.597	A	0.599	A	0.002	NO
52.	IW	La Brea Avenue &	A.M.	0.659	B	0.659	B	0.000	NO
		Florence Avenue	P.M.	0.855	D	0.856	D	0.001	NO
53.	IW	La Brea Avenue &	A.M.	0.689	B	0.689	B	0.000	NO
		Manchester Avenue	P.M.	0.739	C	0.740	C	0.001	NO
54.	LA	Sepulveda Eastway &	A.M.	0.231	A	0.231	A	0.000	NO
		Westchester Parkway	P.M.	0.439	A	0.439	A	0.000	NO
55.	LA	Jenny Avenue &	A.M.	0.084	A	0.084	A	0.000	NO
		Westchester Parkway	P.M.	0.163	A	0.171	A	0.008	NO
56.	LA	Airport Boulevard &	A.M.	0.283	A	0.283	A	0.000	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.538	A	0.538	A	0.000	NO
57.	LA	Aviation Boulevard &	A.M.	0.414	A	0.414	A	0.000	NO
		Arbor Vitae Street	P.M.	0.560	A	0.568	A	0.008	NO
58.	LA	La Cienega Boulevard &	A.M.	0.396	A	0.396	A	0.000	NO
		Arbor Vitae Street	P.M.	0.545	A	0.551	A	0.006	NO
59.	IW	Inglewood Avenue &	A.M.	0.372	A	0.373	A	0.001	NO
		Arbor Vitae Street	P.M.	0.676	B	0.680	B	0.004	NO
60.	IW	La Brea Avenue &	A.M.	0.343	A	0.344	A	0.001	NO
		Arbor Vitae Street	P.M.	0.671	B	0.673	B	0.002	NO

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TABLE F-28 (continued)
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.547 0.552	A A	0.547 0.552	A A	0.000 0.000	NO NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.767 0.917	C E	0.767 0.917	C E	0.000 0.000	NO NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.535 0.685	A B	0.535 0.685	A B	0.000 0.000	NO NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.603 0.586	B A	0.603 0.587	B A	0.000 0.001	NO NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.508 0.761	A C	0.508 0.763	A C	0.000 0.002	NO NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.562 0.772	A C	0.562 0.773	A C	0.000 0.001	NO NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.429 0.719	A C	0.429 0.720	A C	0.000 0.001	NO NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.408 0.735	A C	0.408 0.735	A C	0.000 0.000	NO NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.632 1.166	B F	0.632 1.167	B F	0.000 0.001	NO NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.573 0.863	A D	0.573 0.865	A D	0.000 0.002	NO NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.595 0.973	A E	0.595 0.975	A E	0.000 0.002	NO NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.619 1.176	B F	0.619 1.178	B F	0.000 0.002	NO NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.677 0.712	B C	0.678 0.713	B C	0.001 0.001	NO NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.370 0.471	A A	0.370 0.471	A A	0.000 0.000	NO NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.299 0.421	A A	0.299 0.421	A A	0.000 0.000	NO NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.453 0.608	A B	0.453 0.608	A B	0.000 0.000	NO NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.624 0.639	B B	0.624 0.640	B B	0.000 0.001	NO NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.670 0.659	B B	0.670 0.659	B B	0.000 0.000	NO NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.614 0.772	B C	0.615 0.772	B C	0.001 0.000	NO NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.682 0.668	B B	0.683 0.669	B B	0.001 0.001	NO NO

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TABLE F-28 (continued)
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.271 0.369	A A	0.271 0.369	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.395 0.689	A B	0.395 0.689	A B	0.000 0.000	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.470 0.494	A A	0.470 0.495	A A	0.000 0.001	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.477 0.633	A B	0.478 0.634	A B	0.001 0.001	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.343 0.457	A A	0.343 0.458	A A	0.000 0.001	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.695 0.810	B D	0.696 0.812	B D	0.001 0.002	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.500 0.718	A C	0.501 0.721	A C	0.001 0.003	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.278 1.179	F F	0.000 0.001	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.687 0.794	B C	0.687 0.795	B C	0.000 0.001	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.710 0.689	C B	0.711 0.692	C B	0.001 0.003	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.125 0.107	A A	0.125 0.109	A A	0.000 0.002	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.277 0.161	A A	0.307 0.317	A A	0.030 0.156	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.348 0.440	A A	0.350 0.440	A A	0.002 0.000	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.195 0.108	A A	0.195 0.108	A A	0.000 0.000	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.092 0.071	A A	0.093 0.089	A A	0.001 0.018	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.447 0.380	A A	0.449 0.383	A A	0.002 0.003	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.115 0.070	A A	0.119 0.079	A A	0.004 0.009	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.145 0.336	A A	0.153 0.367	A A	0.008 0.031	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.089 0.156	A A	0.089 0.156	A A	0.000 0.000	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.169 0.351	A A	0.169 0.352	A A	0.000 0.001	NO NO

Notes:
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TABLE F-28 (continued)
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing without Project		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.643 0.605	B B	0.643 0.608	B B	0.000 0.003	NO NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	0.959 0.880	E D	0.959 0.880	E D	0.000 0.000	NO NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.889 0.812	D D	0.876 0.812	D D	-0.013 0.000	NO NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.739 0.793	C C	0.739 0.793	C C	0.000 0.000	NO NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.407 0.459	A A	0.408 0.459	A A	0.001 0.000	NO NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.347 0.198	A A	0.348 0.198	A A	0.001 0.000	NO NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.167 0.207	A A	0.167 0.212	A A	0.000 0.005	NO NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.396 0.546	A A	0.396 0.547	A A	0.000 0.001	NO NO

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TABLE F-28 (continued)
EXISTING WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2012)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts
Morning Peak Hour	0
Afternoon Peak Hour	0
Total Intersections Impacted	**0**

TABLE F-29
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.853 0.977	D E	0.001 0.002	NO NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M. P.M.	0.774 0.990	C E	0.774 0.991	C E	0.000 0.001	NO NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M. P.M.	0.573 0.644	A B	0.573 0.646	A B	0.000 0.002	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.727 0.856	C D	0.001 0.003	NO NO
5.	LA	Lincoln Boulevard & Bali Way	A.M. P.M.	0.492 0.789	A C	0.492 0.790	A C	0.000 0.001	NO NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M. P.M.	0.688 0.820	B D	0.688 0.824	B D	0.000 0.004	NO NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M. P.M.	0.552 0.786	A C	0.553 0.788	A C	0.001 0.002	NO NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M. P.M.	0.634 0.667	B B	0.636 0.675	B B	0.002 0.008	NO NO
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M. P.M.	0.459 0.417	A A	0.461 0.417	A A	0.002 0.000	NO NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M. P.M.	0.475 0.561	A A	0.477 0.561	A A	0.002 0.000	NO NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M. P.M.	0.564 0.601	A B	0.564 0.613	A B	0.000 0.012	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.692	B B	0.619 0.707	B C	0.004 0.015	NO NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A	0.375 0.391	A A	0.003 0.012	NO NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M. P.M.	0.731 0.695	C B	0.731 0.695	C B	0.000 0.000	NO NO
15.	LA	Nicholson Street & Culver Boulevard	A.M. P.M.	0.591 0.777	A C	0.591 0.777	A C	0.000 0.000	NO NO
16.	LA	Pershing Drive & Manchester Avenue	A.M. P.M.	0.461 0.411	A A	0.461 0.415	A A	0.000 0.004	NO NO
17.	LA	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A	0.224 0.221	A A	0.001 0.005	NO NO
18.	LA	Vista del Mar & Imperial Highway	A.M. P.M.	0.412 0.392	A A	0.413 0.395	A A	0.001 0.003	NO NO
19.	LA	Pershing Drive & Imperial Highway	A.M. P.M.	0.547 0.459	A A	0.547 0.459	A A	0.000 0.000	NO NO
20.	LA	Main Street & Imperial Highway	A.M. P.M.	0.720 0.571	C A	0.720 0.575	C A	0.000 0.004	NO NO

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TABLE F-29 (continued)
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.533 0.361	A A	0.533 0.363	A A	0.000 0.002	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.713	D C	0.826 0.715	D C	0.000 0.002	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.811 0.815	D D	0.811 0.815	D D	0.000 0.000	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.412 0.576	A A	0.412 0.579	A A	0.000 0.003	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.661	B B	0.680 0.661	B B	0.002 0.000	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.481 0.528	A A	0.483 0.529	A A	0.002 0.001	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.431 0.491	A A	0.432 0.491	A A	0.001 0.000	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.771 0.842	C D	0.003 0.008	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.522 0.673	A B	0.527 0.694	A B	0.005 0.021	NO NO
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.506 0.851	A D	0.506 0.861	A D	0.000 0.010	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.157 0.233	A A	0.000 0.000	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.550 0.638	A B	0.550 0.638	A B	0.000 0.000	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.849 0.881	D D	0.849 0.881	D D	0.000 0.000	NO NO
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.773 1.156	C F	0.773 1.156	C F	0.000 0.000	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.785 0.805	C D	0.785 0.808	C D	0.000 0.003	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.790 0.908	C E	0.790 0.911	C E	0.000 0.003	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.792 1.011	C F	0.000 0.002	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.819 1.155	D F	0.000 0.001	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.515 0.553	A A	0.515 0.564	A A	0.000 0.011	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.436 0.444	A A	0.437 0.451	A A	0.001 0.007	NO NO

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TABLE F-29 (continued)
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps & La Tijera Boulevard	A.M.	0.478	A	0.479	A	0.001	NO
			P.M.	0.605	B	0.610	B	0.005	NO
42.	LA	I-405 Northbound Ramps & La Tijera Boulevard	A.M.	0.620	B	0.621	B	0.001	NO
			P.M.	0.598	A	0.601	B	0.003	NO
43.	LA	La Tijera Boulevard & Centinela Avenue	A.M.	0.613	B	0.613	B	0.000	NO
			P.M.	0.760	C	0.764	C	0.004	NO
44.	LA	La Cienega Boulevard & La Tijera Boulevard	A.M.	0.662	B	0.663	B	0.001	NO
			P.M.	0.765	C	0.765	C	0.000	NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M.	1.000	E	1.000	E	0.000	NO
			P.M.	1.068	F	1.069	F	0.001	NO
46.	LA	Airport Boulevard & Manchester Avenue	A.M.	0.653	B	0.654	B	0.001	NO
			P.M.	0.917	E	0.926	E	0.009	NO
47.	IW	Aviation Boulevard / Florence Avenue & Manchester Avenue	A.M.	0.684	B	0.685	B	0.001	NO
			P.M.	0.836	D	0.840	D	0.004	NO
48.	IW	La Cienega Boulevard & Florence Avenue	A.M.	0.828	D	0.828	D	0.000	NO
			P.M.	1.125	F	1.127	F	0.002	NO
49.	IW	La Cienega Boulevard & Manchester Avenue	A.M.	0.697	B	0.697	B	0.000	NO
			P.M.	0.911	E	0.914	E	0.003	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps & Manchester Avenue	A.M.	0.677	B	0.677	B	0.000	NO
			P.M.	0.775	C	0.778	C	0.003	NO
51.	IW	Inglewood Avenue & Manchester Avenue	A.M.	0.546	A	0.547	A	0.001	NO
			P.M.	0.679	B	0.681	B	0.002	NO
52.	IW	La Brea Avenue & Florence Avenue	A.M.	0.741	C	0.741	C	0.000	NO
			P.M.	0.998	E	0.999	E	0.001	NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M.	0.793	C	0.793	C	0.000	NO
			P.M.	0.870	D	0.871	D	0.001	NO
54.	LA	Sepulveda Eastway & Westchester Parkway	A.M.	0.305	A	0.305	A	0.000	NO
			P.M.	0.546	A	0.546	A	0.000	NO
55.	LA	Jenny Avenue & Westchester Parkway	A.M.	0.121	A	0.123	A	0.002	NO
			P.M.	0.311	A	0.320	A	0.009	NO
56.	LA	Airport Boulevard & Arbor Vitae Street / Westchester Parkway	A.M.	0.391	A	0.391	A	0.000	NO
			P.M.	0.597	A	0.597	A	0.000	NO
57.	LA	Aviation Boulevard & Arbor Vitae Street	A.M.	0.527	A	0.527	A	0.000	NO
			P.M.	0.669	B	0.677	B	0.008	NO
58.	LA	La Cienega Boulevard & Arbor Vitae Street	A.M.	0.505	A	0.505	A	0.000	NO
			P.M.	0.687	B	0.694	B	0.007	NO
59.	IW	Inglewood Avenue & Arbor Vitae Street	A.M.	0.426	A	0.427	A	0.001	NO
			P.M.	0.754	C	0.758	C	0.004	NO
60.	IW	La Brea Avenue & Arbor Vitae Street	A.M.	0.364	A	0.364	A	0.000	NO
			P.M.	0.727	C	0.729	C	0.002	NO

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TABLE F-29 (continued)
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M. P.M.	0.723 0.767	C C	0.723 0.767	C C	0.000 0.000	NO NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M. P.M.	0.939 1.065	E F	0.939 1.066	E F	0.000 0.001	NO NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M. P.M.	0.664 0.772	B C	0.664 0.773	B C	0.000 0.001	NO NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M. P.M.	0.677 0.631	B B	0.677 0.632	B B	0.000 0.001	NO NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M. P.M.	0.617 0.834	B D	0.617 0.836	B D	0.000 0.002	NO NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M. P.M.	0.670 0.934	B E	0.670 0.935	B E	0.000 0.001	NO NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M. P.M.	0.467 0.804	A D	0.467 0.805	A D	0.000 0.001	NO NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M. P.M.	0.480 0.794	A C	0.480 0.795	A C	0.000 0.001	NO NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M. P.M.	0.729 1.240	C F	0.729 1.242	C F	0.000 0.002	NO NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M. P.M.	0.653 0.954	B E	0.653 0.955	B E	0.000 0.001	NO NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M. P.M.	0.662 1.043	B F	0.662 1.045	B F	0.000 0.002	NO NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M. P.M.	0.677 1.233	B F	0.677 1.235	B F	0.000 0.002	NO NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M. P.M.	0.719 0.787	C C	0.719 0.788	C C	0.000 0.001	NO NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M. P.M.	0.431 0.494	A A	0.431 0.494	A A	0.000 0.000	NO NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M. P.M.	0.352 0.490	A A	0.352 0.490	A A	0.000 0.000	NO NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M. P.M.	0.596 0.697	A B	0.596 0.698	A B	0.000 0.001	NO NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M. P.M.	0.678 0.707	B C	0.679 0.708	B C	0.001 0.001	NO NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M. P.M.	0.692 0.669	B B	0.692 0.671	B B	0.000 0.002	NO NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M. P.M.	0.648 0.798	B C	0.649 0.799	B C	0.001 0.001	NO NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M. P.M.	0.714 0.707	C C	0.716 0.708	C C	0.002 0.001	NO NO

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TABLE F-29 (continued)
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.307 0.431	A A	0.307 0.431	A A	0.000 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.466 0.746	A C	0.466 0.746	A C	0.000 0.000	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.527 0.553	A A	0.528 0.554	A A	0.001 0.001	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.697	A B	0.525 0.698	A B	0.000 0.001	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.510	A A	0.402 0.511	A A	0.000 0.001	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.771 0.931	C E	0.772 0.933	C E	0.001 0.002	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.532 0.771	A C	0.532 0.774	A C	0.000 0.003	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.320 1.240	F F	0.000 0.001	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.966 0.770	E C	0.967 0.770	E C	0.001 0.000	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.798	C C	0.740 0.799	C C	0.001 0.001	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.146 0.129	A A	0.000 0.001	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.341 0.341	A A	0.029 0.154	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.393 0.491	A A	0.002 0.000	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.223 0.127	A A	0.000 0.000	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.102 0.095	A A	0.000 0.017	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.501 0.429	A A	0.002 0.004	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.139 0.086	A A	0.005 0.010	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.177 0.409	A A	0.008 0.032	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.097 0.181	A A	0.000 0.000	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.195 0.395	A A	0.000 0.001	NO NO

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TABLE F-29 (continued)
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M. P.M.	0.713 0.672	C B	0.713 0.675	C B	0.000 0.003	NO NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M. P.M.	1.041 0.954	F E	1.041 0.954	F E	0.000 0.000	NO NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M. P.M.	0.969 0.898	E D	0.969 0.898	E D	0.000 0.000	NO NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M. P.M.	0.819 0.878	D D	0.819 0.878	D D	0.000 0.000	NO NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M. P.M.	0.456 0.512	A A	0.456 0.512	A A	0.000 0.000	NO NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M. P.M.	0.388 0.226	A A	0.390 0.226	A A	0.002 0.000	NO NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M. P.M.	0.192 0.237	A A	0.193 0.241	A A	0.001 0.004	NO NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M. P.M.	0.444 0.606	A B	0.444 0.608	A B	0.000 0.002	NO NO

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TABLE F-29 (continued)
FUTURE WITH ALTERNATIVE 5 WITH MITIGATION CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts
Morning Peak Hour	0
Afternoon Peak Hour	0
Total Intersections Impacted	**0**

TABLE F-30
EXISTING WITH ALTERNATIVE 5 CONDITIONS (YEAR 2012)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Existing		Existing with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.820 0.906	D E	0.821 0.907	D E	0.001 0.001	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.700 0.810	B D	0.700 0.812	B D	0.000 0.002	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.625	A B	0.604 0.643	B B	0.004 0.018	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.750 0.767	C C	0.752 0.775	C C	0.002 0.008	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.145 0.205	A A	0.145 0.205	A A	0.000 0.000	NO NO
37,	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.769 0.979	C E	0.769 0.981	C E	0.000 0.002	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.792 1.099	C F	0.792 1.101	C F	0.000 0.002	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	0.943 0.989	E E	0.943 0.989	E E	0.000 0.000	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.689 0.739	B C	0.689 0.740	B C	0.000 0.001	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.278 1.178	F F	1.278 1.179	F F	0.000 0.001	NO NO

Notes:

LA = Los Angeles; ES = El Segundo; IW = Inglewood; LAC = Los Angeles County

Existing conditions V/C and LOS from Table 5. Existing with Project conditions V/C and LOS from Table 12.

TABLE F-31
FUTURE WITH ALTERNATIVE 5 CONDITIONS (YEAR 2022)
CMP INTERSECTION SIGNIFICANT IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project		Future with Alternative 5			
				V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M. P.M.	0.852 0.975	D E	0.853 0.977	D E	0.001 0.002	NO NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M. P.M.	0.726 0.853	C D	0.727 0.856	C D	0.001 0.003	NO NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.672	B B	0.619 0.686	B B	0.004 0.014	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.768 0.834	C D	0.771 0.842	C D	0.003 0.008	NO NO
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.233	A A	0.157 0.233	A A	0.000 0.000	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.792 1.009	C F	0.792 1.011	C F	0.000 0.002	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.819 1.154	D F	0.819 1.154	D F	0.000 0.000	NO NO
45.	LA	La Cienega Boulevard & Centinela Avenue	A.M. P.M.	1.000 1.068	E F	1.000 1.068	E F	0.000 0.000	NO NO
53.	IW	La Brea Avenue & Manchester Avenue	A.M. P.M.	0.793 0.870	C D	0.793 0.870	C D	0.000 0.000	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.320 1.239	F F	1.320 1.239	F F	0.000 0.000	NO NO

Notes:

LA = Los Angeles; ES = El Segundo; IW = Inglewood; LAC = Los Angeles County

Future without Project conditions V/C and LOS from Table 10. Future with Project conditions V/C and LOS from Table 13.

TABLE F-32
ALTERNATIVE 5 TRANSIT TRIP GENERATION

Trip Category	Daily	Morning Peak Hour	Afternoon Peak Hour
Gross Vehicle Trips [a]	967	62	271
Person Trips [b]	1,354	87	379
Transit Trips [c]	102	7	28

Notes:

[a] The analysis conservatively estimates that 7.5% of all trips would use transit, regardless of use. Therefore, all trip credits are removed from the gross vehicle trip generation estimates for the purpose of maximizing the potential transit impact of the project.

[b] Assumes an average vehicular occupancy (AVO) of 1.40.

[c] Assumes 7.5% of project trips would use transit.

TABLE F-33
ALTERNATIVE 5 PARKING REQUIREMENTS

Area & Land Use	Units	Parking Rate Source [a]	Parking Requirement	Required Parking Spaces
Area 1				
Open Space	N/A	N/A	N/A	N/A
Area 2 West				
Open Space	N/A	N/A	N/A	N/A
Area 2 East & Area 3				
Open Space	N/A	N/A	N/A	N/A
Area 4				
LAX Facilities [b]	483 Employees	N/A	N/A	483
Area 5 - 10				
LAX	40 Acres	N/A	N/A	N/A
Area 11				
Open Space	N/A	N/A	N/A	N/A
Area 12A - East				
Open Space	N/A	N/A	N/A	N/A
Area 12A - West				
Open Space	N/A	N/A	N/A	N/A
Area 12B				
Golf Course [c]	N/A	N/A	N/A	N/A
Area 13				
Open Space	N/A	N/A	N/A	N/A
			TOTAL	**483**

Notes:

[a] Parking rates come from Los Angeles Municipal Code (LAMC) when available. Otherwise, they are from *Parking Generation, 4th Edition* (Institute of Transportation Engineers [ITE], 2010).

[b] This analysis conservatively assumes 1 parking space per employee. The location of this parking will be determined during design.

[c] Golf Course has been completed and is not anticipated to change with the Project

Appendix G

Project with SPAS Alternatives

SPAS Alternatives

The analysis presented in this Appendix summarizes an analysis of the Project with specific changes made to accommodate potential alternative LAX configurations described in the LAX Specific Plan Amendment Study (SPAS). The LAX SPAS identifies nine potential alternatives for airfield and terminal improvements, which affect not only SPAS traffic generation (which is accounted for in the Future without Project [year 2016] conditions) but also the configuration of some roadways, such as Lincoln Boulevard, integral to the access patterns projected for the Project. This Appendix analyzes potential traffic impacts under Future with Project (year 2022) conditions assuming that each of the various SPAS alternatives were to occur.

SPAS ALTERNATIVES DESCRIPTIONS

The following sections describe the key characteristics of each of the nine SPAS alternatives identified in *LAX Specific Plan Amendment Study Draft EIR* (City of Los Angeles, July 2012). The improvements generally fall into three categories:

1. Airfield Improvements – These include changes to the runways, taxiways, navigational aids, and service and maintenance roads associated with the north airfield.

2. Terminal Improvements – These consist primarily of additions/demolitions to the existing terminals and concourses and, for most alternatives, the construction of the new Terminal 0.

3. Ground Access Improvements – These consist of changes to on-airport and off-airport roads, addition of specific transportation facilities, development of dedicated access into the central terminal area (such as busways or automated people movers), and changes in parking locations. Key transportation facilities proposed in various alternatives include the Consolidated Rental Car Facility (CONRAC), the Intermodal Transportation Facility (ITF), the automated people mover (APM) connecting the ITC and CONRAC to the Central Terminal Area (CTA), and the West Employee Parking facility.

Generally, SPAS Alternatives 1 through 4 are “fully-integrated” alternatives that include specific improvements in all three categories of improvement. SPAS Alternatives 5 through 7 focus on

variations to airfield improvements, which generally affect terminal improvements. SPAS Alternatives 8 and 9 focus on variations to ground access improvements.

SPAS Alternative 1: This alternative would move the northernmost runway at LAX 260 feet to the north to add a centerfield taxiway between the two northern runways. As a result of this modification, Lincoln Boulevard would be relocated and a portion of it would be below grade or in tunnels. SPAS Alternative 1 also would build, modify, or expand various terminals and implement access and transit improvements to the airport including the ITF and an elevated busway along 98th Street. For the purposes of this analysis, SPAS Alternative 1 results in a modification of SPAS traffic volumes (for which the Future without Project with SPAS Alternative 1 [year 2022] conditions are analyzed) as well as a modification to Project trip distribution to account for the changes to Lincoln Boulevard.

SPAS Alternative 2: This alternative would not move the northernmost runway nor relocate Lincoln Boulevard. The terminal, access, and transit improvements proposed in SPAS Alternative 1 would also occur under SPAS Alternative 2. For the purposes of this analysis, SPAS Alternative 2 results in a modification of SPAS traffic volumes, for which the Future without Project with SPAS Alternative 2 (year 2022) conditions are analyzed.

SPAS Alternative 3: This alternative is the "No Project" alternative, in that it would implement the currently approved LAX Master Plan Alternative D. It would move the southernmost of the northern runways 340 feet to the south to make room for a new centerfield taxiway between the two northern runways. It would include the demolishing terminals and building replacements where parking is currently provided within the CTA, which would be closed to private vehicular access. Ground access improvements would include development of an APM system, the ITF, CONRAC, and the West Employee Parking facility. Lincoln Boulevard would not be relocated. For the purposes of this analysis, SPAS Alternative 3 results in a modification of SPAS traffic volumes, for which the Future without Project with SPAS Alternative 3 (year 2022) conditions are analyzed.

SPAS Alternative 4: This alternative would provide minimal improvements to LAX. It would not include any airfield improvements or major terminal improvements. It would construct CONRAC and a new off-site parking structure. Lincoln Boulevard would not be relocated. For the purposes of this analysis, SPAS Alternative 4 results in a modification of SPAS traffic volumes

for which the Future without Project with SPAS Alternative 4 (year 2022) conditions are analyzed.

SPAS Alternatives 5 through 7: As mentioned above, SPAS Alternatives 5 through 7 focus on variations to airfield improvements. SPAS Alternative 5 would move the northernmost runway 350 feet to the north to add a centerfield taxiway. SPAS Alternative 6 would move the northernmost runway north by 100 feet to add a centerfield taxiway. SPAS Alternative 7 would move the southernmost of the northern runways to the south by 100 feet to add a centerfield taxiway. The effects of these runway movements on the Project are accounted for in the analysis of other SPAS Alternatives and, therefore, no additional analysis of potential Project impacts was conducted for these three SPAS alternatives.

SPAS Alternative 8: This alternative consists of alternative ground access improvements and could be combined with SPAS Alternatives 1 and 2. In addition to the ITF and elevated busway proposed under SPAS Alternatives 1 and 2, SPAS Alternative 8 would construct the proposed CONRAC as well as additional parking at Manchester Square. For the purposes of this analysis, SPAS Alternative 8 results in a modification of SPAS traffic volumes for which the Future without Project with SPAS Alternative 8 (year 2022) conditions are analyzed and would conservatively include a modification to Project trip distribution to account for the changes to Lincoln Boulevard proposed under SPAS Alternative 1.

SPAS Alternative 9: This alternative consists of alternative ground access improvements and could be combined with SPAS Alternatives 1 and 2. Rather than the elevated busway proposed under SPAS Alternatives 1 and 2, SPAS Alternative 9 would develop an APM along 98th Street and leading into and around the CTA. It would also construct the proposed CONRAC as well as additional parking at Manchester Square. For the purposes of this analysis, SPAS Alternative 9 results in a modification of SPAS traffic volumes for which the Future without Project with SPAS Alternative 9 (year 2022) conditions are analyzed and would conservatively include a modification to Project trip distribution to account for changes to Lincoln Boulevard proposed under SPAS Alternative 1.

PROJECT TRAFFIC AND DISTRIBUTION

As described in Chapter 4, the Project is projected to generate 23,635 daily trips on a typical weekday, including approximately 2,009 morning peak hour trips (1,584 inbound, 425 outbound) and 2,543 afternoon peak hour trips (758 inbound, 1,785 outbound). These trips were distributed through the Study Area using the same pattern as in the analysis presented in Chapters 4 through 8, except in scenarios that consider the relocation of Lincoln Boulevard. For those scenarios, adjustments to Project access and distribution were made to account for the closure of the connections between Lincoln Boulevard and Westchester Parkway via McConnell Avenue and Colegio Drive.

The analysis of the Project under each SPAS Alternative follows the same methodologies as those described in Chapters 4 through 8. The mitigation program described in Chapter 8 was used in each of these analyses.

PROJECT ANALYSIS WITH SPAS ALTERNATIVE 1

As described above, the analysis of the Project with SPAS Alternative 1 involved new background traffic conditions (the Future without Project with SPAS Alternative 1 [year 2022] conditions) and the relocation of Lincoln Boulevard, modifying the Project trip distribution. Table G-1 summarizes the results of this impact analysis, before and after implementation of the Project mitigation program described in Chapter 8.

As shown in Table G-1, prior to mitigation, the Project would result in impacts at 19 of the 108 study intersections during either the morning or afternoon peak hours. After mitigation, residual significant impacts would remain at five of the 20 impacted locations. None of the remaining 103 locations would be significantly impacted under Future with Project with Mitigation with SPAS Alternative 1 (year 2022) conditions when compared to Future without Project with SPAS Alternative 1 conditions. The five residual significant impacts are at:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
12. Lincoln Boulevard & Manchester Avenue (afternoon peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)

30. Sepulveda Boulevard & Westchester Parkway (morning and afternoon peak hours)
33. Sepulveda Boulevard & I-105 Westbound Ramps (morning and afternoon peak hours)

PROJECT ANALYSIS WITH SPAS ALTERNATIVE 2

As described above, the analysis of the Project with SPAS Alternative 2 involved new background traffic conditions (the Future without Project with SPAS Alternative 2 [year 2022] conditions) and the relocation of Lincoln Boulevard, modifying the Project trip distribution. Table G-2 summarizes the results of this impact analysis, before and after implementation of the Project mitigation program described in Chapter 8.

As shown in Table G-2, prior to mitigation, the Project would result in impacts at 19 of the 108 study intersections during either the morning or afternoon peak hours. After mitigation, residual significant impacts would remain at four of the 20 impacted locations. None of the remaining 104 locations would be significantly impacted under Future with Project with Mitigation with SPAS Alternative 2 (year 2022) conditions when compared to Future without Project with SPAS Alternative 2 conditions. The four residual significant impacts are at:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
33. Sepulveda Boulevard & I-105 Westbound Ramps (morning and afternoon peak hours)

PROJECT ANALYSIS WITH SPAS ALTERNATIVE 3

As described above, the analysis of the Project with SPAS Alternative 3 involved new background traffic conditions (the Future without Project with SPAS Alternative 3 [year 2022] conditions) and the relocation of Lincoln Boulevard, modifying the Project trip distribution. Table G-3 summarizes the results of this impact analysis, before and after implementation of the Project mitigation program described in Chapter 8.

As shown in Table G-3, prior to mitigation, the Project would result in impacts at 21 of the 108 study intersections during either the morning or afternoon peak hours. After mitigation, residual significant impacts would remain at six of the 20 impacted locations. None of the remaining 102 locations would be significantly impacted under Future with Project with Mitigation with SPAS Alternative 3 (year 2022) conditions when compared to Future without Project with SPAS Alternative 3 conditions. The six residual significant impacts are at:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
19. Pershing Drive & Imperial Highway (morning peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
33. Sepulveda Boulevard & I-105 Westbound Ramps (morning and afternoon peak hours)
58. La Cienega Boulevard & Arbor Vitae Street (morning and afternoon peak hours)

PROJECT ANALYSIS WITH SPAS ALTERNATIVE 4

As described above, the analysis of the Project with SPAS Alternative 4 involved new background traffic conditions (the Future without Project with SPAS Alternative 4 [year 2022] conditions) and the relocation of Lincoln Boulevard, modifying the Project trip distribution. Table G-4 summarizes the results of this impact analysis, before and after implementation of the Project mitigation program described in Chapter 8.

As shown in Table G-4, prior to mitigation, the Project would result in impacts at 18 of the 108 study intersections during either the morning or afternoon peak hours. After mitigation, residual significant impacts would remain at four of the 18 impacted locations. None of the remaining 104 locations would be significantly impacted under Future with Project with Mitigation with SPAS Alternative 4 (year 2022) conditions when compared to Future without Project with SPAS Alternative 4 conditions. The four residual significant impacts are at:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)

30. Sepulveda Boulevard & Westchester Parkway (afternoon peak hour)
33. Sepulveda Boulevard & I-105 Westbound Ramps (morning and afternoon peak hours)

PROJECT ANALYSIS WITH SPAS ALTERNATIVE 8

As described above, the analysis of the Project with SPAS Alternative 8 involved new background traffic conditions (the Future without Project with SPAS Alternative 8 [year 2022] conditions) and the relocation of Lincoln Boulevard, modifying the Project trip distribution. Table G-5 summarizes the results of this impact analysis, before and after implementation of the Project mitigation program described in Chapter 8.

As shown in Table G-5, prior to mitigation, the Project would result in impacts at 19 of the 108 study intersections during either the morning or afternoon peak hours. After mitigation, residual significant impacts would remain at six of the 20 impacted locations. None of the remaining 102 locations would be significantly impacted under Future with Project with Mitigation with SPAS Alternative 8 (year 2022) conditions when compared to Future without Project with SPAS Alternative 8 conditions. The six residual significant impacts are at:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
12. Lincoln Boulevard & Manchester Avenue (afternoon peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (morning and afternoon peak hours)
33. Sepulveda Boulevard & I-105 Westbound Ramps (morning and afternoon peak hours)
59. Inglewood Avenue & Arbor Vitae Street (afternoon peak hour)

PROJECT ANALYSIS WITH SPAS ALTERNATIVE 9

As described above, the analysis of the Project with SPAS Alternative 9 involved new background traffic conditions (the Future without Project with SPAS Alternative 9 [year 2022] conditions) and the relocation of Lincoln Boulevard, modifying the Project trip distribution. Table G-6 summarizes the results of this impact analysis, before and after implementation of the Project mitigation program described in Chapter 8.

As shown in Table G-6, prior to mitigation, the Project would result in impacts at 19 of the 108 study intersections during either the morning or afternoon peak hours. After mitigation, residual significant impacts would remain at six of the 19 impacted locations. None of the remaining 102 locations would be significantly impacted under Future with Project with Mitigation with SPAS Alternative 9 (year 2022) conditions when compared to Future without Project with SPAS Alternative 9 conditions. The six residual significant impacts are at:

8. Lincoln Boulevard & Jefferson Boulevard (afternoon peak hour)
12. Lincoln Boulevard & Manchester Avenue (afternoon peak hour)
29. Sepulveda Boulevard & La Tijera Boulevard (afternoon peak hour)
30. Sepulveda Boulevard & Westchester Parkway (morning and afternoon peak hours)
33. Sepulveda Boulevard & I-105 Westbound Ramps (morning and afternoon peak hours)
59. Inglewood Avenue & Arbor Vitae Street (afternoon peak hour)

TABLE G-1
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 1		Future with Project with SPAS Alternative 1				Future with Project with Mitigation with SPAS Alternative 1			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M.	0.853	D	0.859	D	0.006	NO	0.848	D	-0.005	NO
			P.M.	0.975	E	0.987	E	0.012	**YES**	0.977	E	0.002	NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M.	0.774	C	0.784	C	0.010	NO	0.774	C	0.000	NO
			P.M.	0.992	E	0.999	E	0.007	NO	0.989	E	-0.003	NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M.	0.570	A	0.579	A	0.009	NO	0.569	A	-0.001	NO
			P.M.	0.644	B	0.660	B	0.016	NO	0.650	B	0.006	NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M.	0.726	C	0.731	C	0.005	NO	0.721	C	-0.005	NO
			P.M.	0.853	D	0.870	D	0.017	NO	0.859	D	0.006	NO
5.	LA	Lincoln Boulevard & Bali Way	A.M.	0.488	A	0.505	A	0.017	NO	0.494	A	0.006	NO
			P.M.	0.789	C	0.804	D	0.015	NO	0.794	C	0.005	NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M.	0.693	B	0.705	C	0.012	NO	0.694	B	0.001	NO
			P.M.	0.814	D	0.837	D	0.023	**YES**	0.826	D	0.012	NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M.	0.553	A	0.578	A	0.025	NO	0.567	A	0.014	NO
			P.M.	0.786	C	0.809	D	0.023	**YES**	0.798	C	0.012	NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M.	0.633	B	0.686	B	0.053	NO	0.674	B	0.041	NO
			P.M.	0.669	B	0.743	C	0.074	**YES**	0.730	C	0.061	**YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M.	0.468	A	0.525	A	0.057	NO	0.514	A	0.046	NO
			P.M.	0.416	A	0.461	A	0.045	NO	0.449	A	0.033	NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M.	0.474	A	0.491	A	0.017	NO	0.481	A	0.007	NO
			P.M.	0.560	A	0.597	A	0.037	NO	0.586	A	0.026	NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M.	0.568	A	0.659	B	0.091	NO	0.645	B	0.077	NO
			P.M.	0.606	B	0.685	B	0.079	NO	0.673	B	0.067	NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M.	0.613	B	0.746	C	0.133	**YES**	0.625	B	0.012	NO
			P.M.	0.701	C	0.875	D	0.174	**YES**	0.772	C	0.071	**YES**
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M.	0.370	A	0.375	A	0.005	NO	0.365	A	-0.005	NO
			P.M.	0.379	A	0.386	A	0.007	NO	0.376	A	-0.003	NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M.	0.728	C	0.741	C	0.013	NO	0.741	C	0.013	NO
			P.M.	0.759	C	0.779	C	0.020	NO	0.778	C	0.019	NO
15.	LA	Nicholsan Street & Culver Boulevard	A.M.	0.588	A	0.617	B	0.029	NO	0.616	B	0.028	NO
			P.M.	0.780	C	0.793	C	0.013	NO	0.793	C	0.013	NO
16.	LA	Pershing Drive & Manchester Avenue	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
			P.M.	0.416	A	0.441	A	0.025	NO	0.440	A	0.024	NO
17.	LA	Pershing Drive & Westchester Parkway	A.M.	0.225	A	0.276	A	0.051	NO	0.275	A	0.050	NO
			P.M.	0.217	A	0.281	A	0.064	NO	0.280	A	0.063	NO
18.	LA	Vista del Mar & Imperial Highway	A.M.	0.419	A	0.424	A	0.005	NO	0.424	A	0.005	NO
			P.M.	0.395	A	0.413	A	0.018	NO	0.413	A	0.018	NO
19.	LA	Pershing Drive & Imperial Highway	A.M.	0.570	A	0.616	B	0.046	NO	0.613	B	0.043	NO
			P.M.	0.463	A	0.484	A	0.021	NO	0.484	A	0.021	NO
20.	LA	Main Street & Imperial Highway	A.M.	0.717	C	0.743	C	0.026	NO	0.741	C	0.024	NO
			P.M.	0.574	A	0.601	B	0.027	NO	0.601	B	0.027	NO

Notes:
LA = Los Angeles; CC = Culver City; MB = Manhattan Beach; ES = El Segundo; IW = Inglewood; HT = Hawthorne; LAC = Los Angeles County

TABLE G-1 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 1		Future with Project with SPAS Alternative 1				Future with Project with Mitigation with SPAS Alternative 1			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.546 0.361	A A	0.565 0.376	A A	0.019 0.015	NO NO	0.565 0.375	A A	0.019 0.014	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.708	D C	0.843 0.727	D C	0.017 0.019	NO NO	0.842 0.727	D C	0.016 0.019	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.805 0.817	D D	0.820 0.828	D D	0.015 0.011	NO NO	0.820 0.828	D D	0.015 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.414 0.570	A A	0.435 0.594	A A	0.021 0.024	NO NO	0.435 0.594	A A	0.021 0.024	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.574	B A	0.687 0.602	B B	0.009 0.028	NO NO	0.687 0.601	B B	0.009 0.027	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.469 0.561	A A	0.479 0.581	A A	0.010 0.020	NO NO	0.479 0.581	A A	0.010 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.420 0.498	A A	0.430 0.521	A A	0.010 0.023	NO NO	0.429 0.521	A A	0.009 0.023	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.763 0.836	C D	0.793 0.889	C D	0.030 0.053	NO **YES**	0.653 0.835	B D	-0.110 -0.001	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.469 0.664	A B	0.571 0.792	A C	0.102 0.128	NO **YES**	0.557 0.702	A C	0.088 0.038	NO **YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.478 0.709	A C	0.800 0.964	C E	0.322 0.255	**YES** **YES**	0.777 0.947	C E	0.299 0.238	**YES** **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.151 0.202	A A	0.215 0.275	A A	0.064 0.073	NO NO	0.213 0.273	A A	0.062 0.071	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.551 0.637	A B	0.609 0.664	B B	0.058 0.027	NO NO	0.605 0.664	B B	0.054 0.027	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.855 0.879	D D	0.933 0.917	E E	0.078 0.038	**YES** **YES**	0.931 0.915	E E	0.076 0.036	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.768 1.145	C F	0.820 1.160	D F	0.052 0.015	**YES** **YES**	0.674 1.045	B F	-0.094 -0.100	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.774 0.799	C C	0.790 0.818	C D	0.016 0.019	NO NO	0.790 0.818	C D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.789 0.909	C E	0.805 0.926	D E	0.016 0.017	NO NO	0.804 0.925	D E	0.015 0.016	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.793 1.015	C F	0.811 1.027	D F	0.018 0.012	NO NO	0.810 1.027	D F	0.017 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.821 1.152	D F	0.837 1.168	D F	0.016 0.016	NO NO	0.837 1.167	D F	0.016 0.015	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.471 0.523	A A	0.534 0.605	A B	0.063 0.082	NO NO	0.520 0.591	A A	0.049 0.068	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.499 0.497	A A	0.517 0.546	A A	0.018 0.049	NO NO	0.517 0.544	A A	0.018 0.047	NO NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE G-1 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 1		Future with Project with SPAS Alternative 1				Future with Project with Mitigation with SPAS Alternative 1			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.486	A	0.504	A	0.018	NO	0.504	A	0.018	NO
		La Tijera Boulevard	P.M.	0.612	B	0.647	B	0.035	NO	0.647	B	0.035	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.645	B	0.673	B	0.028	NO	0.672	B	0.027	NO
		La Tijera Boulevard	P.M.	0.608	B	0.642	B	0.034	NO	0.641	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.619	B	0.643	B	0.024	NO	0.642	B	0.023	NO
		Centinela Avenue	P.M.	0.760	C	0.791	C	0.031	NO	0.789	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.661	B	0.667	B	0.006	NO	0.667	B	0.006	NO
		La Tijera Boulevard	P.M.	0.768	C	0.769	C	0.001	NO	0.769	C	0.001	NO
45.	LA	La Cienega Boulevard &	A.M.	0.997	E	1.000	E	0.003	NO	1.000	E	0.003	NO
		Centinela Avenue	P.M.	1.070	F	1.072	F	0.002	NO	1.072	F	0.002	NO
46.	LA	Airport Boulevard &	A.M.	0.692	B	0.754	C	0.062	**YES**	0.709	C	0.017	NO
		Manchester Avenue	P.M.	0.869	D	0.928	E	0.059	**YES**	0.855	D	-0.014	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.693	B	0.744	C	0.051	**YES**	0.718	C	0.025	NO
		Manchester Avenue	P.M.	0.858	D	0.899	D	0.041	**YES**	0.875	D	0.017	NO
48.	IW	La Cienega Boulevard &	A.M.	0.827	D	0.838	D	0.011	NO	0.827	D	0.000	NO
		Florence Avenue	P.M.	1.124	F	1.135	F	0.011	**YES**	1.124	F	0.000	NO
49.	IW	La Cienega Boulevard &	A.M.	0.735	C	0.740	C	0.005	NO	0.722	C	-0.013	NO
		Manchester Avenue	P.M.	0.937	E	0.956	E	0.019	**YES**	0.938	E	0.001	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.681	B	0.705	C	0.024	NO	0.687	B	0.006	NO
		Manchester Avenue	P.M.	0.779	C	0.804	D	0.025	**YES**	0.781	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.549	A	0.577	A	0.028	NO	0.554	A	0.005	NO
		Manchester Avenue	P.M.	0.685	B	0.709	C	0.024	NO	0.687	B	0.002	NO
52.	IW	La Brea Avenue &	A.M.	0.758	C	0.763	C	0.005	NO	0.753	C	-0.005	NO
		Florence Avenue	P.M.	1.007	F	1.014	F	0.007	NO	1.004	F	-0.003	NO
53.	IW	La Brea Avenue &	A.M.	0.796	C	0.804	D	0.008	NO	0.793	C	-0.003	NO
		Manchester Avenue	P.M.	0.870	D	0.883	D	0.013	NO	0.873	D	0.003	NO
54.	LA	Sepulveda Eastway &	A.M.	0.278	A	0.331	A	0.053	NO	0.329	A	0.051	NO
		Westchester Parkway	P.M.	0.551	A	0.576	A	0.025	NO	0.575	A	0.024	NO
55.	LA	Jenny Avenue &	A.M.	0.089	A	0.135	A	0.046	NO	0.133	A	0.044	NO
		Westchester Parkway	P.M.	0.161	A	0.217	A	0.056	NO	0.215	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.398	A	0.461	A	0.063	NO	0.459	A	0.061	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.612	B	0.662	B	0.050	NO	0.661	B	0.049	NO
57.	LA	Aviation Boulevard &	A.M.	0.509	A	0.565	A	0.056	NO	0.552	A	0.043	NO
		Arbor Vitae Street	P.M.	0.704	C	0.765	C	0.061	**YES**	0.679	B	-0.025	NO
58.	LA	La Cienega Boulevard &	A.M.	0.529	A	0.552	A	0.023	NO	0.551	A	0.022	NO
		Arbor Vitae Street	P.M.	0.688	B	0.729	C	0.041	**YES**	0.623	B	-0.065	NO
59.	IW	Inglewood Avenue &	A.M.	0.451	A	0.483	A	0.032	NO	0.481	A	0.030	NO
		Arbor Vitae Street	P.M.	0.770	C	0.801	D	0.031	**YES**	0.800	C	0.030	NO
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.375	A	0.011	NO	0.375	A	0.011	NO
		Arbor Vitae Street	P.M.	0.736	C	0.756	C	0.020	NO	0.755	C	0.019	NO

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TABLE G-1 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 1		Future with Project with SPAS Alternative 1				Future with Project with Mitigation with SPAS Alternative 1			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.669	B	0.677	B	0.008	NO	0.677	B	0.008	NO
			P.M.	0.695	B	0.698	B	0.003	NO	0.698	B	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.961	E	0.974	E	0.013	**YES**	0.964	E	0.003	NO
			P.M.	1.048	F	1.055	F	0.007	NO	1.045	F	-0.003	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.661	B	0.672	B	0.011	NO	0.671	B	0.010	NO
			P.M.	0.760	C	0.766	C	0.006	NO	0.765	C	0.005	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.653	B	0.667	B	0.014	NO	0.667	B	0.014	NO
			P.M.	0.631	B	0.635	B	0.004	NO	0.635	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.623	B	0.629	B	0.006	NO	0.629	B	0.006	NO
			P.M.	0.844	D	0.859	D	0.015	NO	0.859	D	0.015	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.682	B	0.691	B	0.009	NO	0.691	B	0.009	NO
			P.M.	0.925	E	0.934	E	0.009	NO	0.933	E	0.008	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
			P.M.	0.793	C	0.799	C	0.006	NO	0.799	C	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.474	A	0.474	A	0.000	NO	0.474	A	0.000	NO
			P.M.	0.791	C	0.793	C	0.002	NO	0.793	C	0.002	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.719	C	0.731	C	0.012	NO	0.730	C	0.011	NO
			P.M.	1.236	F	1.250	F	0.014	NO	1.249	F	0.013	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.645	B	0.651	B	0.006	NO	0.651	B	0.006	NO
			P.M.	0.944	E	0.951	E	0.007	NO	0.951	E	0.007	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.655	B	0.658	B	0.003	NO	0.658	B	0.003	NO
			P.M.	1.044	F	1.049	F	0.005	NO	1.049	F	0.005	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.671	B	0.674	B	0.003	NO	0.674	B	0.003	NO
			P.M.	1.229	F	1.233	F	0.004	NO	1.233	F	0.004	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.716	C	0.744	C	0.028	NO	0.743	C	0.027	NO
			P.M.	0.787	C	0.798	C	0.011	NO	0.798	C	0.011	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.424	A	0.452	A	0.028	NO	0.451	A	0.027	NO
			P.M.	0.495	A	0.502	A	0.007	NO	0.502	A	0.007	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.352	A	0.391	A	0.039	NO	0.389	A	0.037	NO
			P.M.	0.490	A	0.490	A	0.000	NO	0.490	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.597	A	0.645	B	0.048	NO	0.643	B	0.046	NO
			P.M.	0.700	B	0.707	C	0.007	NO	0.707	C	0.007	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.663	B	0.666	B	0.003	NO	0.666	B	0.003	NO
			P.M.	0.685	B	0.692	B	0.007	NO	0.692	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.731	C	0.734	C	0.003	NO	0.734	C	0.003	NO
			P.M.	0.739	C	0.749	C	0.010	NO	0.748	C	0.009	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.640	B	0.644	B	0.004	NO	0.644	B	0.004	NO
			P.M.	0.799	C	0.810	D	0.011	NO	0.809	D	0.010	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.782	C	0.791	C	0.009	NO	0.791	C	0.009	NO
			P.M.	0.777	C	0.790	C	0.013	NO	0.790	C	0.013	NO

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TABLE G-1 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 1		Future with Project with SPAS Alternative 1				Future with Project with Mitigation with SPAS Alternative 1			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M.	0.311	A	0.312	A	0.001	NO	0.312	A	0.001	NO
			P.M.	0.431	A	0.431	A	0.000	NO	0.431	A	0.000	NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M.	0.437	A	0.443	A	0.006	NO	0.442	A	0.005	NO
			P.M.	0.751	C	0.755	C	0.004	NO	0.755	C	0.004	NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M.	0.525	A	0.529	A	0.004	NO	0.529	A	0.004	NO
			P.M.	0.551	A	0.560	A	0.009	NO	0.560	A	0.009	NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M.	0.524	A	0.530	A	0.006	NO	0.530	A	0.006	NO
			P.M.	0.696	B	0.705	C	0.009	NO	0.705	C	0.009	NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M.	0.402	A	0.407	A	0.005	NO	0.407	A	0.005	NO
			P.M.	0.507	A	0.513	A	0.006	NO	0.513	A	0.006	NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M.	0.765	C	0.769	C	0.004	NO	0.769	C	0.004	NO
			P.M.	0.931	E	0.947	E	0.016	NO	0.947	E	0.016	NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M.	0.542	A	0.546	A	0.004	NO	0.546	A	0.004	NO
			P.M.	0.768	C	0.784	C	0.016	NO	0.784	C	0.016	NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M.	1.324	F	1.331	F	0.007	NO	1.331	F	0.007	NO
			P.M.	1.235	F	1.243	F	0.008	NO	1.242	F	0.007	NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M.	0.961	E	0.968	E	0.007	NO	0.968	E	0.007	NO
			P.M.	0.767	C	0.776	C	0.009	NO	0.776	C	0.009	NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M.	0.739	C	0.752	C	0.013	NO	0.752	C	0.013	NO
			P.M.	0.793	C	0.808	D	0.015	NO	0.807	D	0.014	NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M.	0.146	A	0.167	A	0.021	NO	0.163	A	0.017	NO
			P.M.	0.127	A	0.169	A	0.042	NO	0.165	A	0.038	NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M.	0.312	A	0.317	A	0.005	NO	0.317	A	0.005	NO
			P.M.	0.187	A	0.228	A	0.041	NO	0.228	A	0.041	NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M.	0.391	A	0.495	A	0.104	NO	0.480	A	0.089	NO
			P.M.	0.491	A	0.628	B	0.137	NO	0.612	B	0.121	NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M.	0.223	A	0.419	A	0.196	NO	0.409	A	0.186	NO
			P.M.	0.127	A	0.276	A	0.149	NO	0.267	A	0.140	NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M.	0.102	A	0.249	A	0.147	NO	0.242	A	0.140	NO
			P.M.	0.078	A	0.207	A	0.129	NO	0.200	A	0.122	NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M.	0.499	A	0.552	A	0.053	NO	0.539	A	0.040	NO
			P.M.	0.425	A	0.487	A	0.062	NO	0.475	A	0.050	NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M.	0.134	A	0.331	A	0.197	NO	0.322	A	0.188	NO
			P.M.	0.076	A	0.214	A	0.138	NO	0.209	A	0.133	NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M.	0.169	A	0.279	A	0.110	NO	0.275	A	0.106	NO
			P.M.	0.377	A	0.565	A	0.188	NO	0.561	A	0.184	NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M.	0.097	A	0.235	A	0.138	NO	0.230	A	0.133	NO
			P.M.	0.181	A	0.321	A	0.140	NO	0.317	A	0.136	NO
100.	LA	Airport Boulevard & 96th Street	A.M.	0.195	A	0.202	A	0.007	NO	0.202	A	0.007	NO
			P.M.	0.394	A	0.405	A	0.011	NO	0.402	A	0.008	NO

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TABLE G-1 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 1		Future with Project with SPAS Alternative 1				Future with Project with Mitigation with SPAS Alternative 1			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M.	0.712	C	0.719	C	0.007	NO	0.709	C	-0.003	NO
			P.M.	0.672	B	0.688	B	0.016	NO	0.678	B	0.006	NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M.	1.040	F	1.044	F	0.004	NO	1.044	F	0.004	NO
			P.M.	0.953	E	0.957	E	0.004	NO	0.957	E	0.004	NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M.	0.756	C	0.758	C	0.002	NO	0.748	C	-0.008	NO
			P.M.	0.785	C	0.789	C	0.004	NO	0.779	C	-0.006	NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
			P.M.	0.878	D	0.879	D	0.001	NO	0.879	D	0.001	NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M.	0.456	A	0.460	A	0.004	NO	0.460	A	0.004	NO
			P.M.	0.511	A	0.515	A	0.004	NO	0.515	A	0.004	NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M.	0.388	A	0.423	A	0.035	NO	0.421	A	0.033	NO
			P.M.	0.226	A	0.237	A	0.011	NO	0.237	A	0.011	NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	0.192	A	0.198	A	0.006	NO	0.198	A	0.006	NO
			P.M.	0.237	A	0.264	A	0.027	NO	0.264	A	0.027	NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M.	0.444	A	0.444	A	0.000	NO	0.444	A	0.000	NO
			P.M.	0.606	B	0.615	B	0.009	NO	0.615	B	0.009	NO

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TABLE G-1 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 1 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	7	2
Afternoon Peak Hour	18	5
Total Intersections Impacted	**19**	**5**

TABLE G-2
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 2		Future with Project with SPAS Alternative 2				Future with Project with Mitigation with SPAS Alternative 2			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M.	0.853	D	0.859	D	0.006	NO	0.848	D	-0.005	NO
			P.M.	0.975	E	0.987	E	0.012	**YES**	0.977	E	0.002	NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M.	0.774	C	0.784	C	0.010	NO	0.774	C	0.000	NO
			P.M.	0.992	E	0.999	E	0.007	NO	0.989	E	-0.003	NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M.	0.570	A	0.579	A	0.009	NO	0.569	A	-0.001	NO
			P.M.	0.644	B	0.660	B	0.016	NO	0.650	B	0.006	NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M.	0.726	C	0.731	C	0.005	NO	0.721	C	-0.005	NO
			P.M.	0.853	D	0.870	D	0.017	NO	0.859	D	0.006	NO
5.	LA	Lincoln Boulevard & Bali Way	A.M.	0.488	A	0.505	A	0.017	NO	0.494	A	0.006	NO
			P.M.	0.789	C	0.804	D	0.015	NO	0.794	C	0.005	NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M.	0.693	B	0.705	C	0.012	NO	0.694	B	0.001	NO
			P.M.	0.814	D	0.837	D	0.023	**YES**	0.826	D	0.012	NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M.	0.553	A	0.578	A	0.025	NO	0.567	A	0.014	NO
			P.M.	0.786	C	0.809	D	0.023	**YES**	0.798	C	0.012	NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M.	0.633	B	0.686	B	0.053	NO	0.674	B	0.041	NO
			P.M.	0.669	B	0.743	C	0.074	**YES**	0.730	C	0.061	**YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M.	0.468	A	0.525	A	0.057	NO	0.514	A	0.046	NO
			P.M.	0.416	A	0.461	A	0.045	NO	0.449	A	0.033	NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M.	0.474	A	0.491	A	0.017	NO	0.481	A	0.007	NO
			P.M.	0.560	A	0.597	A	0.037	NO	0.586	A	0.026	NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M.	0.568	A	0.659	B	0.091	NO	0.645	B	0.077	NO
			P.M.	0.606	B	0.685	B	0.079	NO	0.673	B	0.067	NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M.	0.613	B	0.724	C	0.111	**YES**	0.605	B	-0.008	NO
			P.M.	0.701	C	0.821	D	0.120	**YES**	0.735	C	0.034	NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M.	0.370	A	0.387	A	0.017	NO	0.377	A	0.007	NO
			P.M.	0.379	A	0.435	A	0.056	NO	0.425	A	0.046	NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M.	0.728	C	0.741	C	0.013	NO	0.741	C	0.013	NO
			P.M.	0.759	C	0.779	C	0.020	NO	0.778	C	0.019	NO
15.	LA	Nicholsan Street & Culver Boulevard	A.M.	0.588	A	0.617	B	0.029	NO	0.616	B	0.028	NO
			P.M.	0.780	C	0.793	C	0.013	NO	0.793	C	0.013	NO
16.	LA	Pershing Drive & Manchester Avenue	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
			P.M.	0.416	A	0.441	A	0.025	NO	0.440	A	0.024	NO
17.	LA	Pershing Drive & Westchester Parkway	A.M.	0.225	A	0.258	A	0.033	NO	0.256	A	0.031	NO
			P.M.	0.217	A	0.271	A	0.054	NO	0.270	A	0.053	NO
18.	LA	Vista del Mar & Imperial Highway	A.M.	0.419	A	0.424	A	0.005	NO	0.424	A	0.005	NO
			P.M.	0.395	A	0.413	A	0.018	NO	0.413	A	0.018	NO
19.	LA	Pershing Drive & Imperial Highway	A.M.	0.570	A	0.616	B	0.046	NO	0.613	B	0.043	NO
			P.M.	0.463	A	0.484	A	0.021	NO	0.484	A	0.021	NO
20.	LA	Main Street & Imperial Highway	A.M.	0.717	C	0.743	C	0.026	NO	0.741	C	0.024	NO
			P.M.	0.574	A	0.601	B	0.027	NO	0.601	B	0.027	NO

Notes:
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TABLE G-2 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 2		Future with Project with SPAS Alternative 2				Future with Project with Mitigation with SPAS Alternative 2			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.546 0.361	A A	0.565 0.376	A A	0.019 0.015	NO NO	0.565 0.375	A A	0.019 0.014	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.708	D C	0.843 0.727	D C	0.017 0.019	NO NO	0.842 0.727	D C	0.016 0.019	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.805 0.817	D D	0.820 0.828	D D	0.015 0.011	NO NO	0.820 0.828	D D	0.015 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.414 0.570	A A	0.435 0.594	A A	0.021 0.024	NO NO	0.435 0.594	A A	0.021 0.024	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.574	B A	0.687 0.602	B B	0.009 0.028	NO NO	0.687 0.601	B B	0.009 0.027	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.469 0.561	A A	0.479 0.581	A A	0.010 0.020	NO NO	0.479 0.581	A A	0.010 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.420 0.498	A A	0.430 0.521	A A	0.010 0.023	NO NO	0.429 0.521	A A	0.009 0.023	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.763 0.836	C D	0.793 0.889	C D	0.030 0.053	NO **YES**	0.653 0.835	B D	-0.110 -0.001	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.469 0.664	A B	0.569 0.792	A C	0.100 0.128	NO **YES**	0.555 0.701	A C	0.086 0.037	NO **YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.478 0.709	A C	0.631 0.896	B D	0.153 0.187	NO **YES**	0.615 0.883	B D	0.137 0.174	NO **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.151 0.202	A A	0.177 0.237	A A	0.026 0.035	NO NO	0.176 0.236	A A	0.025 0.034	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.551 0.637	A B	0.609 0.664	B B	0.058 0.027	NO NO	0.605 0.664	B B	0.054 0.027	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.855 0.879	D D	0.933 0.917	E E	0.078 0.038	**YES** **YES**	0.931 0.915	E E	0.076 0.036	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.768 1.145	C F	0.820 1.160	D F	0.052 0.015	**YES** **YES**	0.674 1.045	B F	-0.094 -0.100	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.774 0.799	C C	0.790 0.818	C D	0.016 0.019	NO NO	0.790 0.818	C D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.789 0.909	C E	0.805 0.926	D E	0.016 0.017	NO NO	0.804 0.925	D E	0.015 0.016	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.793 1.015	C F	0.811 1.027	D F	0.018 0.012	NO NO	0.810 1.027	D F	0.017 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.821 1.152	D F	0.837 1.168	D F	0.016 0.016	NO NO	0.837 1.167	D F	0.016 0.015	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.471 0.523	A A	0.534 0.605	A B	0.063 0.082	NO NO	0.520 0.591	A A	0.049 0.068	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.499 0.497	A A	0.517 0.546	A A	0.018 0.049	NO NO	0.517 0.544	A A	0.018 0.047	NO NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE G-2 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 2		Future with Project with SPAS Alternative 2				Future with Project with Mitigation with SPAS Alternative 2			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.486	A	0.504	A	0.018	NO	0.504	A	0.018	NO
		La Tijera Boulevard	P.M.	0.612	B	0.647	B	0.035	NO	0.647	B	0.035	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.645	B	0.673	B	0.028	NO	0.672	B	0.027	NO
		La Tijera Boulevard	P.M.	0.608	B	0.642	B	0.034	NO	0.641	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.619	B	0.643	B	0.024	NO	0.642	B	0.023	NO
		Centinela Avenue	P.M.	0.760	C	0.791	C	0.031	NO	0.789	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.661	B	0.667	B	0.006	NO	0.667	B	0.006	NO
		La Tijera Boulevard	P.M.	0.768	C	0.769	C	0.001	NO	0.769	C	0.001	NO
45.	LA	La Cienega Boulevard &	A.M.	0.997	E	1.000	E	0.003	NO	1.000	E	0.003	NO
		Centinela Avenue	P.M.	1.070	F	1.072	F	0.002	NO	1.072	F	0.002	NO
46.	LA	Airport Boulevard &	A.M.	0.692	B	0.754	C	0.062	**YES**	0.709	C	0.017	NO
		Manchester Avenue	P.M.	0.869	D	0.928	E	0.059	**YES**	0.855	D	-0.014	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.693	B	0.744	C	0.051	**YES**	0.718	C	0.025	NO
		Manchester Avenue	P.M.	0.858	D	0.899	D	0.041	**YES**	0.875	D	0.017	NO
48.	IW	La Cienega Boulevard &	A.M.	0.827	D	0.838	D	0.011	NO	0.827	D	0.000	NO
		Florence Avenue	P.M.	1.124	F	1.135	F	0.011	**YES**	1.124	F	0.000	NO
49.	IW	La Cienega Boulevard &	A.M.	0.735	C	0.740	C	0.005	NO	0.722	C	-0.013	NO
		Manchester Avenue	P.M.	0.937	E	0.956	E	0.019	**YES**	0.938	E	0.001	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.681	B	0.705	C	0.024	NO	0.687	B	0.006	NO
		Manchester Avenue	P.M.	0.779	C	0.804	D	0.025	**YES**	0.781	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.549	A	0.577	A	0.028	NO	0.554	A	0.005	NO
		Manchester Avenue	P.M.	0.685	B	0.709	C	0.024	NO	0.687	B	0.002	NO
52.	IW	La Brea Avenue &	A.M.	0.758	C	0.763	C	0.005	NO	0.753	C	-0.005	NO
		Florence Avenue	P.M.	1.007	F	1.014	F	0.007	NO	1.004	F	-0.003	NO
53.	IW	La Brea Avenue &	A.M.	0.796	C	0.804	D	0.008	NO	0.793	C	-0.003	NO
		Manchester Avenue	P.M.	0.870	D	0.883	D	0.013	NO	0.873	D	0.003	NO
54.	LA	Sepulveda Eastway &	A.M.	0.278	A	0.331	A	0.053	NO	0.329	A	0.051	NO
		Westchester Parkway	P.M.	0.551	A	0.576	A	0.025	NO	0.575	A	0.024	NO
55.	LA	Jenny Avenue &	A.M.	0.089	A	0.135	A	0.046	NO	0.133	A	0.044	NO
		Westchester Parkway	P.M.	0.161	A	0.217	A	0.056	NO	0.215	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.398	A	0.461	A	0.063	NO	0.459	A	0.061	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.612	B	0.662	B	0.050	NO	0.661	B	0.049	NO
57.	LA	Aviation Boulevard &	A.M.	0.509	A	0.565	A	0.056	NO	0.552	A	0.043	NO
		Arbor Vitae Street	P.M.	0.704	C	0.765	C	0.061	**YES**	0.679	B	-0.025	NO
58.	LA	La Cienega Boulevard &	A.M.	0.529	A	0.552	A	0.023	NO	0.551	A	0.022	NO
		Arbor Vitae Street	P.M.	0.688	B	0.729	C	0.041	**YES**	0.623	B	-0.065	NO
59.	IW	Inglewood Avenue &	A.M.	0.451	A	0.483	A	0.032	NO	0.481	A	0.030	NO
		Arbor Vitae Street	P.M.	0.770	C	0.801	D	0.031	**YES**	0.800	C	0.030	NO
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.375	A	0.011	NO	0.375	A	0.011	NO
		Arbor Vitae Street	P.M.	0.736	C	0.756	C	0.020	NO	0.755	C	0.019	NO

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TABLE G-2 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 2		Future with Project with SPAS Alternative 2				Future with Project with Mitigation with SPAS Alternative 2			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.669	B	0.677	B	0.008	NO	0.677	B	0.008	NO
			P.M.	0.695	B	0.698	B	0.003	NO	0.698	B	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.961	E	0.974	E	0.013	**YES**	0.964	E	0.003	NO
			P.M.	1.048	F	1.055	F	0.007	NO	1.045	F	-0.003	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.661	B	0.672	B	0.011	NO	0.671	B	0.010	NO
			P.M.	0.760	C	0.766	C	0.006	NO	0.765	C	0.005	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.653	B	0.667	B	0.014	NO	0.667	B	0.014	NO
			P.M.	0.631	B	0.635	B	0.004	NO	0.635	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.623	B	0.629	B	0.006	NO	0.629	B	0.006	NO
			P.M.	0.844	D	0.859	D	0.015	NO	0.859	D	0.015	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.682	B	0.691	B	0.009	NO	0.691	B	0.009	NO
			P.M.	0.925	E	0.934	E	0.009	NO	0.933	E	0.008	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
			P.M.	0.793	C	0.799	C	0.006	NO	0.799	C	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.474	A	0.474	A	0.000	NO	0.474	A	0.000	NO
			P.M.	0.791	C	0.793	C	0.002	NO	0.793	C	0.002	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.719	C	0.731	C	0.012	NO	0.730	C	0.011	NO
			P.M.	1.236	F	1.250	F	0.014	NO	1.249	F	0.013	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.645	B	0.651	B	0.006	NO	0.651	B	0.006	NO
			P.M.	0.944	E	0.951	E	0.007	NO	0.951	E	0.007	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.655	B	0.658	B	0.003	NO	0.658	B	0.003	NO
			P.M.	1.044	F	1.049	F	0.005	NO	1.049	F	0.005	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.671	B	0.674	B	0.003	NO	0.674	B	0.003	NO
			P.M.	1.229	F	1.233	F	0.004	NO	1.233	F	0.004	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.716	C	0.744	C	0.028	NO	0.743	C	0.027	NO
			P.M.	0.787	C	0.798	C	0.011	NO	0.798	C	0.011	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.424	A	0.452	A	0.028	NO	0.451	A	0.027	NO
			P.M.	0.495	A	0.502	A	0.007	NO	0.502	A	0.007	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.352	A	0.391	A	0.039	NO	0.389	A	0.037	NO
			P.M.	0.490	A	0.490	A	0.000	NO	0.490	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.597	A	0.645	B	0.048	NO	0.643	B	0.046	NO
			P.M.	0.700	B	0.707	C	0.007	NO	0.707	C	0.007	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.663	B	0.666	B	0.003	NO	0.666	B	0.003	NO
			P.M.	0.685	B	0.692	B	0.007	NO	0.692	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.731	C	0.734	C	0.003	NO	0.734	C	0.003	NO
			P.M.	0.739	C	0.749	C	0.010	NO	0.748	C	0.009	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.640	B	0.644	B	0.004	NO	0.644	B	0.004	NO
			P.M.	0.799	C	0.810	D	0.011	NO	0.809	D	0.010	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.782	C	0.791	C	0.009	NO	0.791	C	0.009	NO
			P.M.	0.777	C	0.790	C	0.013	NO	0.790	C	0.013	NO

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TABLE G-2 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 2		Future with Project with SPAS Alternative 2				Future with Project with Mitigation with SPAS Alternative 2			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.311 0.431	A A	0.312 0.431	A A	0.001 0.000	NO NO	0.312 0.431	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.437 0.751	A C	0.443 0.755	A C	0.006 0.004	NO NO	0.442 0.755	A C	0.005 0.004	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.525 0.551	A A	0.529 0.560	A A	0.004 0.009	NO NO	0.529 0.560	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.524 0.696	A B	0.530 0.705	A C	0.006 0.009	NO NO	0.530 0.705	A C	0.006 0.009	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.402 0.507	A A	0.407 0.513	A A	0.005 0.006	NO NO	0.407 0.513	A A	0.005 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.765 0.931	C E	0.769 0.947	C E	0.004 0.016	NO NO	0.769 0.947	C E	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.542 0.768	A C	0.546 0.784	A C	0.004 0.016	NO NO	0.546 0.784	A C	0.004 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.324 1.235	F F	1.331 1.243	F F	0.007 0.008	NO NO	1.331 1.242	F F	0.007 0.007	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.961 0.767	E C	0.968 0.776	E C	0.007 0.009	NO NO	0.968 0.776	E C	0.007 0.009	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.793	C C	0.752 0.808	C D	0.013 0.015	NO NO	0.752 0.807	C D	0.013 0.014	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.127	A A	0.159 0.145	A A	0.013 0.018	NO NO	0.155 0.141	A A	0.009 0.014	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.318 0.237	A A	0.006 0.050	NO NO	0.318 0.237	A A	0.006 0.050	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.514 0.629	A B	0.123 0.138	NO NO	0.498 0.614	A B	0.107 0.123	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.413 0.217	A A	0.190 0.090	NO NO	0.401 0.211	A A	0.178 0.084	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.284 0.254	A A	0.182 0.176	NO NO	0.275 0.247	A A	0.173 0.169	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.545 0.462	A A	0.046 0.037	NO NO	0.533 0.450	A A	0.034 0.025	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.269 0.221	A A	0.135 0.145	NO NO	0.264 0.216	A A	0.130 0.140	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.269 0.517	A A	0.100 0.140	NO NO	0.265 0.512	A A	0.096 0.135	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.181	A A	0.186 0.278	A A	0.089 0.097	NO NO	0.183 0.275	A A	0.086 0.094	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.195 0.394	A A	0.202 0.405	A A	0.007 0.011	NO NO	0.202 0.402	A A	0.007 0.008	NO NO

Notes:
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TABLE G-2 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 2		Future with Project with SPAS Alternative 2				Future with Project with Mitigation with SPAS Alternative 2			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M.	0.712	C	0.719	C	0.007	NO	0.709	C	-0.003	NO
			P.M.	0.672	B	0.688	B	0.016	NO	0.678	B	0.006	NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M.	1.040	F	1.044	F	0.004	NO	1.044	F	0.004	NO
			P.M.	0.953	E	0.957	E	0.004	NO	0.957	E	0.004	NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M.	0.756	C	0.758	C	0.002	NO	0.748	C	-0.008	NO
			P.M.	0.785	C	0.789	C	0.004	NO	0.779	C	-0.006	NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
			P.M.	0.878	D	0.879	D	0.001	NO	0.879	D	0.001	NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M.	0.456	A	0.460	A	0.004	NO	0.460	A	0.004	NO
			P.M.	0.511	A	0.515	A	0.004	NO	0.515	A	0.004	NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M.	0.388	A	0.423	A	0.035	NO	0.421	A	0.033	NO
			P.M.	0.226	A	0.237	A	0.011	NO	0.237	A	0.011	NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	0.192	A	0.198	A	0.006	NO	0.198	A	0.006	NO
			P.M.	0.237	A	0.264	A	0.027	NO	0.264	A	0.027	NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M.	0.444	A	0.444	A	0.000	NO	0.444	A	0.000	NO
			P.M.	0.606	B	0.615	B	0.009	NO	0.615	B	0.009	NO

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TABLE G-2 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 2 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	6	1
Afternoon Peak Hour	18	4
Total Intersections Impacted	**19**	**4**

TABLE G-3
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 3		Future with Project with SPAS Alternative 3				Future with Project with Mitigation with SPAS Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M.	0.851	D	0.857	D	0.006	NO	0.846	D	-0.005	NO
			P.M.	0.971	E	0.983	E	0.012	**YES**	0.972	E	0.001	NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M.	0.776	C	0.786	C	0.010	NO	0.776	C	0.000	NO
			P.M.	0.988	E	0.995	E	0.007	NO	0.985	E	-0.003	NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M.	0.573	A	0.583	A	0.010	NO	0.572	A	-0.001	NO
			P.M.	0.649	B	0.665	B	0.016	NO	0.654	B	0.005	NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M.	0.725	C	0.728	C	0.003	NO	0.718	C	-0.007	NO
			P.M.	0.853	D	0.870	D	0.017	NO	0.859	D	0.006	NO
5.	LA	Lincoln Boulevard & Bali Way	A.M.	0.480	A	0.498	A	0.018	NO	0.487	A	0.007	NO
			P.M.	0.794	C	0.808	D	0.014	NO	0.798	C	0.004	NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M.	0.677	B	0.688	B	0.011	NO	0.678	B	0.001	NO
			P.M.	0.822	D	0.845	D	0.023	**YES**	0.835	D	0.013	NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M.	0.548	A	0.572	A	0.024	NO	0.561	A	0.013	NO
			P.M.	0.793	C	0.816	D	0.023	**YES**	0.806	D	0.013	NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M.	0.634	B	0.687	B	0.053	NO	0.675	B	0.041	NO
			P.M.	0.666	B	0.740	C	0.074	**YES**	0.727	C	0.061	**YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M.	0.459	A	0.515	A	0.056	NO	0.503	A	0.044	NO
			P.M.	0.414	A	0.461	A	0.047	NO	0.449	A	0.035	NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M.	0.477	A	0.494	A	0.017	NO	0.483	A	0.006	NO
			P.M.	0.559	A	0.597	A	0.038	NO	0.586	A	0.027	NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M.	0.564	A	0.656	B	0.092	NO	0.642	B	0.078	NO
			P.M.	0.601	B	0.680	B	0.079	NO	0.667	B	0.066	NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M.	0.615	B	0.725	C	0.110	**YES**	0.606	B	-0.009	NO
			P.M.	0.692	B	0.812	D	0.120	**YES**	0.723	C	0.031	NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M.	0.421	A	0.437	A	0.016	NO	0.427	A	0.006	NO
			P.M.	0.390	A	0.448	A	0.058	NO	0.436	A	0.046	NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M.	0.736	C	0.749	C	0.013	NO	0.749	C	0.013	NO
			P.M.	0.469	A	0.489	A	0.020	NO	0.488	A	0.019	NO
15.	LA	Nicholsan Street & Culver Boulevard	A.M.	0.606	B	0.635	B	0.029	NO	0.634	B	0.028	NO
			P.M.	0.779	C	0.793	C	0.014	NO	0.793	C	0.014	NO
16.	LA	Pershing Drive & Manchester Avenue	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
			P.M.	0.413	A	0.438	A	0.025	NO	0.437	A	0.024	NO
17.	LA	Pershing Drive & Westchester Parkway	A.M.	0.224	A	0.257	A	0.033	NO	0.256	A	0.032	NO
			P.M.	0.208	A	0.262	A	0.054	NO	0.261	A	0.053	NO
18.	LA	Vista del Mar & Imperial Highway	A.M.	0.414	A	0.419	A	0.005	NO	0.419	A	0.005	NO
			P.M.	0.384	A	0.403	A	0.019	NO	0.402	A	0.018	NO
19.	LA	Pershing Drive & Imperial Highway	A.M.	0.657	B	0.702	C	0.045	**YES**	0.701	C	0.044	**YES**
			P.M.	0.488	A	0.509	A	0.021	NO	0.509	A	0.021	NO
20.	LA	Main Street & Imperial Highway	A.M.	0.711	C	0.736	C	0.025	NO	0.735	C	0.024	NO
			P.M.	0.603	B	0.629	B	0.026	NO	0.629	B	0.026	NO

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TABLE G-3 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 3		Future with Project with SPAS Alternative 3				Future with Project with Mitigation with SPAS Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.544 0.350	A A	0.563 0.362	A A	0.019 0.012	NO NO	0.563 0.362	A A	0.019 0.012	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.810 0.708	D C	0.828 0.727	D C	0.018 0.019	NO NO	0.826 0.727	D C	0.016 0.019	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.805 0.825	D D	0.820 0.836	D D	0.015 0.011	NO NO	0.820 0.836	D D	0.015 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.409 0.561	A A	0.430 0.584	A A	0.021 0.023	NO NO	0.429 0.584	A A	0.020 0.023	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.687 0.583	B A	0.697 0.603	B B	0.010 0.020	NO NO	0.697 0.602	B B	0.010 0.019	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.482 0.545	A A	0.492 0.565	A A	0.010 0.020	NO NO	0.491 0.565	A A	0.009 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.425 0.483	A A	0.435 0.507	A A	0.010 0.024	NO NO	0.434 0.507	A A	0.009 0.024	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.773 0.833	C D	0.803 0.894	D D	0.030 0.061	**YES** **YES**	0.662 0.810	B D	-0.111 -0.023	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.512 0.654	A B	0.575 0.780	A C	0.063 0.126	NO **YES**	0.561 0.688	A B	0.049 0.034	NO **YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.530 0.694	A B	0.645 0.881	B D	0.115 0.187	NO **YES**	0.630 0.868	B D	0.100 0.174	NO **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.157 0.200	A A	0.182 0.235	A A	0.025 0.035	NO NO	0.181 0.234	A A	0.024 0.034	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.625 0.623	B B	0.699 0.651	B B	0.074 0.028	NO NO	0.696 0.651	B B	0.071 0.028	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.839 0.874	D D	0.917 0.912	E E	0.078 0.038	**YES** **YES**	0.915 0.911	E E	0.076 0.037	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.709 1.139	C F	0.743 1.155	C F	0.034 0.016	NO **YES**	0.646 1.053	B F	-0.063 -0.086	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.775 0.813	C D	0.791 0.832	C D	0.016 0.019	NO NO	0.791 0.832	C D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.817 0.913	D E	0.833 0.930	D E	0.016 0.017	NO NO	0.832 0.930	D E	0.015 0.017	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.794 1.016	C F	0.812 1.028	D F	0.018 0.012	NO NO	0.812 1.027	D F	0.018 0.011	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.820 1.150	D F	0.836 1.165	D F	0.016 0.015	NO NO	0.836 1.164	D F	0.016 0.014	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.478 0.527	A A	0.543 0.608	A B	0.065 0.081	NO NO	0.529 0.595	A A	0.051 0.068	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.445 0.484	A A	0.508 0.533	A A	0.063 0.049	NO NO	0.506 0.531	A A	0.061 0.047	NO NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE G-3 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 3		Future with Project with SPAS Alternative 3				Future with Project with Mitigation with SPAS Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.475	A	0.494	A	0.019	NO	0.493	A	0.018	NO
		La Tijera Boulevard	P.M.	0.608	B	0.645	B	0.037	NO	0.643	B	0.035	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.645	B	0.673	B	0.028	NO	0.672	B	0.027	NO
		La Tijera Boulevard	P.M.	0.601	B	0.635	B	0.034	NO	0.634	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.613	B	0.637	B	0.024	NO	0.636	B	0.023	NO
		Centinela Avenue	P.M.	0.771	C	0.801	D	0.030	**YES**	0.800	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.680	B	0.686	B	0.006	NO	0.686	B	0.006	NO
		La Tijera Boulevard	P.M.	0.784	C	0.785	C	0.001	NO	0.785	C	0.001	NO
45.	LA	La Cienega Boulevard &	A.M.	1.032	F	1.035	F	0.003	NO	1.035	F	0.003	NO
		Centinela Avenue	P.M.	1.099	F	1.102	F	0.003	NO	1.102	F	0.003	NO
46.	LA	Airport Boulevard &	A.M.	0.643	B	0.705	C	0.062	**YES**	0.657	B	0.014	NO
		Manchester Avenue	P.M.	0.859	D	0.918	E	0.059	**YES**	0.851	D	-0.008	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.761	C	0.803	D	0.042	**YES**	0.779	C	0.018	NO
		Manchester Avenue	P.M.	0.859	D	0.900	D	0.041	**YES**	0.877	D	0.018	NO
48.	IW	La Cienega Boulevard &	A.M.	0.796	C	0.806	D	0.010	NO	0.795	C	-0.001	NO
		Florence Avenue	P.M.	1.084	F	1.095	F	0.011	**YES**	1.085	F	0.001	NO
49.	IW	La Cienega Boulevard &	A.M.	0.859	D	0.864	D	0.005	NO	0.846	D	-0.013	NO
		Manchester Avenue	P.M.	1.118	F	1.137	F	0.019	**YES**	1.119	F	0.001	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.655	B	0.678	B	0.023	NO	0.659	B	0.004	NO
		Manchester Avenue	P.M.	0.757	C	0.781	C	0.024	NO	0.759	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.531	A	0.558	A	0.027	NO	0.535	A	0.004	NO
		Manchester Avenue	P.M.	0.679	B	0.703	C	0.024	NO	0.681	B	0.002	NO
52.	IW	La Brea Avenue &	A.M.	0.732	C	0.737	C	0.005	NO	0.727	C	-0.005	NO
		Florence Avenue	P.M.	0.991	E	0.997	E	0.006	NO	0.987	E	-0.004	NO
53.	IW	La Brea Avenue &	A.M.	0.804	D	0.812	D	0.008	NO	0.802	D	-0.002	NO
		Manchester Avenue	P.M.	0.897	D	0.911	E	0.014	**YES**	0.901	E	0.004	NO
54.	LA	Sepulveda Eastway &	A.M.	0.337	A	0.390	A	0.053	NO	0.388	A	0.051	NO
		Westchester Parkway	P.M.	0.559	A	0.591	A	0.032	NO	0.589	A	0.030	NO
55.	LA	Jenny Avenue &	A.M.	0.144	A	0.195	A	0.051	NO	0.192	A	0.048	NO
		Westchester Parkway	P.M.	0.259	A	0.315	A	0.056	NO	0.313	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.402	A	0.465	A	0.063	NO	0.463	A	0.061	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.571	A	0.614	B	0.043	NO	0.613	B	0.042	NO
57.	LA	Aviation Boulevard &	A.M.	0.613	B	0.668	B	0.055	NO	0.655	B	0.042	NO
		Arbor Vitae Street	P.M.	0.723	C	0.784	C	0.061	**YES**	0.699	B	-0.024	NO
58.	LA	La Cienega Boulevard &	A.M.	0.965	E	0.997	E	0.032	**YES**	0.996	E	0.031	**YES**
		Arbor Vitae Street	P.M.	1.235	F	1.250	F	0.015	**YES**	1.250	F	0.015	**YES**
59.	IW	Inglewood Avenue &	A.M.	0.433	A	0.465	A	0.032	NO	0.463	A	0.030	NO
		Arbor Vitae Street	P.M.	0.745	C	0.778	C	0.033	NO	0.775	C	0.030	NO
60.	IW	La Brea Avenue &	A.M.	0.384	A	0.387	A	0.003	NO	0.387	A	0.003	NO
		Arbor Vitae Street	P.M.	0.702	C	0.721	C	0.019	NO	0.721	C	0.019	NO

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TABLE G-3 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 3		Future with Project with SPAS Alternative 3				Future with Project with Mitigation with SPAS Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.541	A	0.547	A	0.006	NO	0.547	A	0.006	NO
			P.M.	0.536	A	0.539	A	0.003	NO	0.539	A	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.892	D	0.906	E	0.014	**YES**	0.896	D	0.004	NO
			P.M.	1.071	F	1.084	F	0.013	**YES**	1.073	F	0.002	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.576	A	0.577	A	0.001	NO	0.577	A	0.001	NO
			P.M.	0.744	C	0.751	C	0.007	NO	0.751	C	0.007	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.642	B	0.655	B	0.013	NO	0.655	B	0.013	NO
			P.M.	0.643	B	0.647	B	0.004	NO	0.647	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.602	B	0.609	B	0.007	NO	0.609	B	0.007	NO
			P.M.	0.793	C	0.807	D	0.014	NO	0.807	D	0.014	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.616	B	0.627	B	0.011	NO	0.627	B	0.011	NO
			P.M.	0.807	D	0.816	D	0.009	NO	0.815	D	0.008	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.483	A	0.490	A	0.007	NO	0.490	A	0.007	NO
			P.M.	0.813	D	0.819	D	0.006	NO	0.819	D	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.460	A	0.461	A	0.001	NO	0.461	A	0.001	NO
			P.M.	0.782	C	0.784	C	0.002	NO	0.784	C	0.002	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.755	C	0.767	C	0.012	NO	0.767	C	0.012	NO
			P.M.	1.287	F	1.301	F	0.014	NO	1.300	F	0.013	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.666	B	0.672	B	0.006	NO	0.672	B	0.006	NO
			P.M.	0.999	E	1.007	F	0.008	NO	1.007	F	0.008	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.672	B	0.675	B	0.003	NO	0.675	B	0.003	NO
			P.M.	1.044	F	1.050	F	0.006	NO	1.050	F	0.006	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.692	B	0.695	B	0.003	NO	0.695	B	0.003	NO
			P.M.	1.260	F	1.264	F	0.004	NO	1.264	F	0.004	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.725	C	0.753	C	0.028	NO	0.752	C	0.027	NO
			P.M.	0.802	D	0.813	D	0.011	NO	0.813	D	0.011	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.413	A	0.435	A	0.022	NO	0.433	A	0.020	NO
			P.M.	0.500	A	0.501	A	0.001	NO	0.501	A	0.001	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.349	A	0.384	A	0.035	NO	0.381	A	0.032	NO
			P.M.	0.493	A	0.493	A	0.000	NO	0.493	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.589	A	0.637	B	0.048	NO	0.635	B	0.046	NO
			P.M.	0.686	B	0.693	B	0.007	NO	0.693	B	0.007	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.664	B	0.667	B	0.003	NO	0.667	B	0.003	NO
			P.M.	0.683	B	0.690	B	0.007	NO	0.690	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.724	C	0.727	C	0.003	NO	0.727	C	0.003	NO
			P.M.	0.742	C	0.752	C	0.010	NO	0.752	C	0.010	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.650	B	0.653	B	0.003	NO	0.653	B	0.003	NO
			P.M.	0.796	C	0.807	D	0.011	NO	0.807	D	0.011	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.784	C	0.792	C	0.008	NO	0.792	C	0.008	NO
			P.M.	0.778	C	0.791	C	0.013	NO	0.790	C	0.012	NO

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TABLE G-3 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 3		Future with Project with SPAS Alternative 3				Future with Project with Mitigation with SPAS Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.304 0.409	A A	0.305 0.411	A A	0.001 0.002	NO NO	0.305 0.411	A A	0.001 0.002	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.433 0.744	A C	0.440 0.747	A C	0.007 0.003	NO NO	0.440 0.747	A C	0.007 0.003	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.524 0.555	A A	0.529 0.564	A A	0.005 0.009	NO NO	0.529 0.563	A A	0.005 0.008	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.525 0.696	A B	0.533 0.705	A C	0.008 0.009	NO NO	0.532 0.704	A C	0.007 0.008	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.401 0.499	A A	0.407 0.505	A A	0.006 0.006	NO NO	0.406 0.505	A A	0.005 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.767 0.931	C E	0.771 0.948	C E	0.004 0.017	NO NO	0.771 0.947	C E	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.534 0.769	A C	0.538 0.786	A C	0.004 0.017	NO NO	0.538 0.785	A C	0.004 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.314 1.236	F F	1.321 1.243	F F	0.007 0.007	NO NO	1.321 1.242	F F	0.007 0.006	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.957 0.763	E C	0.965 0.773	E C	0.008 0.010	NO NO	0.965 0.772	E C	0.008 0.009	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.735 0.790	C C	0.749 0.806	C D	0.014 0.016	NO NO	0.749 0.805	C D	0.014 0.015	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.145 0.127	A A	0.157 0.144	A A	0.012 0.017	NO NO	0.154 0.141	A A	0.009 0.014	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.311 0.185	A A	0.317 0.235	A A	0.006 0.050	NO NO	0.317 0.235	A A	0.006 0.050	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.388 0.488	A A	0.512 0.626	A B	0.124 0.138	NO NO	0.497 0.611	A B	0.109 0.123	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.221 0.127	A A	0.411 0.217	A A	0.190 0.090	NO NO	0.399 0.210	A A	0.178 0.083	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.101 0.077	A A	0.283 0.253	A A	0.182 0.176	NO NO	0.274 0.247	A A	0.173 0.170	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.496 0.423	A A	0.542 0.459	A A	0.046 0.036	NO NO	0.529 0.447	A A	0.033 0.024	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.133 0.076	A A	0.268 0.220	A A	0.135 0.144	NO NO	0.264 0.216	A A	0.131 0.140	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.167 0.375	A A	0.267 0.515	A A	0.100 0.140	NO NO	0.263 0.510	A A	0.096 0.135	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.178	A A	0.185 0.277	A A	0.088 0.099	NO NO	0.181 0.274	A A	0.084 0.096	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.193 0.391	A A	0.200 0.402	A A	0.007 0.011	NO NO	0.199 0.400	A A	0.006 0.009	NO NO

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TABLE G-3 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 3		Future with Project with SPAS Alternative 3				Future with Project with Mitigation with SPAS Alternative 3			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M.	0.707	C	0.714	C	0.007	NO	0.704	C	-0.003	NO
			P.M.	0.667	B	0.683	B	0.016	NO	0.673	B	0.006	NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M.	1.033	F	1.036	F	0.003	NO	1.036	F	0.003	NO
			P.M.	0.948	E	0.953	E	0.005	NO	0.953	E	0.005	NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M.	0.750	C	0.753	C	0.003	NO	0.742	C	-0.008	NO
			P.M.	0.779	C	0.783	C	0.004	NO	0.773	C	-0.006	NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M.	0.816	D	0.816	D	0.000	NO	0.816	D	0.000	NO
			P.M.	0.874	D	0.875	D	0.001	NO	0.875	D	0.001	NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M.	0.453	A	0.457	A	0.004	NO	0.457	A	0.004	NO
			P.M.	0.508	A	0.512	A	0.004	NO	0.512	A	0.004	NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M.	0.386	A	0.420	A	0.034	NO	0.419	A	0.033	NO
			P.M.	0.224	A	0.235	A	0.011	NO	0.235	A	0.011	NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	0.191	A	0.197	A	0.006	NO	0.197	A	0.006	NO
			P.M.	0.235	A	0.263	A	0.028	NO	0.261	A	0.026	NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M.	0.440	A	0.440	A	0.000	NO	0.440	A	0.000	NO
			P.M.	0.601	B	0.611	B	0.010	NO	0.610	B	0.009	NO

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TABLE G-3 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 3 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	8	3
Afternoon Peak Hour	19	5
Total Intersections Impacted	**20**	**6**

TABLE G-4
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 4		Future with Project with SPAS Alternative 4				Future with Project with Mitigation with SPAS Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M.	0.852	D	0.859	D	0.007	NO	0.847	D	-0.005	NO
			P.M.	0.975	E	0.987	E	0.012	**YES**	0.977	E	0.002	NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M.	0.774	C	0.784	C	0.010	NO	0.774	C	0.000	NO
			P.M.	0.990	E	0.997	E	0.007	NO	0.987	E	-0.003	NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M.	0.573	A	0.583	A	0.010	NO	0.572	A	-0.001	NO
			P.M.	0.644	B	0.660	B	0.016	NO	0.650	B	0.006	NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M.	0.726	C	0.731	C	0.005	NO	0.721	C	-0.005	NO
			P.M.	0.853	D	0.870	D	0.017	NO	0.859	D	0.006	NO
5.	LA	Lincoln Boulevard & Bali Way	A.M.	0.492	A	0.509	A	0.017	NO	0.499	A	0.007	NO
			P.M.	0.789	C	0.803	D	0.014	NO	0.793	C	0.004	NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M.	0.688	B	0.699	B	0.011	NO	0.688	B	0.000	NO
			P.M.	0.820	D	0.843	D	0.023	**YES**	0.833	D	0.013	NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M.	0.552	A	0.576	A	0.024	NO	0.566	A	0.014	NO
			P.M.	0.786	C	0.809	D	0.023	**YES**	0.799	C	0.013	NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M.	0.634	B	0.687	B	0.053	NO	0.674	B	0.040	NO
			P.M.	0.667	B	0.741	C	0.074	**YES**	0.729	C	0.062	**YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M.	0.459	A	0.515	A	0.056	NO	0.503	A	0.044	NO
			P.M.	0.417	A	0.463	A	0.046	NO	0.451	A	0.034	NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M.	0.475	A	0.493	A	0.018	NO	0.482	A	0.007	NO
			P.M.	0.561	A	0.598	A	0.037	NO	0.587	A	0.026	NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M.	0.564	A	0.656	B	0.092	NO	0.642	B	0.078	NO
			P.M.	0.601	B	0.680	B	0.079	NO	0.667	B	0.066	NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M.	0.615	B	0.725	C	0.110	**YES**	0.606	B	-0.009	NO
			P.M.	0.692	B	0.812	D	0.120	**YES**	0.723	C	0.031	NO
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M.	0.372	A	0.389	A	0.017	NO	0.379	A	0.007	NO
			P.M.	0.379	A	0.437	A	0.058	NO	0.425	A	0.046	NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M.	0.731	C	0.744	C	0.013	NO	0.744	C	0.013	NO
			P.M.	0.469	A	0.489	A	0.020	NO	0.488	A	0.019	NO
15.	LA	Nicholsan Street & Culver Boulevard	A.M.	0.591	A	0.620	B	0.029	NO	0.619	B	0.028	NO
			P.M.	0.777	C	0.791	C	0.014	NO	0.791	C	0.014	NO
16.	LA	Pershing Drive & Manchester Avenue	A.M.	0.461	A	0.467	A	0.006	NO	0.467	A	0.006	NO
			P.M.	0.411	A	0.437	A	0.026	NO	0.435	A	0.024	NO
17.	LA	Pershing Drive & Westchester Parkway	A.M.	0.223	A	0.256	A	0.033	NO	0.255	A	0.032	NO
			P.M.	0.216	A	0.270	A	0.054	NO	0.268	A	0.052	NO
18.	LA	Vista del Mar & Imperial Highway	A.M.	0.412	A	0.416	A	0.004	NO	0.416	A	0.004	NO
			P.M.	0.392	A	0.411	A	0.019	NO	0.410	A	0.018	NO
19.	LA	Pershing Drive & Imperial Highway	A.M.	0.547	A	0.592	A	0.045	NO	0.591	A	0.044	NO
			P.M.	0.459	A	0.480	A	0.021	NO	0.480	A	0.021	NO
20.	LA	Main Street & Imperial Highway	A.M.	0.720	C	0.745	C	0.025	NO	0.744	C	0.024	NO
			P.M.	0.571	A	0.600	A	0.029	NO	0.598	A	0.027	NO

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TABLE G-4 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 4		Future with Project with SPAS Alternative 4				Future with Project with Mitigation with SPAS Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar &	A.M.	0.533	A	0.552	A	0.019	NO	0.551	A	0.018	NO
		Grand Avenue	P.M.	0.361	A	0.375	A	0.014	NO	0.375	A	0.014	NO
22.	MB	Highland Avenue &	A.M.	0.826	D	0.843	D	0.017	NO	0.842	D	0.016	NO
		Rosecrans Avenue	P.M.	0.713	C	0.732	C	0.019	NO	0.732	C	0.019	NO
23.	CC	Sepulveda Boulevard &	A.M.	0.811	D	0.827	D	0.016	NO	0.826	D	0.015	NO
		Centinela Avenue	P.M.	0.815	D	0.826	D	0.011	NO	0.826	D	0.011	NO
24.	LA	Sepulveda Boulevard &	A.M.	0.412	A	0.433	A	0.021	NO	0.432	A	0.020	NO
		Howard Hughes Parkway	P.M.	0.576	A	0.600	A	0.024	NO	0.600	A	0.024	NO
25.	LA	Sepulveda Boulevard &	A.M.	0.678	B	0.687	B	0.009	NO	0.687	B	0.009	NO
		76th Street	P.M.	0.576	A	0.610	B	0.034	NO	0.609	B	0.033	NO
26.	LA	Sepulveda Boulevard &	A.M.	0.481	A	0.491	A	0.010	NO	0.491	A	0.010	NO
		79th Street	P.M.	0.528	A	0.548	A	0.020	NO	0.548	A	0.020	NO
27.	LA	Sepulveda Boulevard &	A.M.	0.431	A	0.441	A	0.010	NO	0.441	A	0.010	NO
		83rd Street	P.M.	0.491	A	0.514	A	0.023	NO	0.514	A	0.023	NO
28.	LA	Sepulveda Boulevard &	A.M.	0.768	C	0.798	C	0.030	NO	0.658	B	-0.110	NO
		Manchester Avenue	P.M.	0.834	D	0.896	D	0.062	**YES**	0.803	D	-0.031	NO
29.	LA	Sepulveda Boulevard &	A.M.	0.522	A	0.573	A	0.051	NO	0.559	A	0.037	NO
		La Tijera Boulevard	P.M.	0.673	B	0.800	C	0.127	**YES**	0.705	C	0.032	**YES** [a]
30.	LA	Sepulveda Boulevard &	A.M.	0.506	A	0.665	B	0.159	NO	0.649	B	0.143	NO
		Westchester Parkway	P.M.	0.851	D	1.038	F	0.187	**YES**	1.025	F	0.174	**YES**
31.	LA	Sepulveda Boulevard &	A.M.	0.157	A	0.183	A	0.026	NO	0.181	A	0.024	NO
		Lincoln Boulevard	P.M.	0.233	A	0.267	A	0.034	NO	0.267	A	0.034	NO
32.	LA	Sepulveda Boulevard &	A.M.	0.550	A	0.607	B	0.057	NO	0.605	B	0.055	NO
		Century Boulevard	P.M.	0.638	B	0.665	B	0.027	NO	0.665	B	0.027	NO
33.	LA	Sepulveda Boulevard &	A.M.	0.849	D	0.927	E	0.078	**YES**	0.923	E	0.074	**YES**
		I-105 Westbound Ramps N/O Imperial Highway	P.M.	0.881	D	0.919	E	0.038	**YES**	0.919	E	0.038	**YES**
34.	LA	Sepulveda Boulevard &	A.M.	0.773	C	0.812	D	0.039	**YES**	0.675	B	-0.098	NO
		Imperial Highway	P.M.	1.156	F	1.171	F	0.015	**YES**	1.043	F	-0.113	NO
35.	ES	Sepulveda Boulevard &	A.M.	0.785	C	0.801	D	0.016	NO	0.801	D	0.016	NO
		Mariposa Avenue	P.M.	0.805	D	0.824	D	0.019	NO	0.824	D	0.019	NO
36.	ES	Sepulveda Boulevard &	A.M.	0.790	C	0.806	D	0.016	NO	0.806	D	0.016	NO
		Grand Avenue	P.M.	0.908	E	0.925	E	0.017	NO	0.925	E	0.017	NO
37.	ES	Sepulveda Boulevard &	A.M.	0.792	C	0.811	D	0.019	NO	0.810	D	0.018	NO
		El Segundo Boulevard	P.M.	1.009	F	1.021	F	0.012	NO	1.021	F	0.012	NO
38.	ES	Sepulveda Boulevard &	A.M.	0.819	D	0.835	D	0.016	NO	0.835	D	0.016	NO
		Rosecrans Avenue	P.M.	1.154	F	1.169	F	0.015	NO	1.168	F	0.014	NO
39.	LA	La Tijera Boulevard &	A.M.	0.515	A	0.579	A	0.064	NO	0.565	A	0.050	NO
		Manchester Avenue	P.M.	0.553	A	0.635	B	0.082	NO	0.621	B	0.068	NO
40.	LA	La Tijera Boulevard &	A.M.	0.436	A	0.509	A	0.073	NO	0.507	A	0.071	NO
		Airport Boulevard	P.M.	0.444	A	0.493	A	0.049	NO	0.491	A	0.047	NO

Notes:

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE G-4 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 4		Future with Project with SPAS Alternative 4				Future with Project with Mitigation with SPAS Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.478	A	0.496	A	0.018	NO	0.495	A	0.017	NO
		La Tijera Boulevard	P.M.	0.605	B	0.642	B	0.037	NO	0.640	B	0.035	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.620	B	0.648	B	0.028	NO	0.647	B	0.027	NO
		La Tijera Boulevard	P.M.	0.598	A	0.631	B	0.033	NO	0.631	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.613	B	0.637	B	0.024	NO	0.637	B	0.024	NO
		Centinela Avenue	P.M.	0.760	C	0.789	C	0.029	NO	0.789	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.662	B	0.668	B	0.006	NO	0.668	B	0.006	NO
		La Tijera Boulevard	P.M.	0.765	C	0.765	C	0.000	NO	0.765	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	1.000	E	1.003	F	0.003	NO	1.003	F	0.003	NO
		Centinela Avenue	P.M.	1.068	F	1.072	F	0.004	NO	1.072	F	0.004	NO
46.	LA	Airport Boulevard &	A.M.	0.653	B	0.715	C	0.062	**YES**	0.666	B	0.013	NO
		Manchester Avenue	P.M.	0.917	E	0.976	E	0.059	**YES**	0.906	E	-0.011	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.684	B	0.736	C	0.052	**YES**	0.711	C	0.027	NO
		Manchester Avenue	P.M.	0.836	D	0.877	D	0.041	**YES**	0.854	D	0.018	NO
48.	IW	La Cienega Boulevard &	A.M.	0.828	D	0.839	D	0.011	NO	0.828	D	0.000	NO
		Florence Avenue	P.M.	1.125	F	1.136	F	0.011	**YES**	1.125	F	0.000	NO
49.	IW	La Cienega Boulevard &	A.M.	0.697	B	0.702	C	0.005	NO	0.684	B	-0.013	NO
		Manchester Avenue	P.M.	0.911	E	0.932	E	0.021	**YES**	0.913	E	0.002	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.677	B	0.701	C	0.024	NO	0.683	B	0.006	NO
		Manchester Avenue	P.M.	0.775	C	0.799	C	0.024	NO	0.777	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.546	A	0.573	A	0.027	NO	0.551	A	0.005	NO
		Manchester Avenue	P.M.	0.679	B	0.704	C	0.025	NO	0.682	B	0.003	NO
52.	IW	La Brea Avenue &	A.M.	0.741	C	0.748	C	0.007	NO	0.738	C	-0.003	NO
		Florence Avenue	P.M.	0.998	E	1.004	F	0.006	NO	0.994	E	-0.004	NO
53.	IW	La Brea Avenue &	A.M.	0.793	C	0.801	D	0.008	NO	0.791	C	-0.002	NO
		Manchester Avenue	P.M.	0.870	D	0.883	D	0.013	NO	0.873	D	0.003	NO
54.	LA	Sepulveda Eastway &	A.M.	0.305	A	0.357	A	0.052	NO	0.355	A	0.050	NO
		Westchester Parkway	P.M.	0.546	A	0.571	A	0.025	NO	0.571	A	0.025	NO
55.	LA	Jenny Avenue &	A.M.	0.121	A	0.177	A	0.056	NO	0.174	A	0.053	NO
		Westchester Parkway	P.M.	0.305	A	0.361	A	0.056	NO	0.359	A	0.054	NO
56.	LA	Airport Boulevard &	A.M.	0.391	A	0.454	A	0.063	NO	0.451	A	0.060	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.597	A	0.640	B	0.043	NO	0.639	B	0.042	NO
57.	LA	Aviation Boulevard &	A.M.	0.527	A	0.583	A	0.056	NO	0.570	A	0.043	NO
		Arbor Vitae Street	P.M.	0.669	B	0.731	C	0.062	**YES**	0.644	B	-0.025	NO
58.	LA	La Cienega Boulevard &	A.M.	0.505	A	0.537	A	0.032	NO	0.536	A	0.031	NO
		Arbor Vitae Street	P.M.	0.687	B	0.729	C	0.042	**YES**	0.622	B	-0.065	NO
59.	IW	Inglewood Avenue &	A.M.	0.426	A	0.458	A	0.032	NO	0.457	A	0.031	NO
		Arbor Vitae Street	P.M.	0.754	C	0.786	C	0.032	NO	0.784	C	0.030	NO
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.375	A	0.011	NO	0.373	A	0.009	NO
		Arbor Vitae Street	P.M.	0.727	C	0.747	C	0.020	NO	0.746	C	0.019	NO

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TABLE G-4 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 4		Future with Project with SPAS Alternative 4				Future with Project with Mitigation with SPAS Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.723	C	0.730	C	0.007	NO	0.730	C	0.007	NO
			P.M.	0.767	C	0.770	C	0.003	NO	0.770	C	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.939	E	0.953	E	0.014	**YES**	0.942	E	0.003	NO
			P.M.	1.065	F	1.073	F	0.008	NO	1.062	F	-0.003	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.664	B	0.672	B	0.008	NO	0.672	B	0.008	NO
			P.M.	0.772	C	0.778	C	0.006	NO	0.778	C	0.006	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.653	B	0.667	B	0.014	NO	0.667	B	0.014	NO
			P.M.	0.631	B	0.635	B	0.004	NO	0.635	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.617	B	0.623	B	0.006	NO	0.623	B	0.006	NO
			P.M.	0.834	D	0.849	D	0.015	NO	0.849	D	0.015	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.670	B	0.679	B	0.009	NO	0.679	B	0.009	NO
			P.M.	0.934	E	0.943	E	0.009	NO	0.941	E	0.007	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.467	A	0.472	A	0.005	NO	0.472	A	0.005	NO
			P.M.	0.804	D	0.810	D	0.006	NO	0.810	D	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.480	A	0.480	A	0.000	NO	0.480	A	0.000	NO
			P.M.	0.794	C	0.797	C	0.003	NO	0.797	C	0.003	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.729	C	0.739	C	0.010	NO	0.739	C	0.010	NO
			P.M.	1.240	F	1.252	F	0.012	NO	1.252	F	0.012	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.653	B	0.660	B	0.007	NO	0.660	B	0.007	NO
			P.M.	0.954	E	0.962	E	0.008	NO	0.961	E	0.007	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.662	B	0.665	B	0.003	NO	0.665	B	0.003	NO
			P.M.	1.043	F	1.050	F	0.007	NO	1.049	F	0.006	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.677	B	0.679	B	0.002	NO	0.679	B	0.002	NO
			P.M.	1.233	F	1.238	F	0.005	NO	1.238	F	0.005	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.719	C	0.747	C	0.028	NO	0.745	C	0.026	NO
			P.M.	0.787	C	0.797	C	0.010	NO	0.797	C	0.010	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.422	A	0.450	A	0.028	NO	0.449	A	0.027	NO
			P.M.	0.494	A	0.499	A	0.005	NO	0.499	A	0.005	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.352	A	0.391	A	0.039	NO	0.389	A	0.037	NO
			P.M.	0.490	A	0.490	A	0.000	NO	0.490	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.596	A	0.643	B	0.047	NO	0.642	B	0.046	NO
			P.M.	0.697	B	0.704	C	0.007	NO	0.704	C	0.007	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.663	B	0.666	B	0.003	NO	0.666	B	0.003	NO
			P.M.	0.686	B	0.693	B	0.007	NO	0.693	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.725	C	0.728	C	0.003	NO	0.728	C	0.003	NO
			P.M.	0.739	C	0.749	C	0.010	NO	0.748	C	0.009	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.648	B	0.651	B	0.003	NO	0.651	B	0.003	NO
			P.M.	0.798	C	0.808	D	0.010	NO	0.808	D	0.010	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.784	C	0.792	C	0.008	NO	0.792	C	0.008	NO
			P.M.	0.777	C	0.790	C	0.013	NO	0.790	C	0.013	NO

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TABLE G-4 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 4		Future with Project with SPAS Alternative 4				Future with Project with Mitigation with SPAS Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M.	0.307	A	0.308	A	0.001	NO	0.308	A	0.001	NO
			P.M.	0.431	A	0.431	A	0.000	NO	0.431	A	0.000	NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M.	0.437	A	0.443	A	0.006	NO	0.442	A	0.005	NO
			P.M.	0.746	C	0.749	C	0.003	NO	0.749	C	0.003	NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M.	0.527	A	0.531	A	0.004	NO	0.531	A	0.004	NO
			P.M.	0.553	A	0.562	A	0.009	NO	0.562	A	0.009	NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M.	0.525	A	0.530	A	0.005	NO	0.530	A	0.005	NO
			P.M.	0.697	B	0.706	C	0.009	NO	0.705	C	0.008	NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M.	0.402	A	0.407	A	0.005	NO	0.407	A	0.005	NO
			P.M.	0.510	A	0.516	A	0.006	NO	0.516	A	0.006	NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M.	0.771	C	0.775	C	0.004	NO	0.775	C	0.004	NO
			P.M.	0.931	E	0.947	E	0.016	NO	0.946	E	0.015	NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M.	0.532	A	0.536	A	0.004	NO	0.535	A	0.003	NO
			P.M.	0.771	C	0.788	C	0.017	NO	0.787	C	0.016	NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M.	1.320	F	1.327	F	0.007	NO	1.326	F	0.006	NO
			P.M.	1.239	F	1.247	F	0.008	NO	1.246	F	0.007	NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M.	0.966	E	0.976	E	0.010	**YES**	0.975	E	0.009	NO
			P.M.	0.768	C	0.777	C	0.009	NO	0.777	C	0.009	NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M.	0.737	C	0.751	C	0.014	NO	0.751	C	0.014	NO
			P.M.	0.796	C	0.811	D	0.015	NO	0.810	D	0.014	NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M.	0.146	A	0.159	A	0.013	NO	0.155	A	0.009	NO
			P.M.	0.127	A	0.144	A	0.017	NO	0.141	A	0.014	NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M.	0.312	A	0.318	A	0.006	NO	0.318	A	0.006	NO
			P.M.	0.187	A	0.237	A	0.050	NO	0.237	A	0.050	NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M.	0.391	A	0.514	A	0.123	NO	0.498	A	0.107	NO
			P.M.	0.491	A	0.629	B	0.138	NO	0.614	B	0.123	NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M.	0.223	A	0.413	A	0.190	NO	0.401	A	0.178	NO
			P.M.	0.127	A	0.217	A	0.090	NO	0.211	A	0.084	NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M.	0.102	A	0.284	A	0.182	NO	0.275	A	0.173	NO
			P.M.	0.078	A	0.254	A	0.176	NO	0.247	A	0.169	NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M.	0.499	A	0.545	A	0.046	NO	0.533	A	0.034	NO
			P.M.	0.425	A	0.462	A	0.037	NO	0.450	A	0.025	NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M.	0.134	A	0.269	A	0.135	NO	0.264	A	0.130	NO
			P.M.	0.076	A	0.221	A	0.145	NO	0.216	A	0.140	NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M.	0.169	A	0.269	A	0.100	NO	0.265	A	0.096	NO
			P.M.	0.377	A	0.517	A	0.140	NO	0.512	A	0.135	NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M.	0.097	A	0.186	A	0.089	NO	0.183	A	0.086	NO
			P.M.	0.181	A	0.278	A	0.097	NO	0.275	A	0.094	NO
100.	LA	Airport Boulevard & 96th Street	A.M.	0.195	A	0.202	A	0.007	NO	0.202	A	0.007	NO
			P.M.	0.394	A	0.405	A	0.011	NO	0.402	A	0.008	NO

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TABLE G-4 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 4		Future with Project with SPAS Alternative 4				Future with Project with Mitigation with SPAS Alternative 4			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M.	0.712	C	0.719	C	0.007	NO	0.709	C	-0.003	NO
			P.M.	0.672	B	0.688	B	0.016	NO	0.678	B	0.006	NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M.	1.039	F	1.044	F	0.005	NO	1.044	F	0.005	NO
			P.M.	0.953	E	0.957	E	0.004	NO	0.957	E	0.004	NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M.	0.755	C	0.758	C	0.003	NO	0.747	C	-0.008	NO
			P.M.	0.785	C	0.789	C	0.004	NO	0.778	C	-0.007	NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M.	0.819	D	0.819	D	0.000	NO	0.819	D	0.000	NO
			P.M.	0.877	D	0.878	D	0.001	NO	0.878	D	0.001	NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M.	0.456	A	0.460	A	0.004	NO	0.460	A	0.004	NO
			P.M.	0.511	A	0.515	A	0.004	NO	0.515	A	0.004	NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M.	0.388	A	0.423	A	0.035	NO	0.421	A	0.033	NO
			P.M.	0.226	A	0.237	A	0.011	NO	0.237	A	0.011	NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	0.192	A	0.198	A	0.006	NO	0.198	A	0.006	NO
			P.M.	0.237	A	0.264	A	0.027	NO	0.264	A	0.027	NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M.	0.444	A	0.444	A	0.000	NO	0.444	A	0.000	NO
			P.M.	0.606	B	0.615	B	0.009	NO	0.615	B	0.009	NO

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TABLE G-4 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 4 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	7	1
Afternoon Peak Hour	16	4
Total Intersections Impacted	**18**	**4**

TABLE G-5
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 8		Future with Project with SPAS Alternative 8				Future with Project with Mitigation with SPAS Alternative 8			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M.	0.853	D	0.859	D	0.006	NO	0.848	D	-0.005	NO
			P.M.	0.975	E	0.987	E	0.012	**YES**	0.977	E	0.002	NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M.	0.774	C	0.784	C	0.010	NO	0.774	C	0.000	NO
			P.M.	0.987	E	0.995	E	0.008	NO	0.985	E	-0.002	NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M.	0.570	A	0.579	A	0.009	NO	0.569	A	-0.001	NO
			P.M.	0.644	B	0.660	B	0.016	NO	0.650	B	0.006	NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M.	0.726	C	0.730	C	0.004	NO	0.720	C	-0.006	NO
			P.M.	0.852	D	0.869	D	0.017	NO	0.858	D	0.006	NO
5.	LA	Lincoln Boulevard & Bali Way	A.M.	0.485	A	0.502	A	0.017	NO	0.492	A	0.007	NO
			P.M.	0.789	C	0.804	D	0.015	NO	0.794	C	0.005	NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M.	0.686	B	0.697	B	0.011	NO	0.687	B	0.001	NO
			P.M.	0.817	D	0.840	D	0.023	**YES**	0.830	D	0.013	NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M.	0.553	A	0.578	A	0.025	NO	0.567	A	0.014	NO
			P.M.	0.786	C	0.809	D	0.023	**YES**	0.799	C	0.013	NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M.	0.628	B	0.681	B	0.053	NO	0.669	B	0.041	NO
			P.M.	0.669	B	0.743	C	0.074	**YES**	0.730	C	0.061	**YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M.	0.462	A	0.520	A	0.058	NO	0.508	A	0.046	NO
			P.M.	0.417	A	0.463	A	0.046	NO	0.450	A	0.033	NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M.	0.475	A	0.491	A	0.016	NO	0.481	A	0.006	NO
			P.M.	0.560	A	0.597	A	0.037	NO	0.586	A	0.026	NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M.	0.569	A	0.661	B	0.092	NO	0.647	B	0.078	NO
			P.M.	0.608	B	0.686	B	0.078	NO	0.674	B	0.066	NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M.	0.611	B	0.722	C	0.111	**YES**	0.602	B	-0.009	NO
			P.M.	0.704	C	0.858	D	0.154	**YES**	0.771	C	0.067	**YES**
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M.	0.368	A	0.378	A	0.010	NO	0.368	A	0.000	NO
			P.M.	0.379	A	0.402	A	0.023	NO	0.392	A	0.013	NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M.	0.728	C	0.741	C	0.013	NO	0.741	C	0.013	NO
			P.M.	0.469	A	0.489	A	0.020	NO	0.488	A	0.019	NO
15.	LA	Nicholsan Street & Culver Boulevard	A.M.	0.589	A	0.618	B	0.029	NO	0.617	B	0.028	NO
			P.M.	0.780	C	0.794	C	0.014	NO	0.794	C	0.014	NO
16.	LA	Pershing Drive & Manchester Avenue	A.M.	0.464	A	0.471	A	0.007	NO	0.470	A	0.006	NO
			P.M.	0.416	A	0.441	A	0.025	NO	0.440	A	0.024	NO
17.	LA	Pershing Drive & Westchester Parkway	A.M.	0.224	A	0.257	A	0.033	NO	0.256	A	0.032	NO
			P.M.	0.216	A	0.270	A	0.054	NO	0.268	A	0.052	NO
18.	LA	Vista del Mar & Imperial Highway	A.M.	0.420	A	0.424	A	0.004	NO	0.424	A	0.004	NO
			P.M.	0.395	A	0.413	A	0.018	NO	0.413	A	0.018	NO
19.	LA	Pershing Drive & Imperial Highway	A.M.	0.570	A	0.616	B	0.046	NO	0.613	B	0.043	NO
			P.M.	0.459	A	0.481	A	0.022	NO	0.481	A	0.022	NO
20.	LA	Main Street & Imperial Highway	A.M.	0.715	C	0.740	C	0.025	NO	0.739	C	0.024	NO
			P.M.	0.571	A	0.599	A	0.028	NO	0.598	A	0.027	NO

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TABLE G-5 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 8		Future with Project with SPAS Alternative 8				Future with Project with Mitigation with SPAS Alternative 8			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.546 0.361	A A	0.565 0.376	A A	0.019 0.015	NO NO	0.565 0.375	A A	0.019 0.014	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.708	D C	0.843 0.728	D C	0.017 0.020	NO NO	0.843 0.728	D C	0.017 0.020	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.809 0.814	D D	0.825 0.825	D D	0.016 0.011	NO NO	0.824 0.825	D D	0.015 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.414 0.573	A A	0.435 0.597	A A	0.021 0.024	NO NO	0.435 0.597	A A	0.021 0.024	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.580	B A	0.687 0.609	B B	0.009 0.029	NO NO	0.687 0.607	B B	0.009 0.027	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.469 0.561	A A	0.479 0.581	A A	0.010 0.020	NO NO	0.479 0.581	A A	0.010 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.420 0.499	A A	0.430 0.522	A A	0.010 0.023	NO NO	0.429 0.522	A A	0.009 0.023	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.762 0.834	C D	0.792 0.895	C D	0.030 0.061	NO **YES**	0.651 0.806	B D	-0.111 -0.028	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.444 0.665	A B	0.571 0.793	A C	0.127 0.128	NO **YES**	0.557 0.702	A C	0.113 0.037	NO **YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.481 0.715	A C	0.800 0.971	C E	0.319 0.256	**YES** **YES**	0.776 0.955	C E	0.295 0.240	**YES** **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.150 0.203	A A	0.215 0.273	A A	0.065 0.070	NO NO	0.212 0.271	A A	0.062 0.068	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.553 0.637	A B	0.615 0.664	B B	0.062 0.027	NO NO	0.613 0.663	B B	0.060 0.026	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.859 0.877	D D	0.937 0.915	E E	0.078 0.038	**YES** **YES**	0.935 0.914	E E	0.076 0.037	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.774 1.145	C F	0.830 1.160	D F	0.056 0.015	**YES** **YES**	0.675 1.045	B F	-0.099 -0.100	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.774 0.799	C C	0.790 0.818	C D	0.016 0.019	NO NO	0.790 0.818	C D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.791 0.909	C E	0.806 0.926	D E	0.015 0.017	NO NO	0.805 0.925	D E	0.014 0.016	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.791 1.009	C F	0.809 1.021	D F	0.018 0.012	NO NO	0.808 1.021	D F	0.017 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.821 1.152	D F	0.837 1.168	D F	0.016 0.016	NO NO	0.837 1.167	D F	0.016 0.015	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.471 0.515	A A	0.535 0.597	A A	0.064 0.082	NO NO	0.521 0.583	A A	0.050 0.068	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.503 0.501	A A	0.520 0.550	A A	0.017 0.049	NO NO	0.520 0.549	A A	0.017 0.048	NO NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE G-5 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 8		Future with Project with SPAS Alternative 8				Future with Project with Mitigation with SPAS Alternative 8			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.483	A	0.501	A	0.018	NO	0.501	A	0.018	NO
		La Tijera Boulevard	P.M.	0.609	B	0.645	B	0.036	NO	0.645	B	0.036	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.641	B	0.669	B	0.028	NO	0.668	B	0.027	NO
		La Tijera Boulevard	P.M.	0.598	A	0.631	B	0.033	NO	0.631	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.618	B	0.643	B	0.025	NO	0.641	B	0.023	NO
		Centinela Avenue	P.M.	0.759	C	0.789	C	0.030	NO	0.788	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.663	B	0.669	B	0.006	NO	0.669	B	0.006	NO
		La Tijera Boulevard	P.M.	0.767	C	0.767	C	0.000	NO	0.767	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	0.998	E	1.001	F	0.003	NO	1.001	F	0.003	NO
		Centinela Avenue	P.M.	1.062	F	1.066	F	0.004	NO	1.066	F	0.004	NO
46.	LA	Airport Boulevard &	A.M.	0.697	B	0.759	C	0.062	**YES**	0.715	C	0.018	NO
		Manchester Avenue	P.M.	0.901	E	0.960	E	0.059	**YES**	0.883	D	-0.018	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.688	B	0.749	C	0.061	**YES**	0.723	C	0.035	NO
		Manchester Avenue	P.M.	0.843	D	0.884	D	0.041	**YES**	0.861	D	0.018	NO
48.	IW	La Cienega Boulevard &	A.M.	0.823	D	0.833	D	0.010	NO	0.823	D	0.000	NO
		Florence Avenue	P.M.	1.129	F	1.140	F	0.011	**YES**	1.130	F	0.001	NO
49.	IW	La Cienega Boulevard &	A.M.	0.745	C	0.750	C	0.005	NO	0.731	C	-0.014	NO
		Manchester Avenue	P.M.	0.947	E	0.967	E	0.020	**YES**	0.949	E	0.002	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.681	B	0.705	C	0.024	NO	0.687	B	0.006	NO
		Manchester Avenue	P.M.	0.782	C	0.807	D	0.025	**YES**	0.784	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.556	A	0.583	A	0.027	NO	0.561	A	0.005	NO
		Manchester Avenue	P.M.	0.689	B	0.713	C	0.024	NO	0.691	B	0.002	NO
52.	IW	La Brea Avenue &	A.M.	0.761	C	0.766	C	0.005	NO	0.756	C	-0.005	NO
		Florence Avenue	P.M.	1.009	F	1.016	F	0.007	NO	1.006	F	-0.003	NO
53.	IW	La Brea Avenue &	A.M.	0.796	C	0.805	D	0.009	NO	0.794	C	-0.002	NO
		Manchester Avenue	P.M.	0.877	D	0.889	D	0.012	NO	0.879	D	0.002	NO
54.	LA	Sepulveda Eastway &	A.M.	0.284	A	0.337	A	0.053	NO	0.335	A	0.051	NO
		Westchester Parkway	P.M.	0.541	A	0.567	A	0.026	NO	0.566	A	0.025	NO
55.	LA	Jenny Avenue &	A.M.	0.089	A	0.134	A	0.045	NO	0.131	A	0.042	NO
		Westchester Parkway	P.M.	0.163	A	0.219	A	0.056	NO	0.218	A	0.055	NO
56.	LA	Airport Boulevard &	A.M.	0.362	A	0.424	A	0.062	NO	0.421	A	0.059	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.607	B	0.657	B	0.050	NO	0.656	B	0.049	NO
57.	LA	Aviation Boulevard &	A.M.	0.501	A	0.557	A	0.056	NO	0.545	A	0.044	NO
		Arbor Vitae Street	P.M.	0.686	B	0.747	C	0.061	**YES**	0.661	B	-0.025	NO
58.	LA	La Cienega Boulevard &	A.M.	0.540	A	0.571	A	0.031	NO	0.570	A	0.030	NO
		Arbor Vitae Street	P.M.	0.661	B	0.703	C	0.042	**YES**	0.590	A	-0.071	NO
59.	IW	Inglewood Avenue &	A.M.	0.441	A	0.474	A	0.033	NO	0.472	A	0.031	NO
		Arbor Vitae Street	P.M.	0.784	C	0.815	D	0.031	**YES**	0.814	D	0.030	**YES**
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.378	A	0.014	NO	0.377	A	0.013	NO
		Arbor Vitae Street	P.M.	0.738	C	0.758	C	0.020	NO	0.757	C	0.019	NO

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TABLE G-5 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 8		Future with Project with SPAS Alternative 8				Future with Project with Mitigation with SPAS Alternative 8			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.654	B	0.661	B	0.007	NO	0.661	B	0.007	NO
			P.M.	0.693	B	0.696	B	0.003	NO	0.696	B	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.957	E	0.970	E	0.013	**YES**	0.960	E	0.003	NO
			P.M.	1.028	F	1.035	F	0.007	NO	1.025	F	-0.003	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.639	B	0.648	B	0.009	NO	0.648	B	0.009	NO
			P.M.	0.712	C	0.718	C	0.006	NO	0.718	C	0.006	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.656	B	0.670	B	0.014	NO	0.669	B	0.013	NO
			P.M.	0.627	B	0.631	B	0.004	NO	0.631	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.627	B	0.634	B	0.007	NO	0.634	B	0.007	NO
			P.M.	0.829	D	0.844	D	0.015	NO	0.843	D	0.014	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.681	B	0.689	B	0.008	NO	0.689	B	0.008	NO
			P.M.	0.933	E	0.942	E	0.009	NO	0.941	E	0.008	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.470	A	0.476	A	0.006	NO	0.476	A	0.006	NO
			P.M.	0.803	D	0.809	D	0.006	NO	0.809	D	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.476	A	0.477	A	0.001	NO	0.477	A	0.001	NO
			P.M.	0.795	C	0.797	C	0.002	NO	0.797	C	0.002	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.719	C	0.731	C	0.012	NO	0.730	C	0.011	NO
			P.M.	1.233	F	1.247	F	0.014	NO	1.245	F	0.012	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.643	B	0.650	B	0.007	NO	0.650	B	0.007	NO
			P.M.	0.950	E	0.959	E	0.009	NO	0.958	E	0.008	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.657	B	0.660	B	0.003	NO	0.659	B	0.002	NO
			P.M.	1.042	F	1.047	F	0.005	NO	1.047	F	0.005	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.671	B	0.673	B	0.002	NO	0.673	B	0.002	NO
			P.M.	1.229	F	1.233	F	0.004	NO	1.233	F	0.004	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.715	C	0.743	C	0.028	NO	0.742	C	0.027	NO
			P.M.	0.790	C	0.801	D	0.011	NO	0.801	D	0.011	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.424	A	0.452	A	0.028	NO	0.451	A	0.027	NO
			P.M.	0.494	A	0.499	A	0.005	NO	0.499	A	0.005	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.356	A	0.395	A	0.039	NO	0.393	A	0.037	NO
			P.M.	0.491	A	0.491	A	0.000	NO	0.491	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.600	A	0.647	B	0.047	NO	0.645	B	0.045	NO
			P.M.	0.699	B	0.706	C	0.007	NO	0.705	C	0.006	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.663	B	0.666	B	0.003	NO	0.666	B	0.003	NO
			P.M.	0.690	B	0.697	B	0.007	NO	0.697	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.727	C	0.730	C	0.003	NO	0.730	C	0.003	NO
			P.M.	0.739	C	0.749	C	0.010	NO	0.748	C	0.009	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.651	B	0.654	B	0.003	NO	0.654	B	0.003	NO
			P.M.	0.798	C	0.808	D	0.010	NO	0.808	D	0.010	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.782	C	0.791	C	0.009	NO	0.791	C	0.009	NO
			P.M.	0.777	C	0.790	C	0.013	NO	0.790	C	0.013	NO

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TABLE G-5 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 8		Future with Project with SPAS Alternative 8				Future with Project with Mitigation with SPAS Alternative 8			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.310 0.433	A A	0.311 0.433	A A	0.001 0.000	NO NO	0.311 0.433	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.438 0.753	A C	0.445 0.757	A C	0.007 0.004	NO NO	0.445 0.757	A C	0.007 0.004	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.525 0.551	A A	0.529 0.560	A A	0.004 0.009	NO NO	0.529 0.560	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.524 0.695	A B	0.530 0.704	A C	0.006 0.009	NO NO	0.530 0.703	A C	0.006 0.008	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.398 0.507	A A	0.404 0.513	A A	0.006 0.006	NO NO	0.404 0.513	A A	0.006 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.768 0.931	C E	0.772 0.948	C E	0.004 0.017	NO NO	0.772 0.947	C E	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.541 0.771	A C	0.545 0.788	A C	0.004 0.017	NO NO	0.545 0.787	A C	0.004 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.322 1.238	F F	1.330 1.245	F F	0.008 0.007	NO NO	1.329 1.244	F F	0.007 0.006	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.973 0.776	E C	0.980 0.781	E C	0.007 0.005	NO NO	0.980 0.781	E C	0.007 0.005	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.791	C C	0.752 0.807	C D	0.013 0.016	NO NO	0.752 0.806	C D	0.013 0.015	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.127	A A	0.158 0.144	A A	0.012 0.017	NO NO	0.155 0.141	A A	0.009 0.014	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.317 0.228	A A	0.005 0.041	NO NO	0.317 0.228	A A	0.005 0.041	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.389 0.490	A A	0.512 0.633	A B	0.123 0.143	NO NO	0.496 0.616	A B	0.107 0.126	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.222 0.127	A A	0.410 0.265	A A	0.188 0.138	NO NO	0.400 0.257	A A	0.178 0.130	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.101 0.077	A A	0.247 0.226	A A	0.146 0.149	NO NO	0.241 0.219	A A	0.140 0.142	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.549 0.485	A A	0.050 0.060	NO NO	0.537 0.473	A A	0.038 0.048	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.345 0.218	A A	0.211 0.142	NO NO	0.336 0.213	A A	0.202 0.137	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.278 0.564	A A	0.109 0.187	NO NO	0.275 0.559	A A	0.106 0.182	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.180	A A	0.236 0.313	A A	0.139 0.133	NO NO	0.231 0.308	A A	0.134 0.128	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.194 0.393	A A	0.200 0.404	A A	0.006 0.011	NO NO	0.200 0.402	A A	0.006 0.009	NO NO

Notes:
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TABLE G-5 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 8		Future with Project with SPAS Alternative 8				Future with Project with Mitigation with SPAS Alternative 8			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M.	0.712	C	0.717	C	0.005	NO	0.707	C	-0.005	NO
			P.M.	0.670	B	0.687	B	0.017	NO	0.676	B	0.006	NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M.	1.039	F	1.042	F	0.003	NO	1.042	F	0.003	NO
			P.M.	0.951	E	0.956	E	0.005	NO	0.956	E	0.005	NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M.	0.754	C	0.757	C	0.003	NO	0.746	C	-0.008	NO
			P.M.	0.783	C	0.787	C	0.004	NO	0.777	C	-0.006	NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M.	0.817	D	0.817	D	0.000	NO	0.817	D	0.000	NO
			P.M.	0.877	D	0.877	D	0.000	NO	0.877	D	0.000	NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M.	0.455	A	0.459	A	0.004	NO	0.459	A	0.004	NO
			P.M.	0.511	A	0.514	A	0.003	NO	0.514	A	0.003	NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M.	0.388	A	0.421	A	0.033	NO	0.420	A	0.032	NO
			P.M.	0.225	A	0.237	A	0.012	NO	0.237	A	0.012	NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	0.191	A	0.198	A	0.007	NO	0.198	A	0.007	NO
			P.M.	0.236	A	0.264	A	0.028	NO	0.263	A	0.027	NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M.	0.443	A	0.443	A	0.000	NO	0.443	A	0.000	NO
			P.M.	0.605	B	0.615	B	0.010	NO	0.614	B	0.009	NO

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TABLE G-5 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 8 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	7	2
Afternoon Peak Hour	18	6
Total Intersections Impacted	**19**	**6**

TABLE G-6
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 9		Future with Project with SPAS Alternative 9				Future with Project with Mitigation with SPAS Alternative 9			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
1.	LA	Lincoln Boulevard & Venice Boulevard	A.M.	0.853	D	0.859	D	0.006	NO	0.848	D	-0.005	NO
			P.M.	0.975	E	0.987	E	0.012	**YES**	0.977	E	0.002	NO
2.	LA	Lincoln Boulevard & Washington Boulevard	A.M.	0.774	C	0.784	C	0.010	NO	0.774	C	0.000	NO
			P.M.	0.987	E	0.995	E	0.008	NO	0.985	E	-0.002	NO
3.	LA	Lincoln Boulevard & Maxella Avenue	A.M.	0.570	A	0.579	A	0.009	NO	0.569	A	-0.001	NO
			P.M.	0.644	B	0.660	B	0.016	NO	0.650	B	0.006	NO
4.	LA	Lincoln Boulevard & SR-90 Ramps	A.M.	0.726	C	0.730	C	0.004	NO	0.720	C	-0.006	NO
			P.M.	0.852	D	0.869	D	0.017	NO	0.858	D	0.006	NO
5.	LA	Lincoln Boulevard & Bali Way	A.M.	0.485	A	0.502	A	0.017	NO	0.492	A	0.007	NO
			P.M.	0.789	C	0.804	D	0.015	NO	0.794	C	0.005	NO
6.	LA	Lincoln Boulevard & Mindanao Way	A.M.	0.686	B	0.697	B	0.011	NO	0.687	B	0.001	NO
			P.M.	0.817	D	0.840	D	0.023	**YES**	0.830	D	0.013	NO
7.	LA	Lincoln Boulevard & Fiji Way	A.M.	0.553	A	0.578	A	0.025	NO	0.567	A	0.014	NO
			P.M.	0.786	C	0.809	D	0.023	**YES**	0.799	C	0.013	NO
8.	LA	Lincoln Boulevard & Jefferson Boulevard	A.M.	0.628	B	0.681	B	0.053	NO	0.669	B	0.041	NO
			P.M.	0.669	B	0.743	C	0.074	**YES**	0.730	C	0.061	**YES**
9.	LA	Lincoln Boulevard & Bluff Creek Drive	A.M.	0.462	A	0.520	A	0.058	NO	0.508	A	0.046	NO
			P.M.	0.417	A	0.463	A	0.046	NO	0.450	A	0.033	NO
10.	LA	Lincoln Boulevard & LMU Drive	A.M.	0.475	A	0.491	A	0.016	NO	0.481	A	0.006	NO
			P.M.	0.560	A	0.597	A	0.037	NO	0.586	A	0.026	NO
11.	LA	Lincoln Boulevard & 83rd Street	A.M.	0.569	A	0.661	B	0.092	NO	0.647	B	0.078	NO
			P.M.	0.608	B	0.686	B	0.078	NO	0.674	B	0.066	NO
12.	LA	Lincoln Boulevard & Manchester Avenue	A.M.	0.611	B	0.722	C	0.111	**YES**	0.602	B	-0.009	NO
			P.M.	0.704	C	0.858	D	0.154	**YES**	0.771	C	0.067	**YES**
13.	LA	Lincoln Boulevard & La Tijera Boulevard	A.M.	0.368	A	0.378	A	0.010	NO	0.368	A	0.000	NO
			P.M.	0.379	A	0.402	A	0.023	NO	0.392	A	0.013	NO
14.	LA	Culver Boulevard & Jefferson Boulevard	A.M.	0.728	C	0.741	C	0.013	NO	0.741	C	0.013	NO
			P.M.	0.469	A	0.489	A	0.020	NO	0.488	A	0.019	NO
15.	LA	Nicholsan Street & Culver Boulevard	A.M.	0.589	A	0.618	B	0.029	NO	0.617	B	0.028	NO
			P.M.	0.780	C	0.794	C	0.014	NO	0.794	C	0.014	NO
16.	LA	Pershing Drive & Manchester Avenue	A.M.	0.464	A	0.471	A	0.007	NO	0.470	A	0.006	NO
			P.M.	0.416	A	0.441	A	0.025	NO	0.440	A	0.024	NO
17.	LA	Pershing Drive & Westchester Parkway	A.M.	0.224	A	0.257	A	0.033	NO	0.256	A	0.032	NO
			P.M.	0.216	A	0.270	A	0.054	NO	0.268	A	0.052	NO
18.	LA	Vista del Mar & Imperial Highway	A.M.	0.420	A	0.424	A	0.004	NO	0.424	A	0.004	NO
			P.M.	0.395	A	0.413	A	0.018	NO	0.413	A	0.018	NO
19.	LA	Pershing Drive & Imperial Highway	A.M.	0.570	A	0.616	B	0.046	NO	0.613	B	0.043	NO
			P.M.	0.459	A	0.481	A	0.022	NO	0.481	A	0.022	NO
20.	LA	Main Street & Imperial Highway	A.M.	0.715	C	0.740	C	0.025	NO	0.739	C	0.024	NO
			P.M.	0.571	A	0.599	A	0.028	NO	0.598	A	0.027	NO

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TABLE G-6 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 9		Future with Project with SPAS Alternative 9				Future with Project with Mitigation with SPAS Alternative 9			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
21.	LA	Vista del Mar & Grand Avenue	A.M. P.M.	0.546 0.361	A A	0.565 0.376	A A	0.019 0.015	NO NO	0.565 0.375	A A	0.019 0.014	NO NO
22.	MB	Highland Avenue & Rosecrans Avenue	A.M. P.M.	0.826 0.708	D C	0.843 0.728	D C	0.017 0.020	NO NO	0.843 0.728	D C	0.017 0.020	NO NO
23.	CC	Sepulveda Boulevard & Centinela Avenue	A.M. P.M.	0.809 0.814	D D	0.825 0.825	D D	0.016 0.011	NO NO	0.824 0.825	D D	0.015 0.011	NO NO
24.	LA	Sepulveda Boulevard & Howard Hughes Parkway	A.M. P.M.	0.414 0.573	A A	0.435 0.597	A A	0.021 0.024	NO NO	0.435 0.597	A A	0.021 0.024	NO NO
25.	LA	Sepulveda Boulevard & 76th Street	A.M. P.M.	0.678 0.580	B A	0.687 0.609	B B	0.009 0.029	NO NO	0.687 0.607	B B	0.009 0.027	NO NO
26.	LA	Sepulveda Boulevard & 79th Street	A.M. P.M.	0.469 0.561	A A	0.479 0.581	A A	0.010 0.020	NO NO	0.479 0.581	A A	0.010 0.020	NO NO
27.	LA	Sepulveda Boulevard & 83rd Street	A.M. P.M.	0.420 0.499	A A	0.430 0.522	A A	0.010 0.023	NO NO	0.429 0.522	A A	0.009 0.023	NO NO
28.	LA	Sepulveda Boulevard & Manchester Avenue	A.M. P.M.	0.762 0.834	C D	0.792 0.895	C D	0.030 0.061	NO **YES**	0.651 0.806	B D	-0.111 -0.028	NO NO
29.	LA	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.444 0.665	A B	0.571 0.793	A C	0.127 0.128	NO **YES**	0.557 0.702	A C	0.113 0.037	NO **YES** [a]
30.	LA	Sepulveda Boulevard & Westchester Parkway	A.M. P.M.	0.481 0.715	A C	0.800 0.971	C E	0.319 0.256	**YES** **YES**	0.776 0.955	C E	0.295 0.240	**YES** **YES**
31.	LA	Sepulveda Boulevard & Lincoln Boulevard	A.M. P.M.	0.150 0.203	A A	0.215 0.273	A A	0.065 0.070	NO NO	0.212 0.271	A A	0.062 0.068	NO NO
32.	LA	Sepulveda Boulevard & Century Boulevard	A.M. P.M.	0.546 0.635	A B	0.609 0.663	B B	0.063 0.028	NO NO	0.606 0.662	B B	0.060 0.027	NO NO
33.	LA	Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway	A.M. P.M.	0.859 0.877	D D	0.937 0.915	E E	0.078 0.038	**YES** **YES**	0.935 0.914	E E	0.076 0.037	**YES** **YES**
34.	LA	Sepulveda Boulevard & Imperial Highway	A.M. P.M.	0.774 1.145	C F	0.830 1.160	D F	0.056 0.015	**YES** **YES**	0.675 1.045	B F	-0.099 -0.100	NO NO
35.	ES	Sepulveda Boulevard & Mariposa Avenue	A.M. P.M.	0.774 0.799	C C	0.790 0.818	C D	0.016 0.019	NO NO	0.790 0.818	C D	0.016 0.019	NO NO
36.	ES	Sepulveda Boulevard & Grand Avenue	A.M. P.M.	0.791 0.909	C E	0.806 0.926	D E	0.015 0.017	NO NO	0.805 0.925	D E	0.014 0.016	NO NO
37.	ES	Sepulveda Boulevard & El Segundo Boulevard	A.M. P.M.	0.791 1.009	C F	0.809 1.021	D F	0.018 0.012	NO NO	0.808 1.021	D F	0.017 0.012	NO NO
38.	ES	Sepulveda Boulevard & Rosecrans Avenue	A.M. P.M.	0.821 1.152	D F	0.837 1.168	D F	0.016 0.016	NO NO	0.837 1.167	D F	0.016 0.015	NO NO
39.	LA	La Tijera Boulevard & Manchester Avenue	A.M. P.M.	0.471 0.515	A A	0.535 0.597	A A	0.064 0.082	NO NO	0.521 0.583	A A	0.050 0.068	NO NO
40.	LA	La Tijera Boulevard & Airport Boulevard	A.M. P.M.	0.503 0.501	A A	0.520 0.550	A A	0.017 0.049	NO NO	0.520 0.549	A A	0.017 0.048	NO NO

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[a] Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would remain significantly impacted after mitigation when considering the availability of shared mitigation credit between the Project and the Thomas Bradley International Terminal. Please see Appendix M for additional information.

TABLE G-6 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 9		Future with Project with SPAS Alternative 9				Future with Project with Mitigation with SPAS Alternative 9			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
41.	LA	I-405 Southbound Ramps &	A.M.	0.483	A	0.501	A	0.018	NO	0.501	A	0.018	NO
		La Tijera Boulevard	P.M.	0.609	B	0.645	B	0.036	NO	0.645	B	0.036	NO
42.	LA	I-405 Northbound Ramps &	A.M.	0.641	B	0.669	B	0.028	NO	0.668	B	0.027	NO
		La Tijera Boulevard	P.M.	0.598	A	0.631	B	0.033	NO	0.631	B	0.033	NO
43.	LA	La Tijera Boulevard &	A.M.	0.618	B	0.643	B	0.025	NO	0.641	B	0.023	NO
		Centinela Avenue	P.M.	0.759	C	0.789	C	0.030	NO	0.788	C	0.029	NO
44.	LA	La Cienega Boulevard &	A.M.	0.663	B	0.669	B	0.006	NO	0.669	B	0.006	NO
		La Tijera Boulevard	P.M.	0.767	C	0.767	C	0.000	NO	0.767	C	0.000	NO
45.	LA	La Cienega Boulevard &	A.M.	0.998	E	1.001	F	0.003	NO	1.001	F	0.003	NO
		Centinela Avenue	P.M.	1.062	F	1.066	F	0.004	NO	1.066	F	0.004	NO
46.	LA	Airport Boulevard &	A.M.	0.697	B	0.759	C	0.062	**YES**	0.715	C	0.018	NO
		Manchester Avenue	P.M.	0.901	E	0.960	E	0.059	**YES**	0.883	D	-0.018	NO
47.	IW	Aviation Boulevard / Florence Avenue &	A.M.	0.688	B	0.749	C	0.061	**YES**	0.723	C	0.035	NO
		Manchester Avenue	P.M.	0.843	D	0.884	D	0.041	**YES**	0.861	D	0.018	NO
48.	IW	La Cienega Boulevard &	A.M.	0.823	D	0.833	D	0.010	NO	0.823	D	0.000	NO
		Florence Avenue	P.M.	1.129	F	1.140	F	0.011	**YES**	1.130	F	0.001	NO
49.	IW	La Cienega Boulevard &	A.M.	0.745	C	0.750	C	0.005	NO	0.731	C	-0.014	NO
		Manchester Avenue	P.M.	0.947	E	0.967	E	0.020	**YES**	0.949	E	0.002	NO
50.	IW	Ash Avenue / I-405 Northbound Ramps &	A.M.	0.681	B	0.705	C	0.024	NO	0.687	B	0.006	NO
		Manchester Avenue	P.M.	0.782	C	0.807	D	0.025	**YES**	0.784	C	0.002	NO
51.	IW	Inglewood Avenue &	A.M.	0.556	A	0.583	A	0.027	NO	0.561	A	0.005	NO
		Manchester Avenue	P.M.	0.689	B	0.713	C	0.024	NO	0.691	B	0.002	NO
52.	IW	La Brea Avenue &	A.M.	0.761	C	0.766	C	0.005	NO	0.756	C	-0.005	NO
		Florence Avenue	P.M.	1.009	F	1.016	F	0.007	NO	1.006	F	-0.003	NO
53.	IW	La Brea Avenue &	A.M.	0.796	C	0.805	D	0.009	NO	0.794	C	-0.002	NO
		Manchester Avenue	P.M.	0.877	D	0.889	D	0.012	NO	0.879	D	0.002	NO
54.	LA	Sepulveda Eastway &	A.M.	0.284	A	0.337	A	0.053	NO	0.335	A	0.051	NO
		Westchester Parkway	P.M.	0.541	A	0.567	A	0.026	NO	0.566	A	0.025	NO
55.	LA	Jenny Avenue &	A.M.	0.089	A	0.134	A	0.045	NO	0.131	A	0.042	NO
		Westchester Parkway	P.M.	0.163	A	0.219	A	0.056	NO	0.218	A	0.055	NO
56.	LA	Airport Boulevard &	A.M.	0.362	A	0.424	A	0.062	NO	0.421	A	0.059	NO
		Arbor Vitae Street / Westchester Parkway	P.M.	0.607	B	0.657	B	0.050	NO	0.656	B	0.049	NO
57.	LA	Aviation Boulevard &	A.M.	0.501	A	0.557	A	0.056	NO	0.545	A	0.044	NO
		Arbor Vitae Street	P.M.	0.686	B	0.747	C	0.061	**YES**	0.661	B	-0.025	NO
58.	LA	La Cienega Boulevard &	A.M.	0.540	A	0.571	A	0.031	NO	0.570	A	0.030	NO
		Arbor Vitae Street	P.M.	0.661	B	0.703	C	0.042	**YES**	0.590	A	-0.071	NO
59.	IW	Inglewood Avenue &	A.M.	0.441	A	0.474	A	0.033	NO	0.472	A	0.031	NO
		Arbor Vitae Street	P.M.	0.784	C	0.815	D	0.031	**YES**	0.814	D	0.030	**YES**
60.	IW	La Brea Avenue &	A.M.	0.364	A	0.378	A	0.014	NO	0.377	A	0.013	NO
		Arbor Vitae Street	P.M.	0.738	C	0.758	C	0.020	NO	0.757	C	0.019	NO

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TABLE G-6 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 9		Future with Project with SPAS Alternative 9				Future with Project with Mitigation with SPAS Alternative 9			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
61.	LA	Airport Boulevard & Century Boulevard	A.M.	0.654	B	0.661	B	0.007	NO	0.661	B	0.007	NO
			P.M.	0.693	B	0.696	B	0.003	NO	0.696	B	0.003	NO
62.	LA	Aviation Boulevard & Century Boulevard	A.M.	0.957	E	0.970	E	0.013	**YES**	0.960	E	0.003	NO
			P.M.	1.028	F	1.035	F	0.007	NO	1.025	F	-0.003	NO
63.	LA	La Cienega Boulevard & Century Boulevard	A.M.	0.639	B	0.648	B	0.009	NO	0.648	B	0.009	NO
			P.M.	0.712	C	0.718	C	0.006	NO	0.718	C	0.006	NO
64.	IW	I-405 Northbound Ramps & Century Boulevard	A.M.	0.656	B	0.670	B	0.014	NO	0.669	B	0.013	NO
			P.M.	0.627	B	0.631	B	0.004	NO	0.631	B	0.004	NO
65.	IW	Inglewood Avenue & Century Boulevard	A.M.	0.627	B	0.634	B	0.007	NO	0.634	B	0.007	NO
			P.M.	0.829	D	0.844	D	0.015	NO	0.843	D	0.014	NO
66.	IW	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	A.M.	0.681	B	0.689	B	0.008	NO	0.689	B	0.008	NO
			P.M.	0.933	E	0.942	E	0.009	NO	0.941	E	0.008	NO
67.	LAC	Inglewood Avenue & Lennox Boulevard	A.M.	0.470	A	0.476	A	0.006	NO	0.476	A	0.006	NO
			P.M.	0.803	D	0.809	D	0.006	NO	0.809	D	0.006	NO
68.	LAC	Hawthorne Boulevard & Lennox Boulevard	A.M.	0.476	A	0.477	A	0.001	NO	0.477	A	0.001	NO
			P.M.	0.795	C	0.797	C	0.002	NO	0.797	C	0.002	NO
69.	HT	Inglewood Avenue & Imperial Highway	A.M.	0.719	C	0.731	C	0.012	NO	0.730	C	0.011	NO
			P.M.	1.233	F	1.247	F	0.014	NO	1.245	F	0.012	NO
70.	HT	Hawthorne Boulevard & Imperial Highway	A.M.	0.643	B	0.650	B	0.007	NO	0.650	B	0.007	NO
			P.M.	0.950	E	0.959	E	0.009	NO	0.958	E	0.008	NO
71.	HT	Inglewood Avenue & El Segundo Boulevard	A.M.	0.657	B	0.660	B	0.003	NO	0.659	B	0.002	NO
			P.M.	1.042	F	1.047	F	0.005	NO	1.047	F	0.005	NO
72.	HT	Hawthorne Boulevard & El Segundo Boulevard	A.M.	0.671	B	0.673	B	0.002	NO	0.673	B	0.002	NO
			P.M.	1.229	F	1.233	F	0.004	NO	1.233	F	0.004	NO
73.	LA	Centinela Avenue & Culver Boulevard	A.M.	0.715	C	0.743	C	0.028	NO	0.742	C	0.027	NO
			P.M.	0.790	C	0.801	D	0.011	NO	0.801	D	0.011	NO
74.	LA	Centinela Avenue & Sanford Street / SR-90 Westbound Ramps	A.M.	0.424	A	0.452	A	0.028	NO	0.451	A	0.027	NO
			P.M.	0.494	A	0.499	A	0.005	NO	0.499	A	0.005	NO
75.	LA	Centinela Avenue & SR-90 Eastbound Ramps	A.M.	0.356	A	0.395	A	0.039	NO	0.393	A	0.037	NO
			P.M.	0.491	A	0.491	A	0.000	NO	0.491	A	0.000	NO
76.	LA	Centinela Avenue & Jefferson Boulevard	A.M.	0.600	A	0.647	B	0.047	NO	0.645	B	0.045	NO
			P.M.	0.699	B	0.706	C	0.007	NO	0.705	C	0.006	NO
77.	CC	Sepulveda Boulevard & Washington Place	A.M.	0.663	B	0.666	B	0.003	NO	0.666	B	0.003	NO
			P.M.	0.690	B	0.697	B	0.007	NO	0.697	B	0.007	NO
78.	CC	Sepulveda Boulevard & Washington Boulevard	A.M.	0.727	C	0.730	C	0.003	NO	0.730	C	0.003	NO
			P.M.	0.739	C	0.749	C	0.010	NO	0.748	C	0.009	NO
79.	CC	Sawtelle Boulevard & Culver Boulevard	A.M.	0.651	B	0.654	B	0.003	NO	0.654	B	0.003	NO
			P.M.	0.798	C	0.808	D	0.010	NO	0.808	D	0.010	NO
80.	CC	Sepulveda Boulevard & Culver Boulevard	A.M.	0.782	C	0.791	C	0.009	NO	0.791	C	0.009	NO
			P.M.	0.777	C	0.790	C	0.013	NO	0.790	C	0.013	NO

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TABLE G-6 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 9		Future with Project with SPAS Alternative 9				Future with Project with Mitigation with SPAS Alternative 9			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
81.	LA	I-405 Southbound Ramps & Jefferson Boulevard	A.M. P.M.	0.310 0.433	A A	0.311 0.433	A A	0.001 0.000	NO NO	0.311 0.433	A A	0.001 0.000	NO NO
82.	LA	I-405 Northbound Ramps & Jefferson Boulevard	A.M. P.M.	0.438 0.753	A C	0.445 0.757	A C	0.007 0.004	NO NO	0.445 0.757	A C	0.007 0.004	NO NO
83.	CC	Sepulveda Boulevard & Jefferson Boulevard	A.M. P.M.	0.525 0.551	A A	0.529 0.560	A A	0.004 0.009	NO NO	0.529 0.560	A A	0.004 0.009	NO NO
84.	CC	Sepulveda Boulevard & Sawtelle Boulevard	A.M. P.M.	0.524 0.695	A B	0.530 0.704	A C	0.006 0.009	NO NO	0.530 0.703	A C	0.006 0.008	NO NO
85.	CC	Slauson Avenue & Jefferson Boulevard	A.M. P.M.	0.398 0.507	A A	0.404 0.513	A A	0.006 0.006	NO NO	0.404 0.513	A A	0.006 0.006	NO NO
86.	CC	Sepulveda Boulevard & Jefferson Boulevard & Playa Street	A.M. P.M.	0.768 0.931	C E	0.772 0.948	C E	0.004 0.017	NO NO	0.772 0.947	C E	0.004 0.016	NO NO
87.	CC	Sepulveda Boulevard & Slauson Avenue &	A.M. P.M.	0.541 0.771	A C	0.545 0.788	A C	0.004 0.017	NO NO	0.545 0.787	A C	0.004 0.016	NO NO
88.	LAC	La Cienega Boulevard & Stocker Street	A.M. P.M.	1.322 1.238	F F	1.330 1.245	F F	0.008 0.007	NO NO	1.329 1.244	F F	0.007 0.006	NO NO
89.	LAC	La Cienega Boulevard Southbound Ramp & Slauson Avenue	A.M. P.M.	0.973 0.776	E C	0.980 0.781	E C	0.007 0.005	NO NO	0.980 0.781	E C	0.007 0.005	NO NO
90.	LAC	La Cienega Boulevard Northbound Ramp & Slauson Avenue	A.M. P.M.	0.739 0.791	C C	0.752 0.807	C D	0.013 0.016	NO NO	0.752 0.806	C D	0.013 0.015	NO NO
91.	LA	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.127	A A	0.158 0.144	A A	0.012 0.017	NO NO	0.155 0.141	A A	0.009 0.014	NO NO
92.	LA	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.317 0.228	A A	0.005 0.041	NO NO	0.317 0.228	A A	0.005 0.041	NO NO
93.	LA	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.389 0.489	A A	0.512 0.633	A B	0.123 0.144	NO NO	0.496 0.616	A B	0.107 0.127	NO NO
94.	LA	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.222 0.127	A A	0.410 0.265	A A	0.188 0.138	NO NO	0.400 0.257	A A	0.178 0.130	NO NO
95.	LA	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.101 0.077	A A	0.247 0.226	A A	0.146 0.149	NO NO	0.241 0.219	A A	0.140 0.142	NO NO
96.	LA	Emerson Avenue & Manchester Avenue	A.M. P.M.	0.499 0.425	A A	0.549 0.485	A A	0.050 0.060	NO NO	0.537 0.473	A A	0.038 0.048	NO NO
97.	LA	La Tijera Boulevard & Westchester Parkway	A.M. P.M.	0.134 0.076	A A	0.345 0.218	A A	0.211 0.142	NO NO	0.336 0.213	A A	0.202 0.137	NO NO
98.	LA	Sepulveda Westway & La Tijera Boulevard	A.M. P.M.	0.169 0.377	A A	0.278 0.564	A A	0.109 0.187	NO NO	0.275 0.559	A A	0.106 0.182	NO NO
99.	LA	Sepulveda Westway & Westchester Parkway	A.M. P.M.	0.097 0.180	A A	0.236 0.313	A A	0.139 0.133	NO NO	0.231 0.308	A A	0.134 0.128	NO NO
100.	LA	Airport Boulevard & 96th Street	A.M. P.M.	0.194 0.393	A A	0.200 0.404	A A	0.006 0.011	NO NO	0.200 0.402	A A	0.006 0.009	NO NO

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TABLE G-6 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	City	Intersection	Peak Hour	Future without Project with SPAS Alternative 9		Future with Project with SPAS Alternative 9				Future with Project with Mitigation with SPAS Alternative 9			
				V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
101.	LA	Aviation Boulevard & Imperial Highway	A.M.	0.712	C	0.717	C	0.005	NO	0.707	C	-0.005	NO
			P.M.	0.670	B	0.687	B	0.017	NO	0.676	B	0.006	NO
102.	ES	Aviation Boulevard & El Segundo Boulevard	A.M.	1.039	F	1.042	F	0.003	NO	1.042	F	0.003	NO
			P.M.	0.951	E	0.956	E	0.005	NO	0.956	E	0.005	NO
103.	LA	Lincoln Boulevard & Rose Avenue	A.M.	0.754	C	0.757	C	0.003	NO	0.746	C	-0.008	NO
			P.M.	0.783	C	0.787	C	0.004	NO	0.777	C	-0.006	NO
104.	LA	Culver Boulevard & SR-90 WB Ramps	A.M.	0.817	D	0.817	D	0.000	NO	0.817	D	0.000	NO
			P.M.	0.877	D	0.877	D	0.000	NO	0.877	D	0.000	NO
105.	LA	Culver Boulevard & SR-90 EB Ramps	A.M.	0.455	A	0.459	A	0.004	NO	0.459	A	0.004	NO
			P.M.	0.511	A	0.514	A	0.003	NO	0.514	A	0.003	NO
106.	LA	I-405 SB Ramps & Howard Hughes Parkway	A.M.	0.388	A	0.421	A	0.033	NO	0.420	A	0.032	NO
			P.M.	0.225	A	0.237	A	0.012	NO	0.237	A	0.012	NO
107.	LA	Center Drive & I-405 NB Ramps/Howard Hughes Parkway	A.M.	0.191	A	0.198	A	0.007	NO	0.198	A	0.007	NO
			P.M.	0.236	A	0.264	A	0.028	NO	0.263	A	0.027	NO
108.	LA	La Cienega Boulevard & Imperial Highway	A.M.	0.443	A	0.443	A	0.000	NO	0.443	A	0.000	NO
			P.M.	0.605	B	0.615	B	0.010	NO	0.614	B	0.009	NO

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TABLE G-6 (continued)
FUTURE WITH PROJECT WITH SPAS ALTERNATIVE 9 CONDITIONS (YEAR 2022)
SIGNIFICANT INTERSECTION IMPACT ANALYSIS SUMMARY

Peak Period	Significant Impacts	
	Before Mitigation	After Mitigation
Morning Peak Hour	7	2
Afternoon Peak Hour	18	6
Total Intersections Impacted	**19**	**6**

Appendix H

Street Descriptions

Street Descriptions

The following provides a brief description of the streets in the Study Area:

East-West

- Westchester Parkway – Westchester Parkway is a Class II Major Highway with two through lanes in each direction traveling east-west through the Project Site. Westchester Parkway is divided by a raised median west of Sepulveda Westway. No stopping is permitted at any time. The posted speed limit ranges from 40 mph to 50 mph.

- 88th Street – 88th Street is a Collector Street with two through lanes in each direction east of Emerson Avenue and an undivided Local Street west of Emerson Avenue. 88th Street travels in the east-west direction north of the Project Site and is divided by a two-way left-turn lane median from La Tijera Boulevard to Emerson Avenue. No stopping is permitted at any time east of Emerson Avenue. The posted speed limit ranges from 25 mph to 35 mph.

- Manchester Avenue – Manchester Avenue is a Class II Major Highway with two through lanes in each direction east of Pershing Drive and a divided Collector Street between Pershing Drive and Vista del Mar with one through lane in each direction west of Pershing Drive. Manchester Avenue travels in the east-west direction north of the Project Site and is divided by a landscaped raised median between Pershing Drive and Aviation Boulevard and between Ash Avenue and La Brea Avenue. Parking is generally permitted. The posted speed limit ranges from 35 mph to 40 mph.

- Florence Avenue – Florence Avenue is a divided Class II Major Highway with two through lanes in each direction traveling east-west east of the Project Site. Florence Avenue is divided by raised median east of Ash Avenue. No stopping is permitted any time. The posted speed limit is 40 mph.

- La Tijera Boulevard – La Tijera Boulevard is a divided Class II Major Highway with two to three through lanes in each direction and travels in the northeast-southwest direction east of the Project Site. La Tijera Boulevard is divided by a two-way left-turn lane median between Sepulveda Westway and Sepulveda Boulevard, between Sepulveda Eastway and Manchester Avenue, and east of the I-405 ramps. Parking is generally permitted. The posted speed limit ranges from 30 mph to 40 mph.

- Loyola Drive – Loyola Drive is a divided Collector Street with two through lanes in each direction and travels in the north-south and east-west direction through the Project Site. Parking is permitted. The speed limit is unmarked.

- 83rd Street – 83rd Street is a divided Collector Street with one through lane in each direction traveling east-west north of the Project Site. Parking is permitted along 83rd Street. The posted speed limit is 30 mph.

- 80th Street – 80th Street is a divided Collector Street with one through lane in each direction traveling east-west north of the Project Site. Parking is permitted along 80th Street. The posted speed limit is 35 mph.

- 79th Street – 79th Street is a divided local street with one through lane in each direction traveling east-west northeast of the Project Site. Parking is permitted along 79th Street. The posted speed limit is 25 mph.

- 77th Street/76th Street – 77th Street/76th Street is a divided local street with one through lane in each direction traveling east-west north of the Project Site. Parking is permitted along 77th Street/76th Street. The posted speed limit is 25 mph.

- Howard Hughes Parkway – Howard Hughes Parkway is a Secondary Highway with two lanes in the eastbound direction and three lanes in the westbound direction north of the Project Site. Howard Hughes Parkway is divided by a landscaped raised median. Stopping is not permitted. The speed limit is unmarked.

- Bluff Creek Drive – Bluff Creek Drive is a divided Collector Street with two through lanes in each direction traveling east-west north of the Project Site. Parking is generally permitted along Bluff Creek Drive. The speed limit is unmarked.

- Culver Boulevard – Culver Boulevard is a Secondary Highway with one to two through lanes in each direction traveling east-west north of the Project Site. Culver Boulevard is divided by a two-way left-turn median between the Lincoln Boulevard ramps to McConnell Avenue and a raised median between Sawtelle Boulevard and Sepulveda Boulevard. Parking is generally not permitted along Culver Boulevard. The posted speed limit ranges from 30 mph to 40 mph.

- Jefferson Boulevard – Jefferson Boulevard is a Class II Major Highway with two through lanes in each direction traveling east-west north of the Project Site. Jefferson Boulevard is divided by a landscaped raised median between Culver Boulevard and Centinela Avenue and east of Slauson Avenue and a two-way left-turn median between Centinela Avenue and Margaret Avenue. Parking is generally not permitted along Jefferson Boulevard. The speed limit ranges from 35 mph to 50 mph.

- Arbor Vitae Street – Arbor Vitae Street is a Class II Major Highway with two through lanes in each direction traveling east-west east of the Project Site. Arbor Vitae Street is divided by a two-way left-turn median east of Ash Avenue. Parking is generally permitted along Arbor Vitae Street. The posted speed limit is 35 mph.

- Century Boulevard – Century Boulevard is a Class II Major Highway with four through lanes in each direction traveling east-west southeast of the Project Site. Century Boulevard is divided by a landscaped raised median west of La Cienega Boulevard and a two-way left-turn lane east of La Cienega Boulevard. No stopping is permitted. The posted speed limit is 35 mph.

- Lennox Boulevard – Lennox Boulevard is a Minor Arterial with one through lane in each direction traveling east-west. Lennox Boulevard is divided by a two-way left-turn lane from Buford Avenue to Inglewood Avenue. Parking is generally permitted along Lennox Boulevard. The posted speed limit is 30 mph.

- Imperial Highway – Imperial Highway is a Class II Major Highway with two to three through lanes in each direction traveling east-west south of the Project Site. Imperial Highway is divided by a landscaped raised median west of Sepulveda Boulevard, a raised median between Sepulveda Boulevard and Aviation Boulevard and east of the I-405 and I-105 interchange, and a two-way left-turn lane between Aviation Boulevard and La Cienega Boulevard. No stopping is permitted. The posted speed limit ranges from 35 mph to 50 mph.

- Mariposa Avenue – Mariposa Avenue is a divided Collector Street with one to two through lanes in each direction traveling east-west. Parking is permitted west of Sepulveda Boulevard. The posted speed limit is 40 mph.

- Grand Avenue – Grand Avenue is a Secondary Arterial with two through lanes in each direction traveling east-west. Grand Avenue is divided by a raised median with parking between Concord Street and Eucalyptus Drive and a landscaped raised median between Sepulveda Boulevard and Nash Street. Parking is permitted west of Sepulveda Boulevard. The posted speed limit is 40 mph.

- El Segundo Boulevard – El Segundo Boulevard is a Secondary Arterial with two to three through lanes in each direction traveling east-west. El Segundo Boulevard is divided by a landscaped raised median between Sepulveda Boulevard and the I-405 ramps and a two-way left-turn lane east of the I-405 ramps. No stopping is permitted. The posted speed limit is 40 mph.

- Rosecrans Avenue – Rosecrans Avenue is a Major Arterial with two to three through lanes traveling in each direction traveling east-west. Rosecrans Avenue is divided by a landscaped raised median between Vista del Mar and Market Place. Parking is permitted west of Sepulveda Boulevard. The posted speed limit is 40 mph.

- Centinela Avenue – Centinela Avenue is a Class II Major Highway with three through lanes in each direction that traveling north-south and east-west north of the Project Site. Centinela Avenue is divided by a two-way left-turn median north of Jefferson Boulevard, between Green Valley Drive and Sherbourne Drive, and east of La Cienega Boulevard and a raised median between Jefferson Boulevard and Sepulveda Boulevard. Parking is generally permitted north of Jefferson Boulevard and not permitted south of Jefferson Boulevard along Centinela Avenue. The posted speed limit is 45 mph.

- Mindanao Way – Mindanao Way is a divided Local Street with one through lane in each direction traveling east-west north of the Project Site. No stopping is permitted. The posted speed limit is 30 mph.

- Fiji Way – Fiji Way is a divided Local Street with two through lanes in each direction traveling east-west north of the Project Site. No stopping is permitted. The posted speed limit is 35 mph.

- Bali Way – Bali Way is a divided Local Street with one through lane in each direction traveling east-west north of the Project Site. No stopping is permitted. The posted speed limit is 30 mph.

- Maxella Avenue – Maxella Avenue is a divided Local Street with two through lanes in each direction traveling east-west north of the Project Site. Parking is generally permitted along Maxella Avenue. The speed limit is unmarked.

- Washington Place – Washington Place is a Class II Major Highway with two through lanes in each direction traveling east-west north of the Project Site. Washington Place is divided by a two-way left-turn lane median east of Grand View Avenue. Parking is generally permitted along Washington Place. The posted speed limit is 35 mph.

- Washington Boulevard – Washington Boulevard is a Class II Major Highway with two through lanes in each direction traveling east-west north of the Project Site. Washington Boulevard is divided by two-way left-turn median west of Lincoln Boulevard and between Grand View Avenue and Sawtelle Boulevard. Parking is generally permitted along Washington Boulevard. The posted speed limit is 35 mph.

- Venice Boulevard – Venice Boulevard is a Class II Major Highway with three through lanes in each direction traveling east-west north of the Project Site. Venice Boulevard is divided by a landscaped raised median within the Study Area. Parking is generally permitted along Venice Boulevard. The posted speed limit is 40 mph.

- Playa Street – Playa Street is a Secondary Highway with two through lanes in each direction traveling northeast-southwest north of the Project Site. Playa Street is divided by a two-way left-turn lane within the Study Area. Parking is generally permitted along Playa Street. The posted speed limit is 35 mph.

- Slauson Avenue – Slauson Avenue is a Major Highway with two to three through lanes in each direction traveling east-west northeast of the Project Site. Slauson Avenue is divided by a landscaped raised median between Sepulveda Boulevard and Hannum Avenue and between Coming Avenue and La Tijera Boulevard. Parking is generally not permitted along Slauson Avenue. The posted speed limit is 40 mph.

- Stocker Street – Stocker Street is a Class II Major Highway with two through lanes in each direction traveling east-west northeast of the Project Site. No stopping is permitted. The posted speed limit is 50 mph.

North-South

- Vista del Mar – Vista del Mar is a Class II Major Highway with two through lanes in each direction traveling north-south west of the Project Site. No stopping is permitted. The posted speed limit is 45 mph.

- Pershing Drive – Pershing Drive is a Class II Major Highway with two through lanes in each direction traveling north-south west of the Project Site. Pershing Drive is divided by a two-way left-turn median north of Sunridge Street and a landscaped raised median

south of Westchester Parkway. No stopping is permitted. The posted speed limit is 55 mph.

- Falmouth Avenue – Falmouth Avenue is a divided Collector Street with one through lane in each direction traveling north-south through the Project Site. Parking is generally permitted along Falmouth Avenue. The posted speed limit is 35 mph.

- Lincoln Boulevard – Lincoln Boulevard is a Class I Major Highway with three through lanes in each direction traveling north-south through the Project Site. Lincoln Boulevard is divided by a two-way left-turn median between Venice Boulevard and Maxella Avenue, a raised median between Maxella Avenue and Bali Way, and a landscaped raised median between Jefferson Boulevard and 94th Street. Parking is generally not permitted south of Fiji Way. The posted speed limit is 50 mph.

- Emerson Avenue – Emerson Avenue is a divided Collector Street with one through lane in each direction traveling north-south through the Project Site. Parking is generally permitted along Emerson Avenue. The speed limit is unmarked.

- Sepulveda Westway – Sepulveda Westway is a divided Collector Street with one through lane in each direction traveling north-south east of the Project Site. Parking is generally allowed along Sepulveda Westway. The speed limit is unmarked.

- Sepulveda Blvd – Sepulveda Boulevard is a Class I Major Highway with three through lanes in each direction traveling north-south east of the Project Site. Sepulveda Boulevard is divided by a two-way left-turn lane between Washington Boulevard and Jefferson Boulevard and Centinela Avenue and 80th Street and a landscaped raised median between Jefferson Boulevard and Centinela Avenue and south of 80th Street. No stopping is permitted south of Lincoln Boulevard. The speed limit ranges from 35 mph to 45 mph.

- Sepulveda Eastway – Sepulveda Eastway is a divided Collector Street with one through lane in each direction traveling north-south east of the Project Site. Parking is generally permitted along Sepulveda Eastway. The posted speed limit is 25 mph.

- Main Street – Main Street is a divided Collector Street with two through lanes in each direction traveling north-south south of the Project Site. Parking is generally permitted along Main Street. The posted speed limit is 25 mph.

- Jenny Avenue – Jenny Avenue is a divided Local Street with one through lane in each direction traveling north-south east of the Project Site. No stopping is permitted. The speed limit is unmarked.

- Airport Boulevard – Airport Boulevard is a Class II Secondary Highway south of La Tijera Boulevard with two through lanes in each direction traveling north-south east of the Project Site. Airport Boulevard is divided by a two-way left-turn lane between Manchester Avenue and 96th Street. Parking is generally permitted along Airport Boulevard. The posted speed limit is 35 mph.

- Aviation Boulevard – Aviation Boulevard is a Class II Major Highway with two through lanes in each direction traveling north-south east of the Project Site. Aviation Boulevard is divided by a two-way left-turn lane south of 83rd Street. Parking is generally permitted along Aviation Boulevard.

- La Tijera Boulevard – La Tijera Boulevard is a Class II Major Highway with two to three through lanes in each direction traveling northeast-southwest through and northeast of the Project Site. La Tijera Boulevard is divided by a two-way left-turn lane median between Sepulveda Westway and Sepulveda Boulevard, between Sepulveda Eastway and Manchester Avenue, and east of the I-405 ramps. Parking is generally permitted. The posted speed limit ranges from 30 mph to 40 mph.

- La Cienega Boulevard – La Cienega Boulevard is a Class II Major Highway with two through lanes in each direction traveling north-south east of the Project Site. La Cienega Boulevard is divided by a raised median north of 64th Street, a raised median between 64th Street and Centinela Avenue, between Olive Street and Hillcrest Boulevard and south of the I-405 Southbound Ramps, a two-way left-turn median between Short Street and Industrial Avenue and between Hillcrest Boulevard and the I-405 Southbound Ramps, and a landscaped raised median between Industrial Avenue and Florence Avenue. No stopping is permitted. The posted speed limit ranges from 40 mph to 45 mph.

- Inglewood Avenue – Inglewood Avenue is a divided Minor Arterial with one through lane in each direction traveling north-south east of the Project Site. Parking is generally permitted along Inglewood Avenue. The posted speed limit is 35 mph.

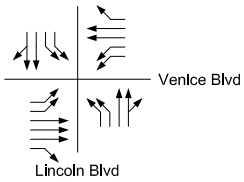
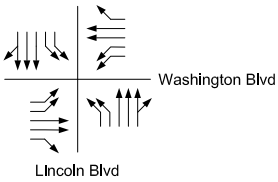
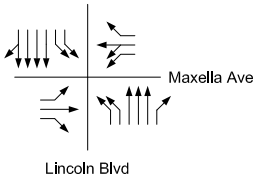
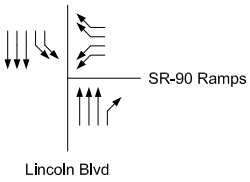
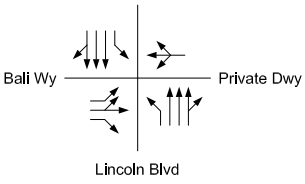
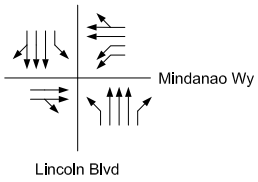
- La Brea Avenue – La Brea Avenue is a Class II Major Highway with three through lanes in each direction traveling north-south east of the Project Site. La Brea Avenue is divided by a raised median between Regent Street and Manchester Boulevard and between Hillcrest Boulevard and Spruce Avenue and a landscaped raised median south of Spruce Avenue. Parking is generally permitted along La Brea Avenue. The posted speed limit is 35 mph.

- Hawthorne Boulevard – Hawthorne Boulevard is a Major Arterial with three through lanes in each direction traveling north-south east of the Project Site. Hawthorne Boulevard is divided by a landscaped raised median within the Study Area. Parking is generally permitted along Hawthorne Boulevard. The posted speed limit is 35 mph.

- Centinela Avenue – Centinela Avenue is a Class II Major Highway with three through lanes in each direction traveling north-south and east-west north of the Project Site. Centinela Avenue is divided by a two-way left-turn median north of Jefferson Boulevard, between Green Valley Drive and Sherbourne Drive, and east of La Cienega Boulevard, and a raised median between Jefferson Boulevard and Sepulveda Boulevard. Parking is generally permitted along Centinela Avenue north of Jefferson Boulevard and not permitted south of Jefferson Boulevard. The posted speed limit is 45 mph.

- Sawtelle Boulevard – Sawtelle Boulevard is a Secondary Highway with two through lanes in each direction traveling north-south north of the Project Site. Sawtelle Boulevard is divided by a two-way left-turn median south of Braddock Drive and a raised median

between Culver Boulevard and Braddock Drive. Parking is generally permitted along Sawtelle Boulevard. The posted speed limit is 35 mph.

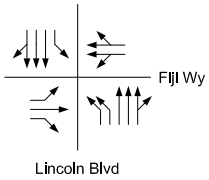
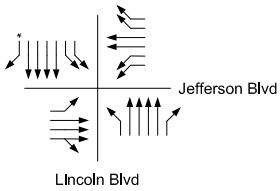
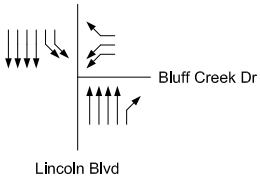
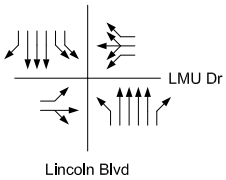
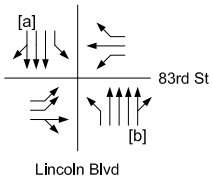
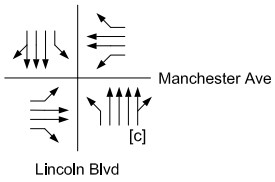
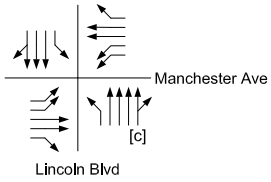
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
1. Lincoln Boulevard & Venice Boulevard		Same as Existing Conditions	Same as Existing Conditions
2. Lincoln Boulevard & Washington Boulevard		Same as Existing Conditions	Same as Existing Conditions
3. Lincoln Boulevard & Maxella Avenue		Same as Existing Conditions	Same as Existing Conditions
4. Lincoln Boulevard & SR-90 Ramps		Same as Existing Conditions	Same as Existing Conditions
5. Lincoln Boulevard & Bali Way/Private Driveway		Same as Existing Conditions	Same as Existing Conditions
6. Lincoln Boulevard & Mindanao Way		Same as Existing Conditions	Same as Existing Conditions

INTERSECTION LANE CONFIGURATIONS

APPENDIX I

LEGEND

* Functional Right-Turn

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
7. Lincoln Boulevard & Fiji Way		Same as Existing Conditions	Same as Existing Conditions
8. Lincoln Boulevard & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
9. Lincoln Boulevard & Bluff Creek Drive		Same as Existing Conditions	Same as Existing Conditions
10. Lincoln Boulevard & LMU Drive		Same as Existing Conditions	Same as Existing Conditions
11. Lincoln Boulevard & 83rd Street		Same as Existing Conditions	Same as Existing Conditions
12. Lincoln Boulevard & Manchester Avenue		Same as Existing Conditions	

[a] a) On-street parking is allowed south of the intersection during the morning peak period, resulting in a 50% reduction in capacity of the southbound shared through/right-turn lane.

[b] b) On-street parking is allowed south of the intersection during the afternoon peak period, resulting in a 50% reduction in capacity of the northbound shared through/right-turn lane.

[c] c) On-street parking is allowed north of the intersection during the afternoon peak period, resulting in a 75% reduction in capacity of the northbound shared through/right-turn lane.

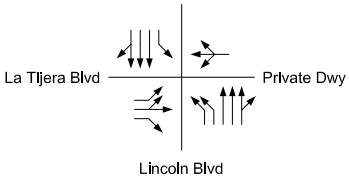
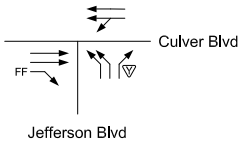
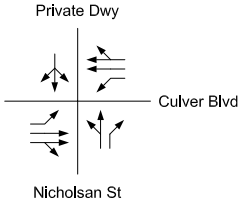
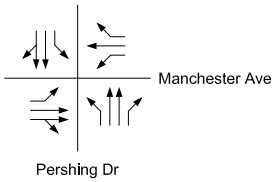
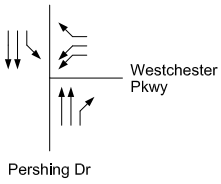
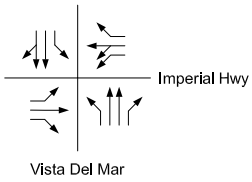
INTERSECTION LANE CONFIGURATIONS

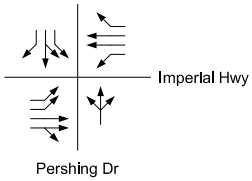
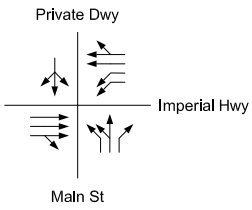
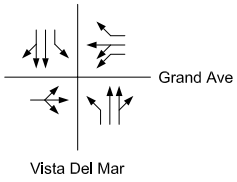
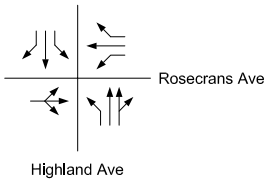
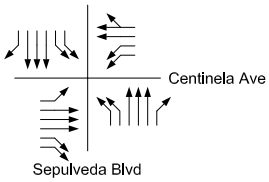
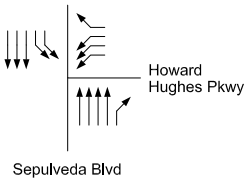
APPENDIX I

LEGEND

FF Free-Flow

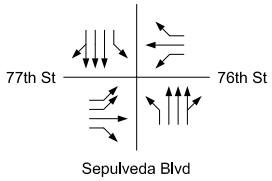
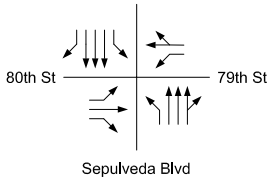
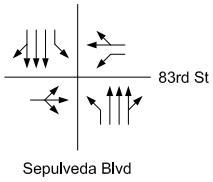
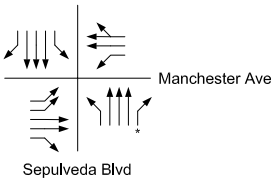
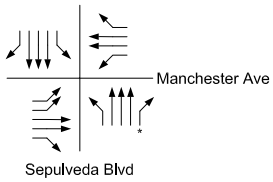
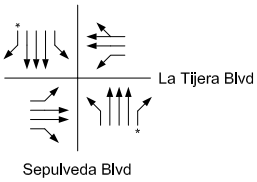
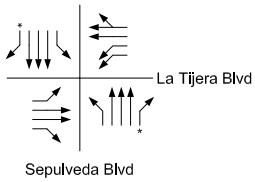
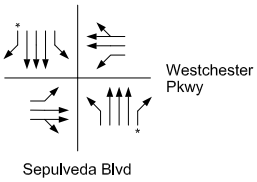
▽ Yield

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
13. Lincoln Boulevard & La Tijera Boulevard/ Private Driveway		Same as Existing Conditions	Same as Existing Conditions
14. Jefferson Boulevard & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
15. Nicholsan Street/ Private Driveway & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
16. Pershing Drive & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
17. Pershing Drive & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
18. Vista Del Mar & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
19. Pershing Drive & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
20. Main Street/ Private Driveway & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
21. Vista Del Mar & Grand Avenue		Same as Existing Conditions	Same as Existing Conditions
22. Highland Avenue & Rosecrans Avenue		Same as Existing Conditions	Same as Existing Conditions
23. Sepulveda Boulevard & Centinela Avenue		Same as Existing Conditions	Same as Existing Conditions
24. Sepulveda Boulevard & Howard Hughes Parkway		Same as Existing Conditions	Same as Existing Conditions

LEGEND

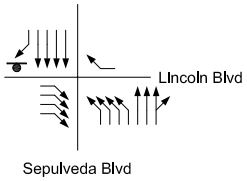
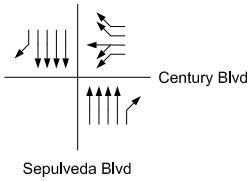
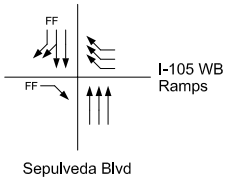
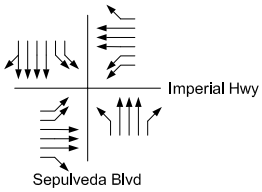
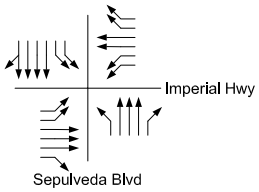
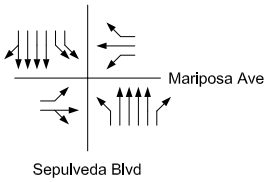
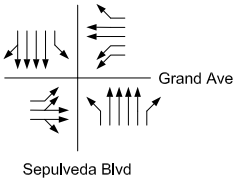
* Functional Right-Turn

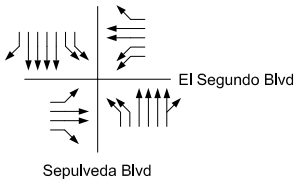
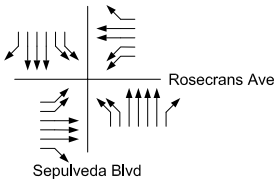
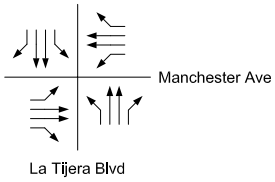
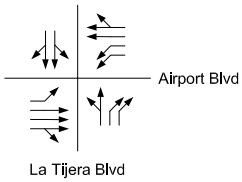
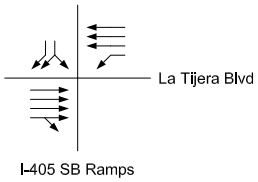
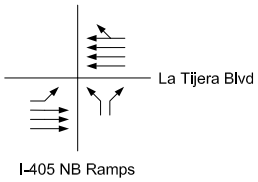
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
25. Sepulveda Boulevard & 76th Street/77th Street		Same as Existing Conditions	Same as Existing Conditions
26. Sepulveda Boulevard & 79th Street/80th Street		Same as Existing Conditions	Same as Existing Conditions
27. Sepulveda Boulevard & 83rd Street		Same as Existing Conditions	Same as Existing Conditions
28. Sepulveda Boulevard & Manchester Avenue		Same as Existing Conditions	
29. Sepulveda Boulevard & La Tijera Boulevard		Same as Existing Conditions	
30. Sepulveda Boulevard & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions

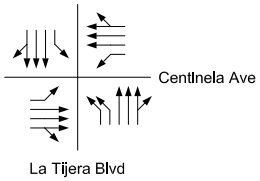
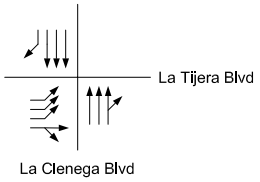
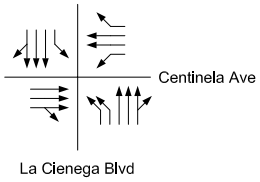
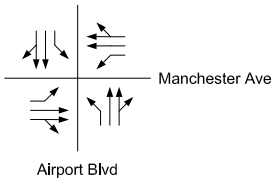
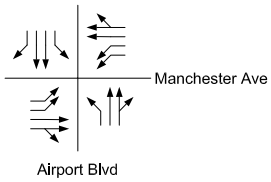
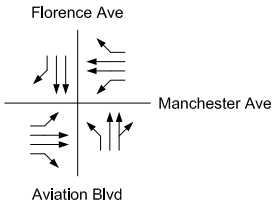
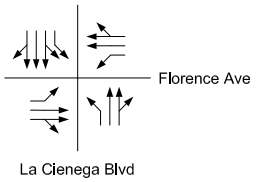
LEGEND

Stop Sign

FF Free-Flow

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
31. Sepulveda Boulevard & Lincoln Boulevard		Same as Existing Conditions	Same as Existing Conditions
32. Sepulveda Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
34. Sepulveda Boulevard & Imperial Highway		Same as Existing Conditions	
35. Sepulveda Boulevard & Mariposa Avenue		Same as Existing Conditions	Same as Existing Conditions
36. Sepulveda Boulevard & Grand Avenue		Same as Existing Conditions	Same as Existing Conditions

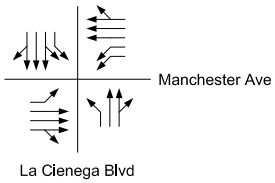
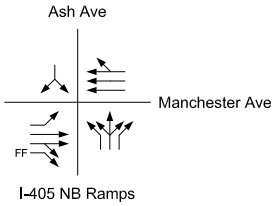
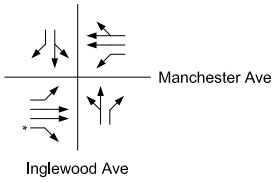
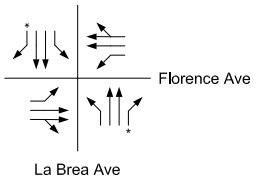
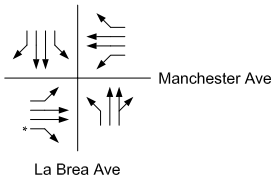
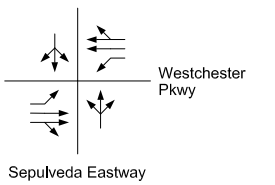
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
37. Sepulveda Boulevard & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions
38. Sepulveda Boulevard & Rosecrans Avenue		Same as Existing Conditions	Same as Existing Conditions
39. La Tijera Boulevard & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
40. La Tijera Boulevard & Airport Boulevard		Same as Existing Conditions	Same as Existing Conditions
41. I-405 Southbound Ramps & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions
42. I-405 Northbound Ramps & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
43. La Tijera Boulevard & Centinela Avenue		Same as Existing Conditions	Same as Existing Conditions
44. La Cienega Boulevard & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions
45. La Cienega Boulevard & Centinela Avenue		Same as Existing Conditions	Same as Existing Conditions
46. Airport Boulevard & Manchester Avenue		Same as Existing Conditions	
47. Aviation Boulevard/ Florence Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
48. La Cienega Boulevard & Florence Avenue		Same as Existing Conditions	Same as Existing Conditions

LEGEND

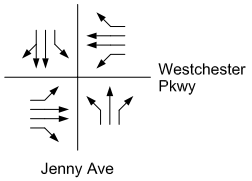
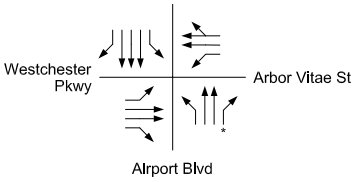
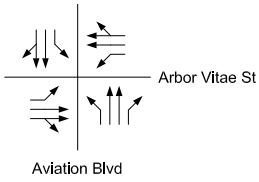
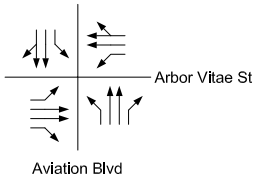
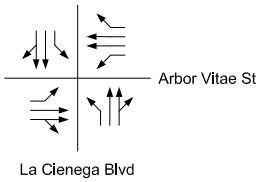
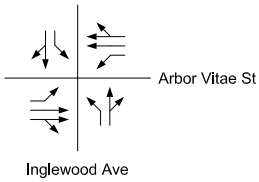
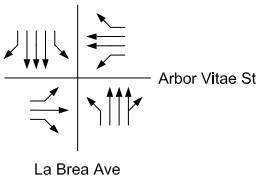
* Functional Right-Turn

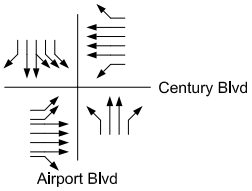
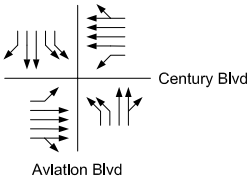
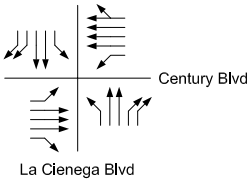
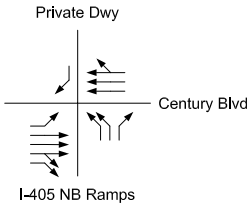
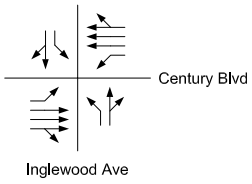
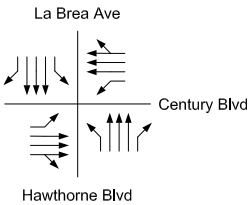
FF Free-Flow

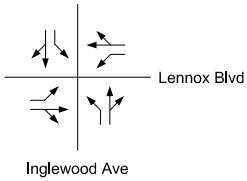
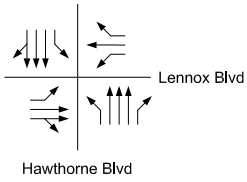
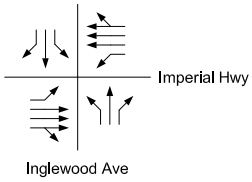
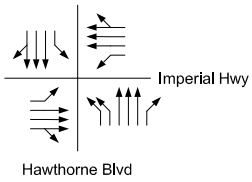
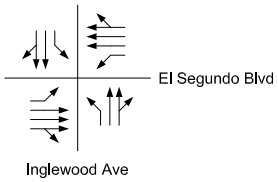
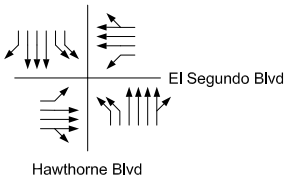
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
49. La Cienega Boulevard & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
50. Ash Avenue/ I-405 Northbound Ramps & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
51. Inglewood Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
52. La Brea Avenue & Florence Avenue		Same as Existing Conditions	Same as Existing Conditions
53. La Brea Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
54. Sepulveda Eastway & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions

LEGEND

* Functional Right-Turn

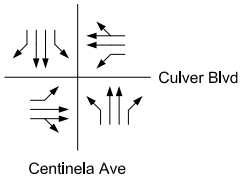
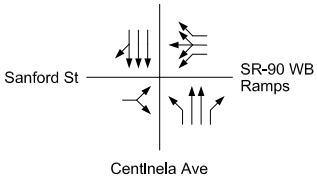
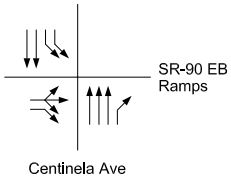
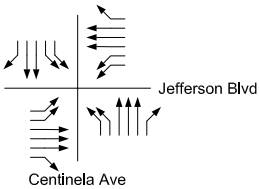
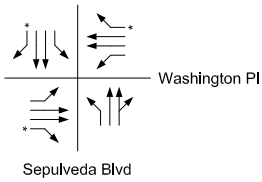
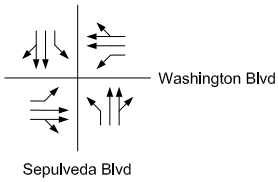
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
55. Jenny Avenue & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
56. Airport Boulevard & Arbor Vitae Street/ Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
57. Aviation Boulevard & Arbor Vitae Street		Same as Existing Conditions	
58. La Cienega Boulevard & Arbor Vitae Street		Same as Existing Conditions	Same as Existing Conditions
59. Inglewood Avenue & Arbor Vitae Street		Same as Existing Conditions	Same as Existing Conditions
60. La Brea Avenue & Arbor Vitae Street		Same as Existing Conditions	Same as Existing Conditions

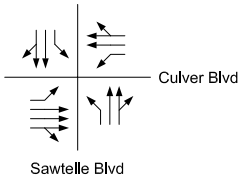
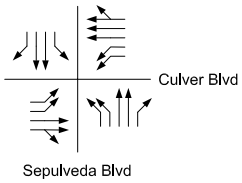
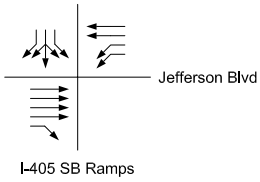
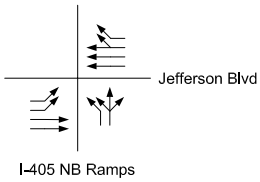
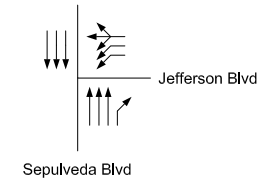
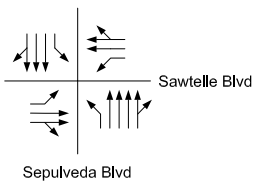
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
61. Airport Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
62. Aviation Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
63. La Cienega Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
64. I-405 Northbound Ramps/ Private Driveway & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
65. Inglewood Avenue & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
66. La Brea Avenue/ Hawthorne Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
67. Inglewood Avenue & Lennox Boulevard		Same as Existing Conditions	Same as Existing Conditions
68. Hawthorne Boulevard & Lennox Boulevard		Same as Existing Conditions	Same as Existing Conditions
69. Inglewood Avenue & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
70. Hawthorne Boulevard & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
71. Inglewood Avenue & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions
72. Hawthorne Boulevard & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions

LEGEND

* Functional Right-Turn

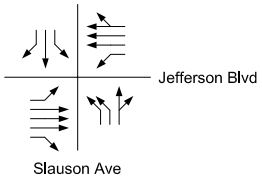
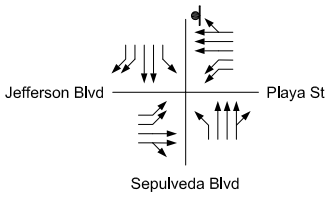
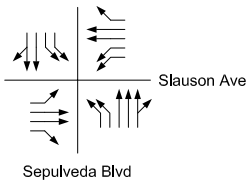
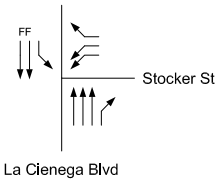
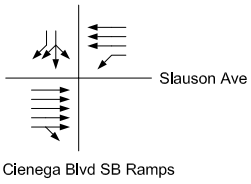
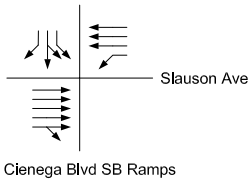
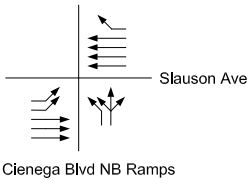
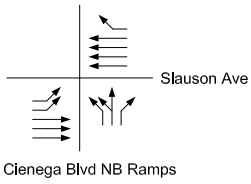
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
73. Centinela Avenue & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
74. Centinela Avenue & Sanford Street/ SR-90 Westbound Ramps		Same as Existing Conditions	Same as Existing Conditions
75. Centinela Avenue & SR-90 Eastbound Ramps		Same as Existing Conditions	Same as Existing Conditions
76. Centinela Avenue & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
77. Sepulveda Boulevard & Washington Place		Same as Existing Conditions	Same as Existing Conditions
78. Sepulveda Boulevard & Washington Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
79. Sawtelle Boulevard & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
80. Sepulveda Boulevard & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
81. I-405 Southbound Ramps & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
82. I-405 Northbound Ramps & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
83. Sepulveda Boulevard & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
84. Sepulveda Boulevard & Sawtelle Boulevard		Same as Existing Conditions	Same as Existing Conditions

LEGEND

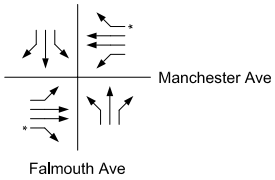
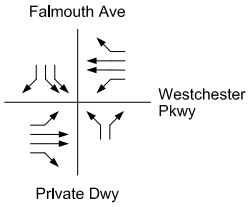
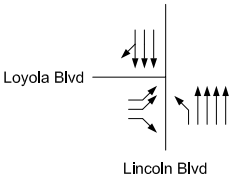
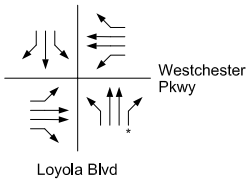
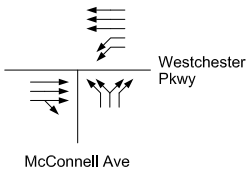
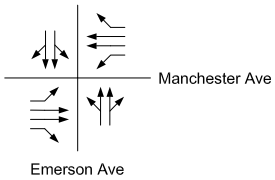
Stop Sign

FF Free-Flow

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
85. Slauson Avenue & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
86. Sepulveda Boulevard & Jefferson Boulevard/ Playa Street		Same as Existing Conditions	Same as Existing Conditions
87. Sepulveda Boulevard & Slauson Avenue		Same as Existing Conditions	Same as Existing Conditions
88. La Cienega Boulevard & Stocker Street		Same as Existing Conditions	Same as Existing Conditions
89. La Cienega Boulevard Southbound Ramps & Slauson Avenue			Same as Existing Conditions
90. La Cienega Boulevard Northbound Ramps & Slauson Avenue			Same as Existing Conditions

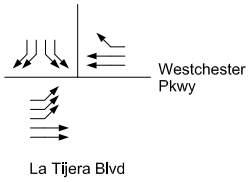
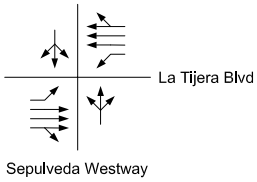
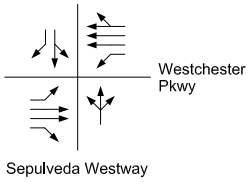
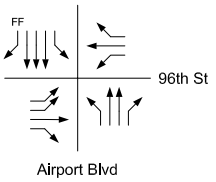
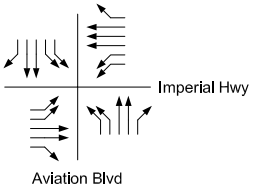
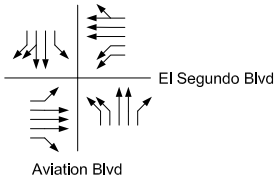
LEGEND

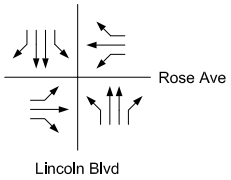
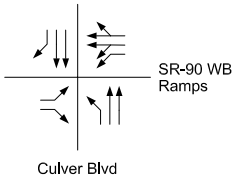
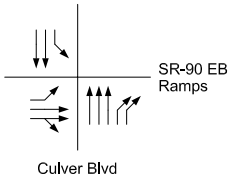
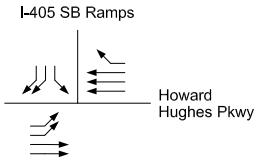
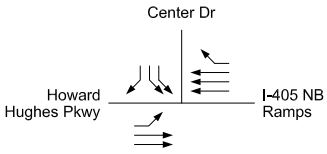
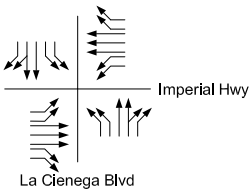
* Functional Right-Turn

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
91. Falmouth Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
92. Falmouth Avenue/ Private Driveway & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
93. Lincoln Boulevard & Loyola Boulevard		Same as Existing Conditions	Same as Existing Conditions
94. Loyola Boulevard & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
95. McConnell Avenue & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
96. Emerson Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions

LEGEND

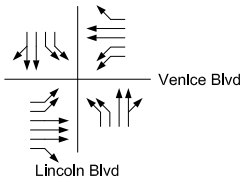
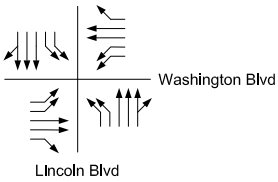
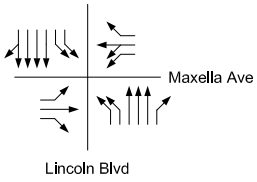
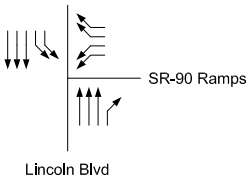
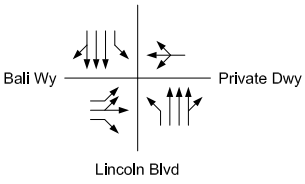
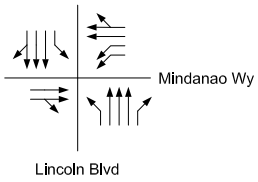
FF Free-Flow

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
97. La Tijera Boulevard & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
98. Sepulveda Westway & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions
99. Sepulveda Westway & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
100. Airport Boulevard & 96th Street		Same as Existing Conditions	Same as Existing Conditions
101. Aviation Boulevard & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
102. Aviation Boulevard & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
103. Lincoln Boulevard & Rose Avenue		Same as Existing Conditions	Same as Existing Conditions
104. Culver Boulevard & SR-90 Westbound Ramps		Same as Existing Conditions	Same as Existing Conditions
105. Culver Boulevard & SR-90 Eastbound Ramps		Same as Existing Conditions	Same as Existing Conditions
106. I-405 Southbound Ramps & Howard Hughes Parkway		Same as Existing Conditions	Same as Existing Conditions
107. Center Drive & Howard Hughes Parkway/ I-405 Northbound Ramps		Same as Existing Conditions	Same as Existing Conditions
108. La Cienega Boulevard & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions

Appendix I

Intersection Lane Configurations

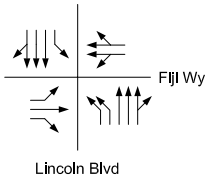
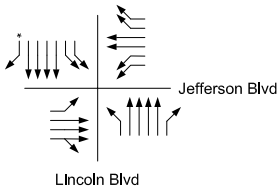
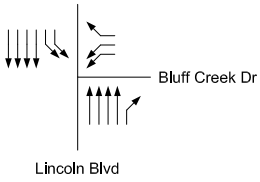
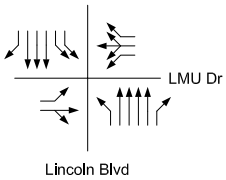
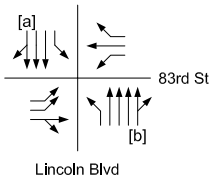
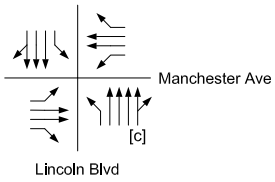
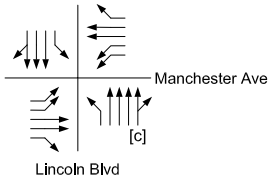
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
1. Lincoln Boulevard & Venice Boulevard		Same as Existing Conditions	Same as Existing Conditions
2. Lincoln Boulevard & Washington Boulevard		Same as Existing Conditions	Same as Existing Conditions
3. Lincoln Boulevard & Maxella Avenue		Same as Existing Conditions	Same as Existing Conditions
4. Lincoln Boulevard & SR-90 Ramps		Same as Existing Conditions	Same as Existing Conditions
5. Lincoln Boulevard & Bali Way/Private Driveway		Same as Existing Conditions	Same as Existing Conditions
6. Lincoln Boulevard & Mindanao Way		Same as Existing Conditions	Same as Existing Conditions

INTERSECTION LANE CONFIGURATIONS

APPENDIX I

LEGEND

* Functional Right-Turn

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
7. Lincoln Boulevard & Fiji Way		Same as Existing Conditions	Same as Existing Conditions
8. Lincoln Boulevard & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
9. Lincoln Boulevard & Bluff Creek Drive		Same as Existing Conditions	Same as Existing Conditions
10. Lincoln Boulevard & LMU Drive		Same as Existing Conditions	Same as Existing Conditions
11. Lincoln Boulevard & 83rd Street		Same as Existing Conditions	Same as Existing Conditions
12. Lincoln Boulevard & Manchester Avenue		Same as Existing Conditions	

[a] a) On-street parking is allowed south of the intersection during the morning peak period, resulting in a 50% reduction in capacity of the southbound shared through/right-turn lane.

[b] b) On-street parking is allowed south of the intersection during the afternoon peak period, resulting in a 50% reduction in capacity of the northbound shared through/right-turn lane.

[c] c) On-street parking is allowed north of the intersection during the afternoon peak period, resulting in a 75% reduction in capacity of the northbound shared through/right-turn lane.

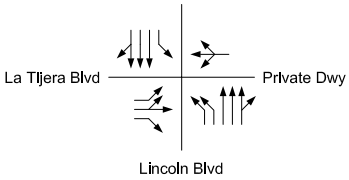
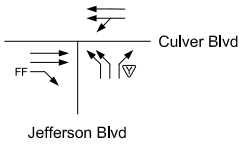
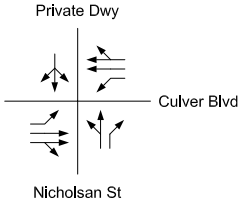
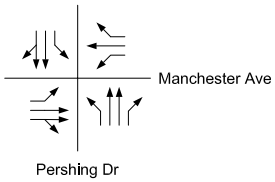
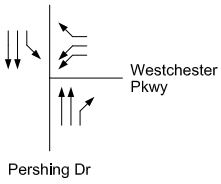
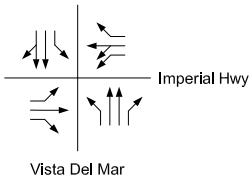
INTERSECTION LANE CONFIGURATIONS

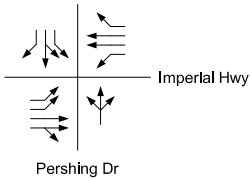
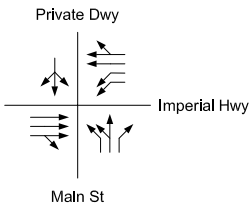
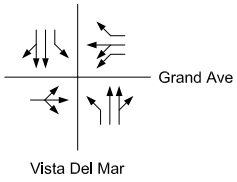
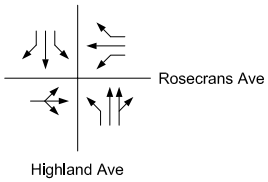
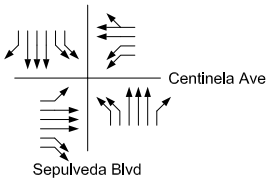
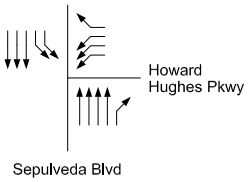
APPENDIX I

LEGEND

FF Free-Flow

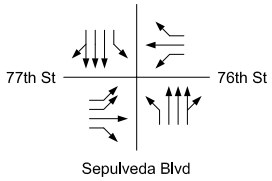
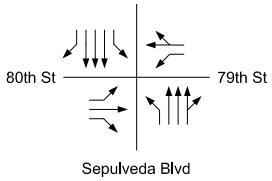
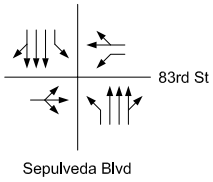
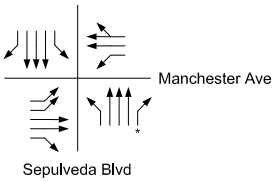
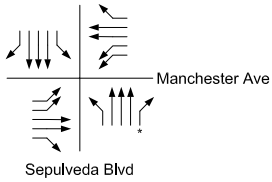
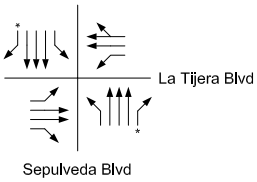
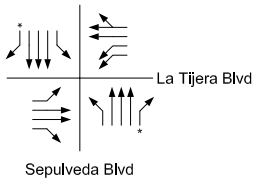
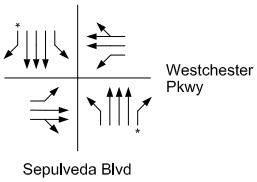
▽ Yield

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
13. Lincoln Boulevard & La Tijera Boulevard/ Private Driveway		Same as Existing Conditions	Same as Existing Conditions
14. Jefferson Boulevard & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
15. Nicholsan Street/ Private Driveway & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
16. Pershing Drive & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
17. Pershing Drive & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
18. Vista Del Mar & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
19. Pershing Drive & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
20. Main Street/ Private Driveway & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
21. Vista Del Mar & Grand Avenue		Same as Existing Conditions	Same as Existing Conditions
22. Highland Avenue & Rosecrans Avenue		Same as Existing Conditions	Same as Existing Conditions
23. Sepulveda Boulevard & Centinela Avenue		Same as Existing Conditions	Same as Existing Conditions
24. Sepulveda Boulevard & Howard Hughes Parkway		Same as Existing Conditions	Same as Existing Conditions

LEGEND

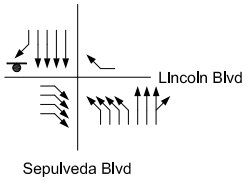
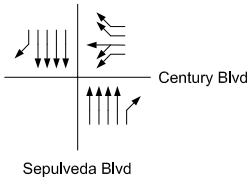
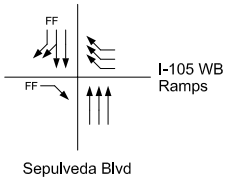
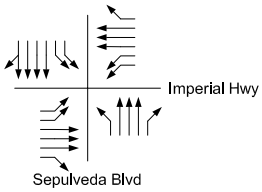
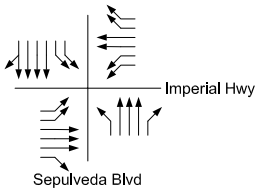
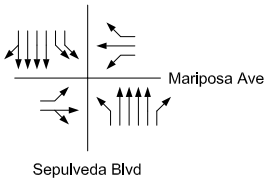
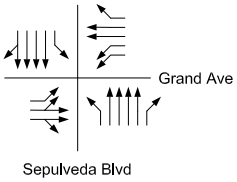
* Functional Right-Turn

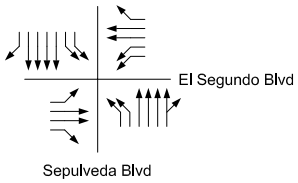
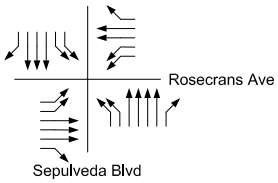
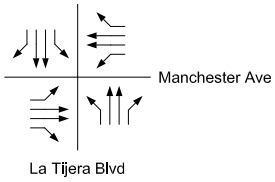
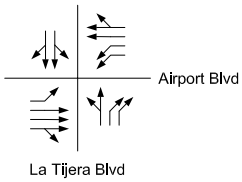
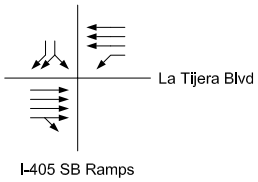
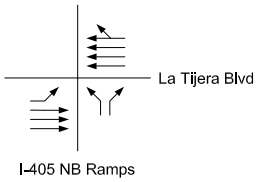
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
25. Sepulveda Boulevard & 76th Street/77th Street		Same as Existing Conditions	Same as Existing Conditions
26. Sepulveda Boulevard & 79th Street/80th Street		Same as Existing Conditions	Same as Existing Conditions
27. Sepulveda Boulevard & 83rd Street		Same as Existing Conditions	Same as Existing Conditions
28. Sepulveda Boulevard & Manchester Avenue		Same as Existing Conditions	
29. Sepulveda Boulevard & La Tijera Boulevard		Same as Existing Conditions	
30. Sepulveda Boulevard & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions

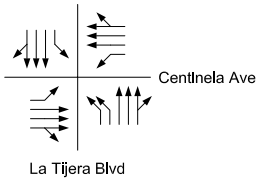
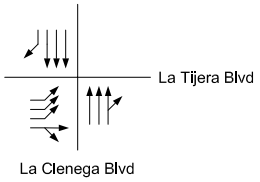
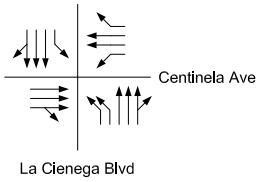
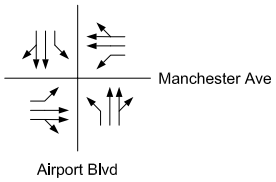
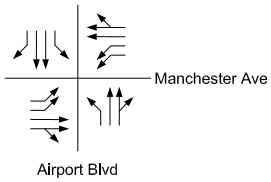
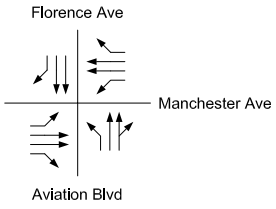
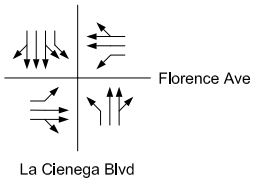
LEGEND

Stop Sign

FF Free-Flow

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
31. Sepulveda Boulevard & Lincoln Boulevard		Same as Existing Conditions	Same as Existing Conditions
32. Sepulveda Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
33. Sepulveda Boulevard & I-105 Westbound Ramps N/O Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
34. Sepulveda Boulevard & Imperial Highway		Same as Existing Conditions	
35. Sepulveda Boulevard & Mariposa Avenue		Same as Existing Conditions	Same as Existing Conditions
36. Sepulveda Boulevard & Grand Avenue		Same as Existing Conditions	Same as Existing Conditions

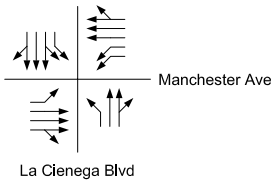
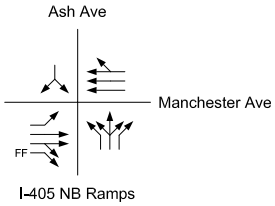
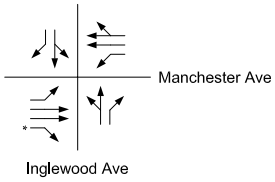
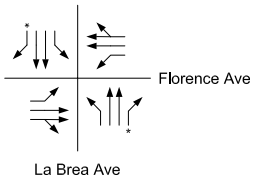
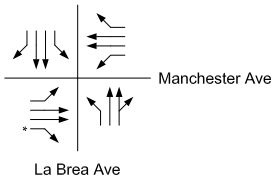
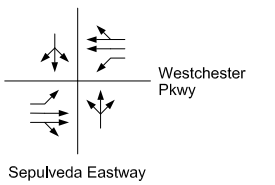
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
37. Sepulveda Boulevard & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions
38. Sepulveda Boulevard & Rosecrans Avenue		Same as Existing Conditions	Same as Existing Conditions
39. La Tijera Boulevard & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
40. La Tijera Boulevard & Airport Boulevard		Same as Existing Conditions	Same as Existing Conditions
41. I-405 Southbound Ramps & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions
42. I-405 Northbound Ramps & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
43. La Tijera Boulevard & Centinela Avenue		Same as Existing Conditions	Same as Existing Conditions
44. La Cienega Boulevard & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions
45. La Cienega Boulevard & Centinela Avenue		Same as Existing Conditions	Same as Existing Conditions
46. Airport Boulevard & Manchester Avenue		Same as Existing Conditions	
47. Aviation Boulevard/ Florence Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
48. La Cienega Boulevard & Florence Avenue		Same as Existing Conditions	Same as Existing Conditions

LEGEND

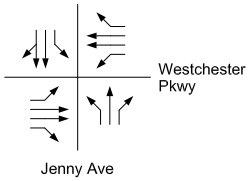
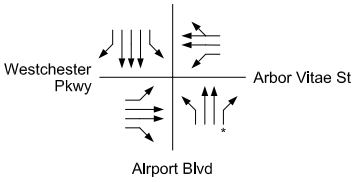
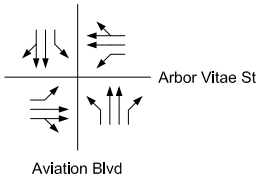
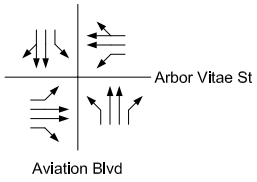
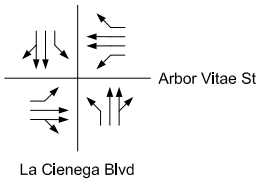
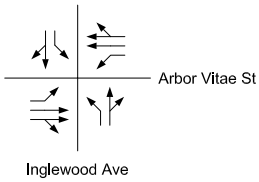
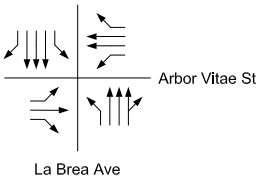
* Functional Right-Turn

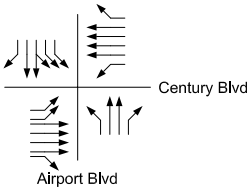
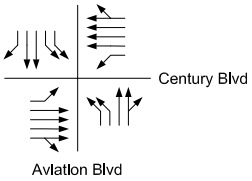
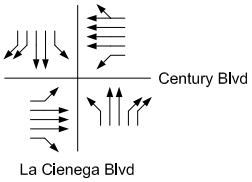
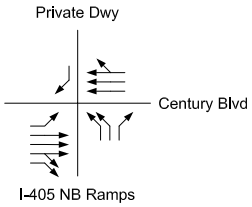
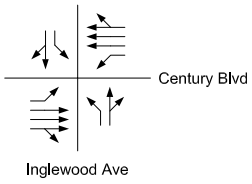
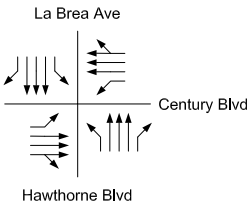
FF Free-Flow

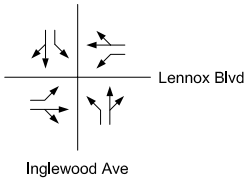
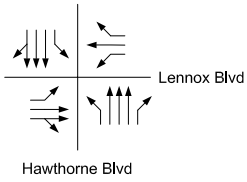
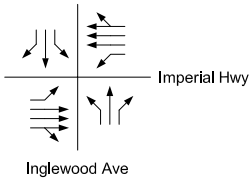
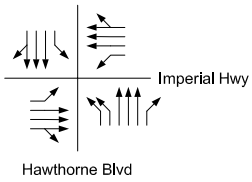
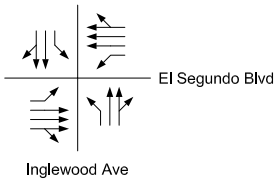
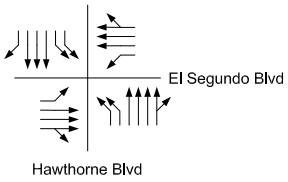
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
49. La Cienega Boulevard & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
50. Ash Avenue/ I-405 Northbound Ramps & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
51. Inglewood Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
52. La Brea Avenue & Florence Avenue		Same as Existing Conditions	Same as Existing Conditions
53. La Brea Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
54. Sepulveda Eastway & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions

LEGEND

* Functional Right-Turn

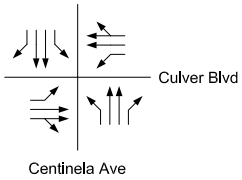
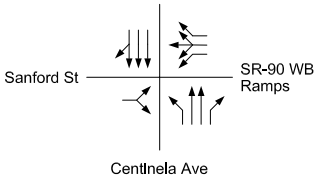
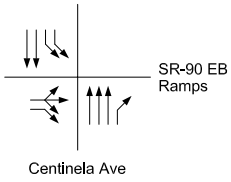
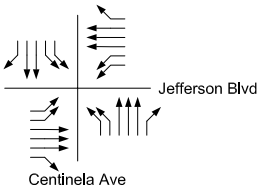
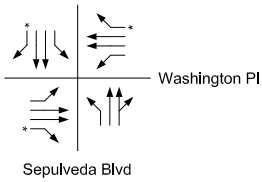
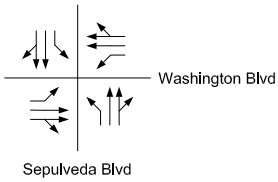
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
55. Jenny Avenue & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
56. Airport Boulevard & Arbor Vitae Street/ Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
57. Aviation Boulevard & Arbor Vitae Street		Same as Existing Conditions	
58. La Cienega Boulevard & Arbor Vitae Street		Same as Existing Conditions	Same as Existing Conditions
59. Inglewood Avenue & Arbor Vitae Street		Same as Existing Conditions	Same as Existing Conditions
60. La Brea Avenue & Arbor Vitae Street		Same as Existing Conditions	Same as Existing Conditions

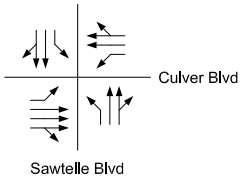
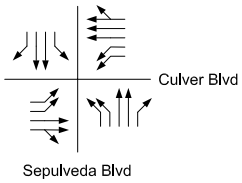
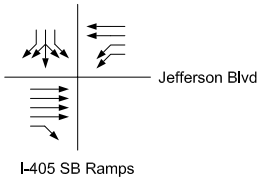
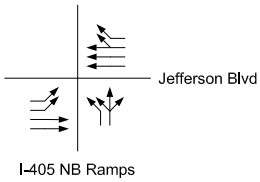
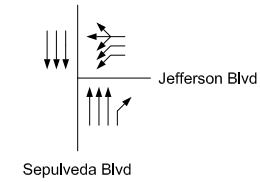
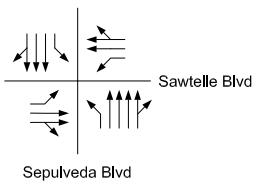
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
61. Airport Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
62. Aviation Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
63. La Cienega Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
64. I-405 Northbound Ramps/ Private Driveway & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
65. Inglewood Avenue & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions
66. La Brea Avenue/ Hawthorne Boulevard & Century Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
67. Inglewood Avenue & Lennox Boulevard		Same as Existing Conditions	Same as Existing Conditions
68. Hawthorne Boulevard & Lennox Boulevard		Same as Existing Conditions	Same as Existing Conditions
69. Inglewood Avenue & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
70. Hawthorne Boulevard & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
71. Inglewood Avenue & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions
72. Hawthorne Boulevard & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions

LEGEND

* Functional Right-Turn

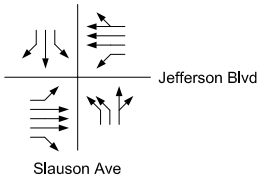
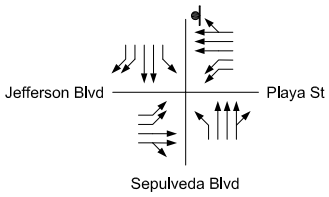
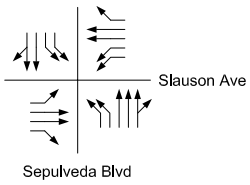
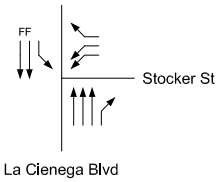
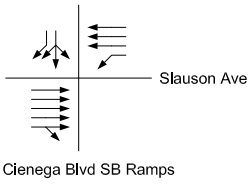
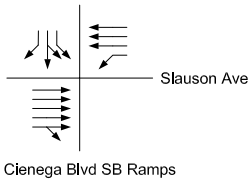
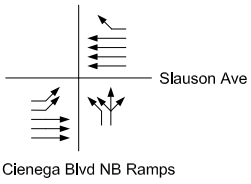
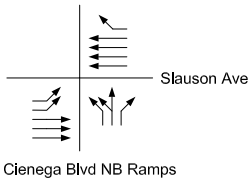
	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
73. Centinela Avenue & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
74. Centinela Avenue & Sanford Street/ SR-90 Westbound Ramps		Same as Existing Conditions	Same as Existing Conditions
75. Centinela Avenue & SR-90 Eastbound Ramps		Same as Existing Conditions	Same as Existing Conditions
76. Centinela Avenue & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
77. Sepulveda Boulevard & Washington Place		Same as Existing Conditions	Same as Existing Conditions
78. Sepulveda Boulevard & Washington Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
79. Sawtelle Boulevard & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
80. Sepulveda Boulevard & Culver Boulevard		Same as Existing Conditions	Same as Existing Conditions
81. I-405 Southbound Ramps & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
82. I-405 Northbound Ramps & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
83. Sepulveda Boulevard & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
84. Sepulveda Boulevard & Sawtelle Boulevard		Same as Existing Conditions	Same as Existing Conditions

LEGEND

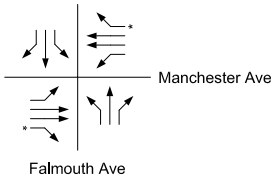
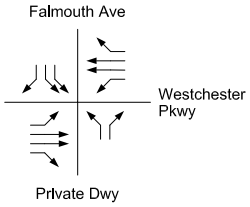
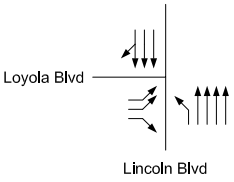
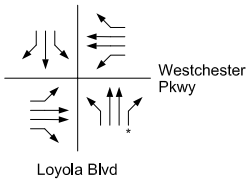
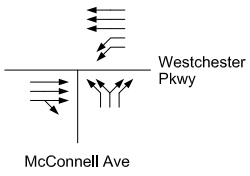
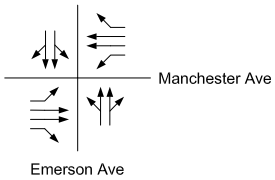
Stop Sign

FF Free-Flow

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
85. Slauson Avenue & Jefferson Boulevard		Same as Existing Conditions	Same as Existing Conditions
86. Sepulveda Boulevard & Jefferson Boulevard/ Playa Street		Same as Existing Conditions	Same as Existing Conditions
87. Sepulveda Boulevard & Slauson Avenue		Same as Existing Conditions	Same as Existing Conditions
88. La Cienega Boulevard & Stocker Street		Same as Existing Conditions	Same as Existing Conditions
89. La Cienega Boulevard Southbound Ramps & Slauson Avenue			Same as Existing Conditions
90. La Cienega Boulevard Northbound Ramps & Slauson Avenue			Same as Existing Conditions

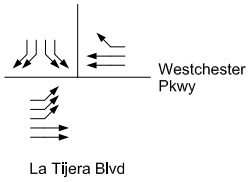
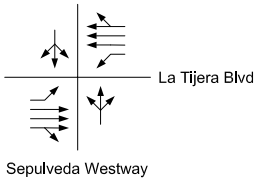
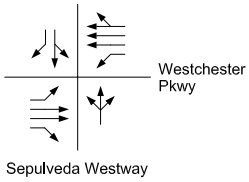
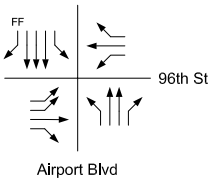
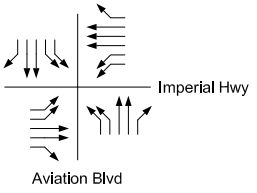
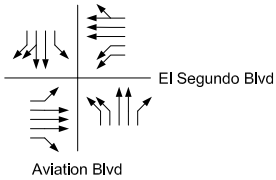
LEGEND

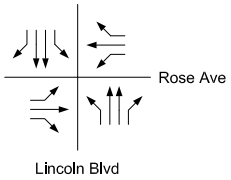
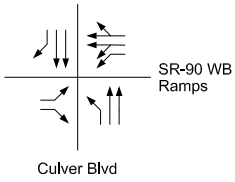
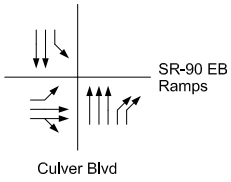
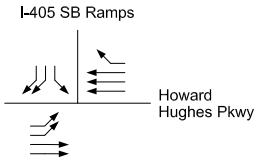
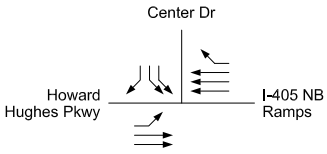
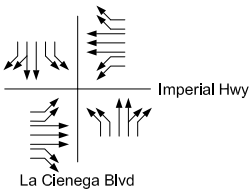
* Functional Right-Turn

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
91. Falmouth Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions
92. Falmouth Avenue/ Private Driveway & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
93. Lincoln Boulevard & Loyola Boulevard		Same as Existing Conditions	Same as Existing Conditions
94. Loyola Boulevard & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
95. McConnell Avenue & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
96. Emerson Avenue & Manchester Avenue		Same as Existing Conditions	Same as Existing Conditions

LEGEND

FF Free-Flow

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
97. La Tijera Boulevard & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
98. Sepulveda Westway & La Tijera Boulevard		Same as Existing Conditions	Same as Existing Conditions
99. Sepulveda Westway & Westchester Parkway		Same as Existing Conditions	Same as Existing Conditions
100. Airport Boulevard & 96th Street		Same as Existing Conditions	Same as Existing Conditions
101. Aviation Boulevard & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions
102. Aviation Boulevard & El Segundo Boulevard		Same as Existing Conditions	Same as Existing Conditions

	EXISTING CONDITIONS (YEAR 2012)	FUTURE WITHOUT PROJECT (YEAR 2022)	FUTURE WITH PROJECT WITH MITIGATION (YEAR 2022)
103. Lincoln Boulevard & Rose Avenue		Same as Existing Conditions	Same as Existing Conditions
104. Culver Boulevard & SR-90 Westbound Ramps		Same as Existing Conditions	Same as Existing Conditions
105. Culver Boulevard & SR-90 Eastbound Ramps		Same as Existing Conditions	Same as Existing Conditions
106. I-405 Southbound Ramps & Howard Hughes Parkway		Same as Existing Conditions	Same as Existing Conditions
107. Center Drive & Howard Hughes Parkway/ I-405 Northbound Ramps		Same as Existing Conditions	Same as Existing Conditions
108. La Cienega Boulevard & Imperial Highway		Same as Existing Conditions	Same as Existing Conditions

Appendix J

Level of Service Worksheets

Existing Conditions (Year 2012)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
1	North-South Street:	Lincoln Boulevard	East-West Street:	Venice Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	2	74	177	2	**97**
	Left-Through		0			0	
	Through	1377	1	**749**	1295	1	707
	Through-Right		1			1	
	Right	121	0	121	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	193	2	**106**	285	2	157
	Left-Through		0			0	
	Through	1317	1	681	1565	1	**810**
	Through-Right		1			1	
	Right	44	0	44	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	2	36	87	2	**48**
	Left-Through		0			0	
	Through	770	3	**257**	852	3	284
	Through-Right		0			0	
	Right	128	1	54	212	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	279	2	**153**	294	2	162
	Left-Through		0			0	
	Through	600	2	300	856	2	**428**
	Through-Right		0			0	
	Right	242	1	136	200	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	855		*North-South:*	907
			East-West:	410		*East-West:*	476
			SUM:	1265		*SUM:*	1383
	VOLUME/CAPACITY *(V/C)* RATIO:			0.920			1.006
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.820**			**0.906**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
2	North-South Street:	Lincoln Boulevard	East-West Street:	Washington Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	430	2	**237**	443	2	**244**
	Left-Through		0			0	
	Through	1523	2	545	1191	2	461
	Through-Right		1			1	
	Right	113	0	113	192	0	192
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	261	2	144
	Left-Through		0			0	
	Through	1386	2	**512**	1466	2	**534**
	Through-Right		1			1	
	Right	150	0	150	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	**52**	129	2	71
	Left-Through		0			0	
	Through	627	2	314	730	2	**365**
	Through-Right		0			0	
	Right	399	1	162	419	1	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	2	103	532	2	**293**
	Left-Through		0			0	
	Through	736	2	**368**	685	2	343
	Through-Right		0			0	
	Right	224	1	83	361	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	749		*North-South:*	778
			East-West:	420		*East-West:*	658
			SUM:	1169		*SUM:*	1436
	VOLUME/CAPACITY *(V/C)* RATIO:			0.850			1.044
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.750**			**0.944**
	LEVEL OF SERVICE (LOS):			**C**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
3	North-South Street:	Lincoln Boulevard	East-West Street:	Maxella Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	145	2	80
	Left-Through		0			0	
	Through	1799	3	**600**	1891	3	**630**
	Through-Right		0			0	
	Right	197	1	104	351	1	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	2	**60**	112	2	**62**
	Left-Through		0			0	
	Through	1560	3	398	2139	3	563
	Through-Right		1			1	
	Right	30	0	30	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	67	1	67
	Left-Through		0			0	
	Through	78	1	78	77	1	**77**
	Through-Right		0			0	
	Right	185	1	**149**	97	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	1	**93**	287	1	**193**
	Left-Through		1			1	
	Through	27	0	93	99	0	193
	Through-Right		0			0	
	Right	130	1	70	166	1	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	660		*North-South:*	692
			East-West:	242		*East-West:*	270
			SUM:	902		*SUM:*	962
	VOLUME/CAPACITY *(V/C)* RATIO:			0.656			0.700
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.556**			**0.600**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
4	North-South Street:	Lincoln Boulevard	East-West Street:	SR-90 Ramps
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1449	3	**483**	1664	3	**555**
	Through-Right		0			0	
	Right	258	1	0	237	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	777	2	**427**	849	2	**467**
	Left-Through		0			0	
	Through	1171	3	390	1795	3	598
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	240	2	**132**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	764	2	0	730	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	910		*North-South:*	1022
			East-West:	87		*East-West:*	132
			SUM:	997		*SUM:*	1154
	VOLUME/CAPACITY *(V/C)* RATIO:			0.700			0.810
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.700			0.810
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
5	North-South Street:	Lincoln Boulevard	East-West Street:	Bali Way
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0 / EB -- 0	SB -- / WB --	0 / 0	NB -- 0 / EB -- 0	SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**	139	1	**139**
	Left-Through		0			0	
	Through	1361	2	461	1462	2	490
	Through-Right		1			1	
	Right	22	0	22	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	39	1	39
	Left-Through		0			0	
	Through	1158	2	**456**	1730	2	**708**
	Through-Right		1			1	
	Right	209	0	209	393	0	393
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	286	1	**145**	429	1	**215**
	Left-Through		1			1	
	Through	3	0	145	0	0	215
	Through-Right		0			0	
	Right	59	1	9	35	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	5	0	5
	Left-Through		0			0	
	Through	1	0	**18**	5	0	**47**
	Through-Right		0			0	
	Right	8	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	847
			East-West:	163		*East-West:*	262
			SUM:	720		*SUM:*	1109
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.424**			**0.707**
LEVEL OF SERVICE (LOS):				**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
6	North-South Street:	Lincoln Boulevard	East-West Street:	Mindanao Way
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	129	1	129	98	1	98
	Left-Through		0			0	
	Through	1418	3	**473**	1483	3	**494**
	Through-Right		0			0	
	Right	325	1	197	284	1	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	203	1	**203**
	Left-Through		0			0	
	Through	1093	2	374	1471	2	521
	Through-Right		1			1	
	Right	30	0	30	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	503	1	**273**	485	1	**297**
	Through-Right		1			1	
	Right	43	0	43	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	232	2	**128**	388	2	**213**
	Left-Through		0			0	
	Through	420	1	249	633	1	350
	Through-Right		1			1	
	Right	77	0	77	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	610		*North-South:*	697
			East-West:	401		*East-West:*	510
			SUM:	1011		*SUM:*	1207
	VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.878
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.635**			**0.778**
	LEVEL OF SERVICE (LOS):			**B**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
7	North-South Street:	Lincoln Boulevard	East-West Street:	Fiji Way
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	583	2	**321**	739	2	**406**
	Left-Through		0			0	
	Through	1810	2	617	1796	2	611
	Through-Right		1			1	
	Right	42	0	42	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	59	1	59
	Left-Through		0			0	
	Through	1237	2	**438**	1773	2	**645**
	Through-Right		1			1	
	Right	76	0	76	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	119	1	**119**
	Left-Through		0			0	
	Through	19	1	19	22	1	22
	Through-Right		0			0	
	Right	555	1	0	882	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	0	21	36	0	36
	Left-Through		1			1	
	Through	15	0	**51**	19	0	**43**
	Through-Right		1			1	
	Right	45	0	51	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	759		*North-South:*	1051
			East-West:	130		*East-West:*	162
			SUM:	889		*SUM:*	1213
	VOLUME/CAPACITY *(V/C)* RATIO:			0.624			0.851
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.524**			**0.751**
	LEVEL OF SERVICE (LOS):			**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
8	North-South Street:	Lincoln Boulevard	East-West Street:	Jefferson Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	28	1	28
	Left-Through		0			0	
	Through	1789	4	**447**	1634	4	**409**
	Through-Right		0			0	
	Right	415	1	225	290	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	389	2	**214**	464	2	**255**
	Left-Through		0			0	
	Through	1193	4	298	1598	4	400
	Through-Right		0			0	
	Right	197	1	22	438	1	354
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	175	84	1	84
	Left-Through		0			0	
	Through	351	2	**130**	167	2	**80**
	Through-Right		1			1	
	Right	40	0	40	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	345	2	**190**	473	2	**260**
	Left-Through		0			0	
	Through	100	2	50	214	2	107
	Through-Right		0			0	
	Right	424	2	19	476	2	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	661		*North-South:*	664
			East-West:	320		*East-West:*	340
			SUM:	981		*SUM:*	1004
	VOLUME/CAPACITY *(V/C)* RATIO:			0.713			0.730
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.613**			**0.630**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
9	North-South Street:	Lincoln Boulevard	East-West Street:	Bluff Creek Drive
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2304	4	**576**	1987	4	497
	Through-Right		0			0	
	Right	97	1	23	184	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	2	**8**	38	2	21
	Left-Through		0			0	
	Through	1455	4	364	2285	4	**571**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	2	**74**	108	2	**59**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	34	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	584		*North-South:*	571
			East-West:	74		*East-West:*	59
			SUM:	658		*SUM:*	630
	VOLUME/CAPACITY *(V/C)* RATIO:			0.462			0.442
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.362**			**0.342**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
10	North-South Street:	Lincoln Boulevard	East-West Street:	LMU Drive
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	16	1	**16**
	Left-Through		0			0	
	Through	2290	4	**573**	1957	4	489
	Through-Right		0			0	
	Right	193	1	170	96	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	208	2	**114**	106	2	58
	Left-Through		0			0	
	Through	1335	3	445	2146	3	**715**
	Through-Right		0			0	
	Right	10	1	0	19	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	19	1	**19**
	Left-Through		0			0	
	Through	0	0	15	1	0	14
	Through-Right		1			1	
	Right	15	0	0	13	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	**23**	138	1	**116**
	Left-Through		0			0	
	Through	2	0	23	1	0	116
	Through-Right		0			0	
	Right	35	1	0	208	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	687		*North-South:*	731
			East-West:	48		*East-West:*	135
			SUM:	735		*SUM:*	866
	VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.630
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.435**			**0.530**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
13	North-South Street:	Lincoln Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	15	2	8
	Left-Through		0			0	
	Through	1623	2	**545**	1574	2	**530**
	Through-Right		1			1	
	Right	12	0	12	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	39	1	**39**
	Left-Through		0			0	
	Through	1270	2	443	1534	2	532
	Through-Right		1			1	
	Right	58	0	58	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	23	79	1	44
	Left-Through		1			1	
	Through	5	0	23	8	0	44
	Through-Right		0			0	
	Right	47	1	**30**	65	1	**57**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		0			0	
	Through	3	0	**15**	2	0	**17**
	Through-Right		0			0	
	Right	2	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	564		*North-South:*	569
			East-West:	45		*East-West:*	74
			SUM:	609		*SUM:*	643
	VOLUME/CAPACITY *(V/C)* RATIO:			0.443			0.468
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.343**			**0.368**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
15	North-South Street:	Nicholsan Street	East-West Street:	Culver Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	42	0	**42**
	Left-Through		1			1	
	Through	0	0	21	0	0	42
	Through-Right		0			0	
	Right	1144	1	0	453	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**2**
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	1	1	1
	Left-Through		0			0	
	Through	1260	1	**633**	557	1	**293**
	Through-Right		1			1	
	Right	6	0	6	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	270	1	**270**	864	1	**864**
	Left-Through		0			0	
	Through	351	1	176	1035	1	518
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	21		*North-South:*	44
			East-West:	903		*East-West:*	1157
			SUM:	924		*SUM:*	1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.648			0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.548**			**0.743**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
16	North-South Street:	Pershing Drive	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	31	1	31
	Left-Through		0			0	
	Through	786	2	**393**	357	2	**179**
	Through-Right		0			0	
	Right	120	1	53	125	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	20	1	**20**
	Left-Through		0			0	
	Through	186	1	98	35	1	29
	Through-Right		1			1	
	Right	9	0	9	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	265	1	265
	Left-Through		0			0	
	Through	10	1	10	597	1	**306**
	Through-Right		1			1	
	Right	19	0	8	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	135	98	1	98
	Left-Through		0			0	
	Through	30	1	30	40	1	40
	Through-Right		0			0	
	Right	338	1	**258**	176	1	**156**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	473		*North-South:*	199
			East-West:	290		*East-West:*	462
			SUM:	763		*SUM:*	661
	VOLUME/CAPACITY *(V/C)* RATIO:			0.555			0.481
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.455**			**0.381**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
17	North-South Street:	Pershing Drive	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	568	2	**284**	514	2	**257**
	Through-Right		0			0	
	Right	230	1	125	205	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	**57**	67	1	**67**
	Left-Through		0			0	
	Through	425	2	213	436	2	218
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	**105**	166	2	**91**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	105	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	341		*North-South:*	324
			East-West:	105		*East-West:*	91
			SUM:	446		*SUM:*	415
	VOLUME/CAPACITY *(V/C)* RATIO:			0.313			0.291
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.213**			**0.191**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
18	North-South Street:	Vista del Mar	East-West Street:	Imperial Highway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	5	1	**5**
	Left-Through		0			0	
	Through	1025	2	**513**	397	2	199
	Through-Right		0			0	
	Right	527	1	428	250	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	149	1	149
	Left-Through		0			0	
	Through	262	1	135	788	1	**398**
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	7	1	7
	Left-Through		0			0	
	Through	10	1	**10**	37	1	**37**
	Through-Right		0			0	
	Right	1	1	0	6	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	184	1	**99**	368	1	**203**
	Left-Through		1			1	
	Through	13	0	99	37	0	203
	Through-Right		0			0	
	Right	88	1	16	150	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	585		*North-South:*	403
			East-West:	109		*East-West:*	240
			SUM:	694		*SUM:*	643
	VOLUME/CAPACITY *(V/C)* RATIO:			0.505			0.468
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.405**			**0.368**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
19	North-South Street:	Pershing Drive	East-West Street:	Imperial Highway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	2	0	2
	Left-Through		0			0	
	Through	2	0	**5**	1	0	**9**
	Through-Right		0			0	
	Right	1	0	0	6	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	592	1	**297**	685	1	**343**
	Left-Through		1			1	
	Through	1	0	297	1	0	343
	Through-Right		0			0	
	Right	77	1	0	185	1	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	177	2	**97**	130	2	**72**
	Left-Through		0			0	
	Through	416	1	209	358	1	181
	Through-Right		1			1	
	Right	2	0	2	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	1	0
	Left-Through		0			0	
	Through	206	2	103	375	2	188
	Through-Right		0			0	
	Right	749	1	**452**	564	1	**221**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	302		*North-South:*	352
			East-West:	549		*East-West:*	293
			SUM:	851		*SUM:*	645
	VOLUME/CAPACITY *(V/C)* RATIO:			0.619			0.469
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.519**			**0.369**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
20	North-South Street:	Main Street	East-West Street:	Imperial Highway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	276	1	138	364	1	**182**
	Left-Through		1			1	
	Through	0	0	138	0	0	182
	Through-Right		0			0	
	Right	575	1	**484**	322	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	1	0	1
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**5**
	Through-Right		0			0	
	Right	0	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	837	2	**419**	751	2	**376**
	Through-Right		0			0	
	Right	129	1	60	339	1	248
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	544	2	**299**
	Left-Through		0			0	
	Through	754	1	378	554	1	277
	Through-Right		1			1	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	484		*North-South:*	187
			East-West:	601		*East-West:*	675
			SUM:	1085		*SUM:*	862
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.627
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.527**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
21	North-South Street:	Vista del Mar	East-West Street:	Grand Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	2	1	**2**
	Left-Through		0			0	
	Through	1244	1	**695**	603	1	381
	Through-Right		1			1	
	Right	146	0	146	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	79	1	**79**	106	1	106
	Left-Through		0			0	
	Through	345	1	174	1023	1	**514**
	Through-Right		1			1	
	Right	2	0	2	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	2
	Left-Through		0			0	
	Through	0	0	**2**	9	0	**15**
	Through-Right		0			0	
	Right	2	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	159	1	**83**
	Left-Through		1			1	
	Through	8	0	41	6	0	83
	Through-Right		0			0	
	Right	118	1	**79**	96	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	774		*North-South:*	516
			East-West:	81		*East-West:*	98
			SUM:	855		*SUM:*	614
	VOLUME/CAPACITY *(V/C)* RATIO:			0.600			0.431
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.500**			**0.331**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
24	North-South Street:	Sepulveda Boulevard	East-West Street:	Howard Hughes Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1794	4	**449**	1432	4	358
	Through-Right		0			0	
	Right	743	1	0	370	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	2	**86**	533	2	293
	Left-Through		0			0	
	Through	693	3	231	2048	3	**683**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	472	3	**165**	665	3	**233**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	153	164	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	535		*North-South:*	683
			East-West:	165		*East-West:*	233
			SUM:	700		*SUM:*	916
	VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.643
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.543**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
25	North-South Street:	Sepulveda Boulevard	East-West Street:	76th Street/77th Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	59	1	**59**
	Left-Through		0			0	
	Through	1884	2	**632**	1640	2	556
	Through-Right		1			1	
	Right	11	0	11	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	166	1	166
	Left-Through		0			0	
	Through	1083	2	410	2132	2	**826**
	Through-Right		1			1	
	Right	147	0	147	345	0	345
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	498	2	**274**	205	2	**113**
	Left-Through		0			0	
	Through	36	1	36	44	1	44
	Through-Right		0			0	
	Right	66	1	50	49	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	40	1	40
	Left-Through		0			0	
	Through	30	1	30	48	1	**48**
	Through-Right		0			0	
	Right	155	1	**126**	67	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	691		*North-South:*	885
			East-West:	400		*East-West:*	161
			SUM:	1091		*SUM:*	1046
	VOLUME/CAPACITY *(V/C)* RATIO:			0.766			0.734
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.666**			**0.634**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
26	North-South Street:	Sepulveda Boulevard	East-West Street:	79th Street/80th Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	100	1	**100**
	Left-Through		0			0	
	Through	1687	2	**567**	1577	2	538
	Through-Right		1			1	
	Right	14	0	14	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	**21**	45	1	45
	Left-Through		0			0	
	Through	1122	3	374	1969	3	**656**
	Through-Right		0			0	
	Right	80	1	21	160	1	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	85	1	**85**
	Left-Through		0			0	
	Through	21	1	21	64	1	64
	Through-Right		0			0	
	Right	64	1	42	120	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	33	1	33	25	1	25
	Left-Through		0			0	
	Through	52	0	**118**	45	0	**75**
	Through-Right		1			1	
	Right	66	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	588		*North-South:*	756
			East-West:	237		*East-West:*	160
			SUM:	825		*SUM:*	916
	VOLUME/CAPACITY *(V/C)* RATIO:			0.550			0.611
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.450**			**0.511**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
27	North-South Street:	Sepulveda Boulevard	East-West Street:	83rd Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	55	1	**55**
	Left-Through		0			0	
	Through	1582	2	**531**	1610	2	542
	Through-Right		1			1	
	Right	10	0	10	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	68	1	68
	Left-Through		0			0	
	Through	1157	2	394	1954	2	**667**
	Through-Right		1			1	
	Right	24	0	24	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	0	**83**	30	0	30
	Left-Through		0			0	
	Through	40	0	160	53	0	**118**
	Through-Right		0			0	
	Right	37	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	5	1	5	2	1	**2**
	Left-Through		0			0	
	Through	33	0	**107**	29	0	47
	Through-Right		1			1	
	Right	74	0	0	18	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	554		*North-South:*	722
			East-West:	190		*East-West:*	120
			SUM:	744		*SUM:*	842
	VOLUME/CAPACITY *(V/C)* RATIO:			0.496			0.561
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.396**			**0.461**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
28	North-South Street:	Sepulveda Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	137	1	137
	Left-Through		0			0	
	Through	1230	3	**410**	1403	3	**468**
	Through-Right		0			0	
	Right	55	1	0	102	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	234	1	**234**
	Left-Through		0			0	
	Through	883	3	294	1447	3	482
	Through-Right		0			0	
	Right	129	1	87	275	1	223
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	155	2	**85**	190	2	**105**
	Left-Through		0			0	
	Through	489	2	245	773	2	387
	Through-Right		0			0	
	Right	59	1	21	74	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	89	1	89
	Left-Through		0			0	
	Through	798	1	**560**	589	1	**385**
	Through-Right		1			1	
	Right	322	0	322	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	524		*North-South:*	702
			East-West:	645		*East-West:*	490
			SUM:	1169		*SUM:*	1192
	VOLUME/CAPACITY *(V/C)* RATIO:			0.850			0.867
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.750**			**0.767**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
29	North-South Street:	Sepulveda Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	96	1	**96**
	Left-Through		0			0	
	Through	1448	3	**483**	1455	3	485
	Through-Right		0			0	
	Right	95	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	82	1	82
	Left-Through		0			0	
	Through	990	3	330	1471	3	**490**
	Through-Right		0			0	
	Right	64	1	9	113	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	71	1	71
	Left-Through		0			0	
	Through	130	2	**65**	376	2	**188**
	Through-Right		0			0	
	Right	56	1	17	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	237	1	**237**
	Left-Through		0			0	
	Through	178	1	103	256	1	165
	Through-Right		1			1	
	Right	28	0	28	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	526		*North-South:*	586
			East-West:	305		*East-West:*	425
			SUM:	831		*SUM:*	1011
	VOLUME/CAPACITY *(V/C)* RATIO:			0.604			0.735
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.504**			**0.635**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
30	North-South Street:	Sepulveda Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	261	1	**261**
	Left-Through		0			0	
	Through	1389	3	**463**	1432	3	477
	Through-Right		0			0	
	Right	28	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	143	1	143
	Left-Through		0			0	
	Through	1042	3	347	1600	3	**533**
	Through-Right		0			0	
	Right	57	1	41	83	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	16	1	**16**	33	1	33
	Left-Through		0			0	
	Through	156	1	102	190	1	**143**
	Through-Right		1			1	
	Right	48	0	48	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	171	1	**171**
	Left-Through		0			0	
	Through	265	1	**194**	282	1	218
	Through-Right		1			1	
	Right	123	0	123	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	553		*North-South:*	794
			East-West:	210		*East-West:*	314
			SUM:	763		*SUM:*	1108
	VOLUME/CAPACITY *(V/C)* RATIO:			0.555			0.806
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.455**			**0.706**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
31	North-South Street:	Sepulveda Boulevard	East-West Street:	Lincoln Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1537	0	0	1791	0	**0**
	Left-Through		0			0	
	Through	1469	4	**367**	1756	4	439
	Through-Right		0			0	
	Right	155	3	54	267	3	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1288	4	322	1832	4	**458**
	Through-Right		0			0	
	Right	14	0	0	27	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1405	0	0	1574	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	4	0	0	4	0
	Through-Right		0			0	
	Right	10	0	0	27	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	367		*North-South:*	458
			East-West:	0		*East-West:*	0
			SUM:	367		*SUM:*	458
VOLUME/CAPACITY *(V/C)* RATIO:				0.245			0.305
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.145**			**0.205**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
32	North-South Street:	Sepulveda Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3136	4	**784**	3091	4	**773**
	Through-Right		0			0	
	Right	30	1	0	10	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1873	4	468	2498	4	625
	Through-Right		0			0	
	Right	155	1	155	173	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	1	**186**	603	1	**311**
	Left-Through		1			1	
	Through	43	0	186	18	0	311
	Through-Right		0			0	
	Right	264	2	145	249	2	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	784		*North-South:*	773
			East-West:	186		*East-West:*	311
			SUM:	970		*SUM:*	1084
	VOLUME/CAPACITY *(V/C)* RATIO:			0.647			0.723
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.547**			**0.623**
	LEVEL OF SERVICE (LOS):			**A**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
33	North-South Street:	Sepulveda Boulevard	East-West Street:	I-105 WB Ramps N/O Imperial Hwy
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1993	3	**664**	2417	3	**806**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1735	0	0	2208	0	0
	Through-Right		0			0	
	Right	1378	0	0	2028	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	751	0	0	694	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2132	3	**746**	1872	3	**655**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	664		*North-South:*	806
			East-West:	746		*East-West:*	655
			SUM:	1410		*SUM:*	1461
	VOLUME/CAPACITY *(V/C)* RATIO:			0.940			0.974
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.840**			**0.874**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
34	North-South Street:	Sepulveda Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	169	1	169
	Left-Through		0			0	
	Through	1469	3	490	1894	3	631
	Through-Right		0			0	
	Right	590	1	**526**	1002	1	**946**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	354	2	**195**	411	2	**226**
	Left-Through		0			0	
	Through	2257	3	568	2361	3	597
	Through-Right		1			1	
	Right	16	0	16	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	223	2	**123**	204	2	**112**
	Left-Through		0			0	
	Through	266	3	89	380	3	127
	Through-Right		0			0	
	Right	179	1	126	161	1	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	232	2	128	203	2	112
	Left-Through		0			0	
	Through	220	3	73	299	3	100
	Through-Right		0			0	
	Right	407	1	**212**	503	1	**277**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	721		*North-South:*	1172
			East-West:	335		*East-West:*	389
			SUM:	1056		*SUM:*	1561
	VOLUME/CAPACITY *(V/C)* RATIO:			0.768			1.135
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.668**			**1.035**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
39	North-South Street:	La Tijera Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	30	1	30
	Left-Through		0			0	
	Through	220	2	110	442	2	**221**
	Through-Right		0			0	
	Right	63	1	0	224	1	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	27	1	**27**
	Left-Through		0			0	
	Through	416	2	**208**	401	2	201
	Through-Right		0			0	
	Right	218	1	157	192	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	123	1	**123**	287	1	**287**
	Left-Through		0			0	
	Through	484	2	242	898	2	449
	Through-Right		0			0	
	Right	24	1	5	32	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	134	117	1	117
	Left-Through		0			0	
	Through	841	2	**421**	682	2	**341**
	Through-Right		0			0	
	Right	13	1	2	17	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	247		*North-South:*	248
			East-West:	544		*East-West:*	628
			SUM:	791		*SUM:*	876
	VOLUME/CAPACITY *(V/C)* RATIO:			0.555			0.615
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.455**			**0.515**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
40	North-South Street:	Airport Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	20	0	20
	Left-Through		1			1	
	Through	89	0	**125**	43	0	**63**
	Through-Right		0			0	
	Right	366	2	0	538	2	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	0	63	43	0	43
	Left-Through		1			1	
	Through	44	0	**69**	61	0	**70**
	Through-Right		1			1	
	Right	25	0	0	9	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	6	17	1	17
	Left-Through		0			0	
	Through	432	2	**147**	761	2	**257**
	Through-Right		1			1	
	Right	9	0	9	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	589	2	**324**	477	2	**262**
	Left-Through		0			0	
	Through	696	1	352	631	1	325
	Through-Right		1			1	
	Right	8	0	8	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	194		*North-South:*	133
			East-West:	471		*East-West:*	519
			SUM:	665		*SUM:*	652
	VOLUME/CAPACITY *(V/C)* RATIO:			0.484			0.474
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.384**			**0.374**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
41	North-South Street:	I-405 SB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	2	NB -- 0	SB --	2
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	0	104	237	0	237
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	386	1	**245**	428	1	**333**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1011	3	**306**	1443	3	**404**
	Through-Right		1			1	
	Right	214	0	214	171	0	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	204	1	**204**
	Left-Through		0			0	
	Through	1038	3	346	1066	3	355
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	245		*North-South:*	333
			East-West:	523		*East-West:*	608
			SUM:	768		*SUM:*	941
VOLUME/CAPACITY *(V/C)* RATIO:				0.539			0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.560**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
42	North-South Street:	I-405 NB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	186	1	186
	Left-Through		0			0	
	Through	3	0	0	3	0	0
	Through-Right		0			0	
	Right	198	1	**198**	313	1	**313**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	**360**	303	1	**303**
	Left-Through		0			0	
	Through	720	3	240	1461	3	487
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1164	3	**364**	1106	3	**305**
	Through-Right		1			1	
	Right	292	0	292	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	313
			East-West:	724		*East-West:*	608
			SUM:	922		*SUM:*	921
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.547**			**0.546**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
43	North-South Street:	La Tijera Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	196	2	108
	Left-Through		0			0	
	Through	801	2	301	1218	2	**497**
	Through-Right		1			1	
	Right	102	0	102	274	0	274
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	123	1	**123**
	Left-Through		0			0	
	Through	864	2	**336**	839	2	315
	Through-Right		1			1	
	Right	145	0	145	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	199	1	**199**
	Left-Through		0			0	
	Through	346	2	135	752	2	267
	Through-Right		1			1	
	Right	58	0	58	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	1	160	160	1	160
	Left-Through		0			0	
	Through	984	2	**331**	839	2	**282**
	Through-Right		1			1	
	Right	9	0	9	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	421		*North-South:*	620
			East-West:	458		*East-West:*	481
			SUM:	879		*SUM:*	1101
	VOLUME/CAPACITY *(V/C)* RATIO:			0.639			0.801
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.539**			**0.701**
	LEVEL OF SERVICE (LOS):			**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
44	North-South Street:	La Cienega Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**841**	1801	2	669
	Through-Right		1			1	
	Right	92	0	92	207	0	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2191	3	730	2243	3	**748**
	Through-Right		0			0	
	Right	952	1	672	992	1	613
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	**280**	1084	3	**379**
	Left-Through		0			0	
	Through	121	0	130	278	0	320
	Through-Right		1			1	
	Right	9	0	0	42	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	841		*North-South:*	748
			East-West:	280		*East-West:*	379
			SUM:	1121		*SUM:*	1127
	VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.647**			**0.651**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
45	North-South Street:	La Cienega Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	2	4	96	2	53
	Left-Through		0			0	
	Through	2280	2	**772**	1990	2	**707**
	Through-Right		1			1	
	Right	36	0	36	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	271	1	**271**
	Left-Through		0			0	
	Through	2041	2	685	1978	2	665
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	319	2	153	921	2	**370**
	Through-Right		1			1	
	Right	140	0	140	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	149	1	**149**
	Left-Through		0			0	
	Through	1114	2	**557**	810	2	405
	Through-Right		0			0	
	Right	194	1	142	117	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	877		*North-South:*	978
			East-West:	557		*East-West:*	519
			SUM:	1434		*SUM:*	1497
	VOLUME/CAPACITY *(V/C)* RATIO:			1.043			1.089
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.943**			**0.989**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
46	North-South Street:	Airport Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	**79**	78	1	78
	Left-Through		0			0	
	Through	352	1	232	621	1	**417**
	Through-Right		1			1	
	Right	111	0	111	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	87	1	**87**
	Left-Through		0			0	
	Through	597	1	**309**	409	1	220
	Through-Right		1			1	
	Right	20	0	20	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	22	1	22
	Left-Through		0			0	
	Through	536	1	302	1169	1	**614**
	Through-Right		1			1	
	Right	67	0	67	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	128	1	**128**
	Left-Through		0			0	
	Through	955	1	**534**	767	1	410
	Through-Right		1			1	
	Right	112	0	112	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	504
			East-West:	544		*East-West:*	742
			SUM:	932		*SUM:*	1246
VOLUME/CAPACITY *(V/C)* RATIO:				0.678			0.906
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.578**			**0.806**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
47	North-South Street:	Florence Avenue/Aviati	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	243	1	**243**	215	1	**215**
	Left-Through		0			0	
	Through	191	1	133	320	1	227
	Through-Right		1			1	
	Right	75	0	75	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	322	2	161	429	2	**215**
	Through-Right		0			0	
	Right	262	1	**184**	212	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	157	1	**157**	341	1	**341**
	Left-Through		0			0	
	Through	505	2	253	943	2	472
	Through-Right		0			0	
	Right	99	1	0	230	1	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	75	1	75
	Left-Through		0			0	
	Through	759	2	**380**	618	2	**309**
	Through-Right		0			0	
	Right	6	1	6	10	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	427		*North-South:*	430
			East-West:	537		*East-West:*	650
			SUM:	964		*SUM:*	1080
	VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.785
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.601**			**0.685**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
48	North-South Street:	La Cienega Boulevard	East-West Street:	Florence Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	19	1	19
	Left-Through		0			0	
	Through	336	1	**205**	483	1	**296**
	Through-Right		1			1	
	Right	74	0	74	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	307	1	**290**	574	1	**507**
	Left-Through		1			1	
	Through	562	1	290	947	1	507
	Through-Right		1			1	
	Right	175	0	132	178	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	185	1	185
	Left-Through		0			0	
	Through	261	1	140	556	1	**286**
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	255	1	**255**
	Left-Through		0			0	
	Through	690	1	**364**	383	1	224
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	495		*North-South:*	803
			East-West:	451		*East-West:*	541
			SUM:	946		*SUM:*	1344
	VOLUME/CAPACITY *(V/C)* RATIO:			0.688			0.977
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.688			0.977
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
49	North-South Street:	La Cienega Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	43	1	43
	Left-Through		0			0	
	Through	252	1	**229**	396	1	**251**
	Through-Right		1			1	
	Right	205	0	205	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	196	1	196	559	1	**402**
	Left-Through		1			1	
	Through	511	1	**199**	648	1	402
	Through-Right		1			1	
	Right	87	0	87	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	99	1	99
	Left-Through		0			0	
	Through	357	2	**135**	902	2	**325**
	Through-Right		1			1	
	Right	48	0	48	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	467	2	**257**	290	2	**160**
	Left-Through		0			0	
	Through	700	2	269	520	2	206
	Through-Right		1			1	
	Right	106	0	106	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	428		*North-South:*	653
			East-West:	392		*East-West:*	485
			SUM:	820		*SUM:*	1138
	VOLUME/CAPACITY *(V/C)* RATIO:			0.596			0.828
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.596			0.828
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
50	North-South Street:	Ash Avenue/I-405 Ramp	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	467	1	**331**	398	1	**343**
	Left-Through		0			0	
	Through	195	0	331	205	0	343
	Through-Right		0			0	
	Right	208	1	208	425	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	20	0	20
	Left-Through		0			0	
	Through	0	0	**148**	0	0	**98**
	Through-Right		0			0	
	Right	139	0	0	78	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	16	1	16
	Left-Through		0			0	
	Through	500	1	250	1252	1	**626**
	Through-Right		1			1	
	Right	237	1	0	250	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1347	2	**452**	956	2	322
	Through-Right		1			1	
	Right	10	0	10	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	479		*North-South:*	441
			East-West:	457		*East-West:*	626
			SUM:	936		*SUM:*	1067
	VOLUME/CAPACITY *(V/C)* RATIO:			0.624			0.711
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.624			0.711
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
51	North-South Street:	Inglewood Avenue	East-West Street:	Manchester Ave
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	44	0	**44**
	Left-Through		1			1	
	Through	80	0	**103**	84	0	128
	Through-Right		0			0	
	Right	78	1	70	40	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	62	0	74	166	0	**194**
	Through-Right		0			0	
	Right	106	1	84	84	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	65	1	65
	Left-Through		0			0	
	Through	506	2	253	1212	2	**606**
	Through-Right		0			0	
	Right	39	1	39	94	1	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	52	1	**52**
	Left-Through		0			0	
	Through	1083	1	**547**	793	1	406
	Through-Right		1			1	
	Right	11	0	11	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	115		*North-South:*	238
			East-West:	591		*East-West:*	658
			SUM:	706		*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:				0.471			0.597
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.471			0.597
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
52	North-South Street:	La Brea Avenue	East-West Street:	Florence Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	13	1	13
	Left-Through		0			0	
	Through	741	2	**371**	851	2	**426**
	Through-Right		0			0	
	Right	58	1	2	110	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	186	1	**186**
	Left-Through		0			0	
	Through	498	2	249	941	2	471
	Through-Right		0			0	
	Right	76	1	46	92	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	127	1	127
	Left-Through		0			0	
	Through	325	1	186	872	1	**466**
	Through-Right		1			1	
	Right	46	0	46	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	98	1	**98**
	Left-Through		0			0	
	Through	704	1	**403**	434	1	311
	Through-Right		1			1	
	Right	102	0	102	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	443		*North-South:*	612
			East-West:	463		*East-West:*	564
			SUM:	906		*SUM:*	1176
	VOLUME/CAPACITY *(V/C)* RATIO:			0.659			0.855
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.659			0.855
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
53	North-South Street:	La Brea Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	100	1	**100**
	Left-Through		0			0	
	Through	611	1	**315**	535	1	286
	Through-Right		1			1	
	Right	19	0	19	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	**89**	212	1	212
	Left-Through		0			0	
	Through	408	2	204	819	2	**410**
	Through-Right		0			0	
	Right	83	1	10	69	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	147	1	**147**	136	1	136
	Left-Through		0			0	
	Through	347	2	174	903	2	**452**
	Through-Right		0			0	
	Right	53	1	0	80	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	54	1	**54**
	Left-Through		0			0	
	Through	794	2	**397**	585	2	293
	Through-Right		0			0	
	Right	186	1	142	137	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	404		*North-South:*	510
			East-West:	544		*East-West:*	506
			SUM:	948		*SUM:*	1016
	VOLUME/CAPACITY *(V/C)* RATIO:			0.689			0.739
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.689			0.739
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
54	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	19	0	19
	Left-Through		0			0	
	Through	113	0	**189**	186	0	**322**
	Through-Right		0			0	
	Right	53	0	0	117	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	145	0	**145**
	Left-Through		0			0	
	Through	11	0	85	20	0	272
	Through-Right		0			0	
	Right	52	0	0	107	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	53	1	**53**
	Left-Through		0			0	
	Through	261	1	137	383	1	196
	Through-Right		1			1	
	Right	12	0	12	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	14	1	14
	Left-Through		0			0	
	Through	408	1	**234**	500	1	**289**
	Through-Right		1			1	
	Right	60	0	60	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	211		*North-South:*	467
			East-West:	286		*East-West:*	342
			SUM:	497		*SUM:*	809
	VOLUME/CAPACITY *(V/C)* RATIO:			0.331			0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.231**			**0.439**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
55	North-South Street:	Jenny Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	29	1	29
	Left-Through		0			0	
	Through	23	1	**23**	22	1	22
	Through-Right		0			0	
	Right	32	1	9	102	1	**73**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	20	1	**20**
	Left-Through		0			0	
	Through	19	1	11	19	1	11
	Through-Right		1			1	
	Right	2	0	2	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	**2**	3	1	3
	Left-Through		0			0	
	Through	277	2	139	485	2	**243**
	Through-Right		0			0	
	Right	51	1	43	38	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	58	1	**58**
	Left-Through		0			0	
	Through	429	2	**215**	526	2	263
	Through-Right		0			0	
	Right	7	1	2	40	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	34		*North-South:*	93
			East-West:	217		*East-West:*	301
			SUM:	251		*SUM:*	394
	VOLUME/CAPACITY *(V/C)* RATIO:			0.167			0.263
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.084**			**0.163**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
56	North-South Street:	Airport Boulevard	East-West Street:	Arbor Vitae Street/Westchester Pkv
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	**78**	134	1	134
	Left-Through		0			0	
	Through	459	2	230	845	2	**423**
	Through-Right		0			0	
	Right	97	1	24	142	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	117	1	**117**
	Left-Through		0			0	
	Through	645	3	**215**	524	3	175
	Through-Right		0			0	
	Right	77	1	37	83	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	88	1	**88**
	Left-Through		0			0	
	Through	146	2	73	397	2	199
	Through-Right		0			0	
	Right	95	1	17	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	119	1	119
	Left-Through		0			0	
	Through	309	1	**193**	400	1	**249**
	Through-Right		1			1	
	Right	77	0	77	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	293		*North-South:*	540
			East-West:	233		*East-West:*	337
			SUM:	526		*SUM:*	877
	VOLUME/CAPACITY *(V/C)* RATIO:			0.383			0.638
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.283**			**0.538**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
57	North-South Street:	Aviation Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	212	1	**212**
	Left-Through		0			0	
	Through	433	2	217	513	2	257
	Through-Right		0			0	
	Right	73	1	29	99	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	66	1	66
	Left-Through		0			0	
	Through	349	1	**211**	424	1	**258**
	Through-Right		1			1	
	Right	72	0	72	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	96	1	96
	Left-Through		0			0	
	Through	169	1	128	443	1	**314**
	Through-Right		1			1	
	Right	87	0	87	185	0	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	384	1	**216**	335	1	185
	Through-Right		1			1	
	Right	47	0	47	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	451		*North-South:*	470
			East-West:	256		*East-West:*	437
			SUM:	707		*SUM:*	907
	VOLUME/CAPACITY *(V/C)* RATIO:			0.514			0.660
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.414**			**0.560**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
58	North-South Street:	La Cienega Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	2	EB -- 2	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	109	1	109
	Left-Through		0			0	
	Through	536	1	293	367	1	**299**
	Through-Right		1			1	
	Right	50	0	50	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	149	1	**149**
	Left-Through		0			0	
	Through	330	1	**182**	627	1	337
	Through-Right		1			1	
	Right	33	0	33	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	44	1	44
	Left-Through		0			0	
	Through	124	1	117	408	1	**311**
	Through-Right		1			1	
	Right	110	0	110	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	97	58	1	**58**
	Left-Through		0			0	
	Through	336	2	**168**	223	2	112
	Through-Right		0			0	
	Right	154	1	154	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	372		*North-South:*	448
			East-West:	222		*East-West:*	369
			SUM:	594		*SUM:*	817
	VOLUME/CAPACITY *(V/C)* RATIO:			0.396			0.545
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.396			0.545
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
59	North-South Street:	Inglewood Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	94	1	94
	Left-Through		0			0	
	Through	117	0	**172**	176	0	**283**
	Through-Right		1			1	
	Right	55	0	0	107	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	19	58	1	58
	Left-Through		0			0	
	Through	77	0	**100**	233	0	**265**
	Through-Right		1			1	
	Right	23	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	20	1	20
	Left-Through		0			0	
	Through	177	1	106	538	1	**324**
	Through-Right		1			1	
	Right	34	0	34	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	91	1	**91**
	Left-Through		0			0	
	Through	438	1	**239**	272	1	150
	Through-Right		1			1	
	Right	39	0	39	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	272		*North-South:*	548
			East-West:	258		*East-West:*	415
			SUM:	530		*SUM:*	963
	VOLUME/CAPACITY *(V/C)* RATIO:			0.372			0.676
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.372			0.676
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
60	North-South Street:	La Brea Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	115	180	1	**180**
	Left-Through		0			0	
	Through	687	2	**235**	633	2	234
	Through-Right		1			1	
	Right	18	0	18	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	**54**	118	1	118
	Left-Through		0			0	
	Through	381	3	127	1016	3	**339**
	Through-Right		0			0	
	Right	45	1	16	60	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	99	1	99
	Left-Through		0			0	
	Through	137	1	**137**	338	1	**338**
	Through-Right		0			0	
	Right	90	1	33	197	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	66	1	**66**
	Left-Through		0			0	
	Through	226	2	113	255	2	128
	Through-Right		0			0	
	Right	67	1	40	81	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	289		*North-South:*	519
			East-West:	183		*East-West:*	404
			SUM:	472		*SUM:*	923
	VOLUME/CAPACITY *(V/C)* RATIO:			0.343			0.671
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.343			0.671
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
61	North-South Street:	Airport Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	17	1	17
	Left-Through		0			0	
	Through	33	2	**17**	37	2	19
	Through-Right		0			0	
	Right	35	1	0	65	1	**42**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	217	2	76	507	2	177
	Left-Through		1			1	
	Through	18	1	18	17	1	17
	Through-Right		0			0	
	Right	242	1	**129**	386	1	**247**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	507	2	**279**
	Left-Through		0			0	
	Through	1169	4	292	1615	4	404
	Through-Right		0			0	
	Right	14	1	10	17	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	46	1	46
	Left-Through		0			0	
	Through	2066	4	**517**	1312	4	**328**
	Through-Right		0			0	
	Right	343	1	267	357	1	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	146		*North-South:*	289
			East-West:	743		*East-West:*	607
			SUM:	889		*SUM:*	896
	VOLUME/CAPACITY *(V/C)* RATIO:			0.647			0.652
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.547**			**0.552**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
62	North-South Street:	Aviation Boulevad	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	731	2	**402**	435	2	239
	Left-Through		0			0	
	Through	766	1	413	1229	1	**671**
	Through-Right		1			1	
	Right	59	0	59	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	2	54	105	2	**58**
	Left-Through		0			0	
	Through	398	2	**199**	530	2	265
	Through-Right		0			0	
	Right	119	1	0	112	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	353	1	**353**
	Left-Through		0			0	
	Through	1130	3	370	1727	3	511
	Through-Right		1			1	
	Right	351	0	351	317	0	317
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	109	1	109
	Left-Through		0			0	
	Through	1576	3	**426**	1113	3	**316**
	Through-Right		1			1	
	Right	129	0	129	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	601		*North-South:*	729
			East-West:	591		*East-West:*	669
			SUM:	1192		*SUM:*	1398
	VOLUME/CAPACITY *(V/C)* RATIO:			0.867			1.017
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.767**			**0.917**
	LEVEL OF SERVICE (LOS):			**C**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
63	North-South Street:	La Cienega Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	99	1	99
	Left-Through		0			0	
	Through	316	2	158	278	2	139
	Through-Right		0			0	
	Right	152	2	0	535	2	**224**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	364	1	**364**
	Left-Through		0			0	
	Through	433	2	217	684	2	342
	Through-Right		0			0	
	Right	602	2	**235**	392	2	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	156	1	156
	Left-Through		0			0	
	Through	659	3	220	1240	3	413
	Through-Right		0			0	
	Right	366	1	216	520	1	**421**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	249	1	249	70	1	**70**
	Left-Through		0			0	
	Through	1193	3	**392**	716	3	220
	Through-Right		1			1	
	Right	375	0	375	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	385		*North-South:*	588
			East-West:	488		*East-West:*	491
			SUM:	873		*SUM:*	1079
	VOLUME/CAPACITY *(V/C)* RATIO:			0.635			0.785
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.535**			**0.685**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
64	North-South Street:	I-405 NB Ramps	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	814	2	**448**	369	2	203
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	128	1	128	363	1	**363**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	**20**	28	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	51	1	51
	Left-Through		0			0	
	Through	482	2	241	1387	2	**516**
	Through-Right		1			1	
	Right	486	1	0	678	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1264	2	**422**	929	2	312
	Through-Right		1			1	
	Right	2	0	2	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	363
			East-West:	437		*East-West:*	516
			SUM:	905		*SUM:*	879
VOLUME/CAPACITY *(V/C)* RATIO:				0.603			0.586
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.603			0.586
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
65	North-South Street:	Inglewood Avenue	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	62	1	**62**
	Left-Through		0			0	
	Through	170	0	216	262	0	372
	Through-Right		1			1	
	Right	46	0	0	110	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	90	1	90
	Left-Through		0			0	
	Through	142	0	**229**	361	0	**446**
	Through-Right		1			1	
	Right	87	0	0	85	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	140	1	140
	Left-Through		0			0	
	Through	492	2	177	1473	2	**545**
	Through-Right		1			1	
	Right	38	0	38	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	88	1	**88**
	Left-Through		0			0	
	Through	1045	2	**372**	792	2	289
	Through-Right		1			1	
	Right	71	0	71	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	334		*North-South:*	508
			East-West:	428		*East-West:*	633
			SUM:	762		*SUM:*	1141
	VOLUME/CAPACITY *(V/C)* RATIO:			0.508			0.761
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.508			0.761
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
66	North-South Street:	La Brea Avenue	East-West Street:	Century Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	149	163	1	**163**
	Left-Through		0			0	
	Through	749	3	**250**	824	3	275
	Through-Right		0			0	
	Right	56	1	16	135	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	**76**	212	1	212
	Left-Through		0			0	
	Through	455	3	152	989	3	**330**
	Through-Right		0			0	
	Right	102	1	39	102	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	166	1	166
	Left-Through		0			0	
	Through	444	2	183	1170	2	**448**
	Through-Right		1			1	
	Right	105	0	105	175	0	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	120	1	**120**
	Left-Through		0			0	
	Through	839	2	**320**	668	2	266
	Through-Right		1			1	
	Right	122	0	122	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	326		*North-South:*	493
			East-West:	447		*East-West:*	568
			SUM:	773		*SUM:*	1061
	VOLUME/CAPACITY *(V/C)* RATIO:			0.562			0.772
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.562			0.772
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
73	North-South Street:	Centinela Avenue	East-West Street:	Culver Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	28	1	28
	Left-Through		0			0	
	Through	1086	2	**543**	1107	2	**554**
	Through-Right		0			0	
	Right	156	1	111	118	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	168	1	**168**
	Left-Through		0			0	
	Through	713	2	357	1290	2	645
	Through-Right		0			0	
	Right	76	1	0	158	1	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	291	1	291	113	1	**113**
	Left-Through		0			0	
	Through	835	1	**425**	501	1	259
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	114	1	114
	Left-Through		0			0	
	Through	258	1	199	587	1	**383**
	Through-Right		1			1	
	Right	140	0	140	178	0	178
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	651		*North-South:*	722
			East-West:	515		*East-West:*	496
			SUM:	1166		*SUM:*	1218
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.712**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
74	North-South Street:	Centinela Avenue	East-West Street:	Sandford/SR-90 WB Ramps
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	18	1	**18**
	Left-Through		0			0	
	Through	606	2	303	750	2	375
	Through-Right		0			0	
	Right	46	1	0	89	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	903	2	**303**	1408	2	**475**
	Through-Right		1			1	
	Right	6	0	6	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	15	0	15
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	**44**	26	0	**41**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	259	1	259	205	1	205
	Left-Through		0			0	
	Through	7	0	**313**	14	0	**279**
	Through-Right		0			0	
	Right	618	1	0	544	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	313		*North-South:*	493
			East-West:	357		*East-West:*	320
			SUM:	670		*SUM:*	813
	VOLUME/CAPACITY *(V/C)* RATIO:			0.470			0.571
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.370**			**0.471**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
75	North-South Street:	Centinela Avenue	East-West Street:	SR-90 EB Ramps
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	671	3	224	837	3	**279**
	Through-Right		0			0	
	Right	303	1	**303**	185	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	358	2	**197**	708	2	**389**
	Left-Through		0			0	
	Through	816	2	408	964	2	482
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	13	27	0	27
	Left-Through		0			0	
	Through	1	0	14	1	0	28
	Through-Right		0			0	
	Right	69	1	**69**	74	1	**74**
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	500		*North-South:*	668
			East-West:	69		*East-West:*	74
			SUM:	569		*SUM:*	742
VOLUME/CAPACITY *(V/C)* RATIO:				0.399			0.521
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.299**			**0.421**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
76	North-South Street:	Centinela Avenue	East-West Street:	Jefferson Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	2	**7**	15	2	8
	Left-Through		0			0	
	Through	14	3	5	16	3	5
	Through-Right		0			0	
	Right	7	1	3	19	1	**18**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	339	2	186	773	2	**425**
	Left-Through		0			0	
	Through	17	2	9	10	2	5
	Through-Right		0			0	
	Right	445	1	**197**	451	1	267
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	450	2	**248**	334	2	**184**
	Left-Through		0			0	
	Through	841	3	280	1002	3	334
	Through-Right		0			0	
	Right	9	1	2	8	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	5	2	3
	Left-Through		0			0	
	Through	927	3	**309**	1042	3	**347**
	Through-Right		0			0	
	Right	352	1	166	335	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	204		*North-South:*	443
			East-West:	557		*East-West:*	531
			SUM:	761		*SUM:*	974
	VOLUME/CAPACITY *(V/C)* RATIO:			0.553			0.708
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.453**			**0.608**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
81	North-South Street:	I-405 SB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	144	1	108
	Left-Through		0			0	
	Through	0	0	**152**	0	0	**108**
	Through-Right		0			0	
	Right	304	1	0	180	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	755	4	189	909	4	227
	Through-Right		0			0	
	Right	195	1	**195**	258	1	**258**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	**181**	550	2	**303**
	Left-Through		0			0	
	Through	521	2	261	930	2	465
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	152		*North-South:*	108
			East-West:	376		*East-West:*	561
			SUM:	528		*SUM:*	669
VOLUME/CAPACITY *(V/C)* RATIO:				0.371			0.469
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.271**			**0.369**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
82	North-South Street:	I-405 NB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	289	1	289
	Left-Through		0			0	
	Through	42	0	**284**	37	0	**633**
	Through-Right		0			0	
	Right	242	0	0	596	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	254	2	**140**	172	2	**95**
	Left-Through		0			0	
	Through	659	2	330	860	2	430
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	845	2	**282**	1191	2	**397**
	Through-Right		1			1	
	Right	177	1	177	176	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	284		*North-South:*	633
			East-West:	422		*East-West:*	492
			SUM:	706		*SUM:*	1125
	VOLUME/CAPACITY *(V/C)* RATIO:			0.495			0.789
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.395**			**0.689**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
91	North-South Street:	Falmouth Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	58	1	**58**
	Left-Through		0			0	
	Through	8	1	8	21	1	21
	Through-Right		0			0	
	Right	143	1	112	54	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	9	1	9	25	1	25
	Left-Through		0			0	
	Through	14	1	**14**	9	1	**9**
	Through-Right		0			0	
	Right	33	1	9	41	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	65	1	65
	Left-Through		0			0	
	Through	272	2	**136**	342	2	**171**
	Through-Right		0			0	
	Right	73	1	11	54	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	63	1	**63**	73	1	**73**
	Left-Through		0			0	
	Through	230	2	115	284	2	142
	Through-Right		0			0	
	Right	14	1	10	21	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	138		*North-South:*	67
			East-West:	199		*East-West:*	244
			SUM:	337		*SUM:*	311
	VOLUME/CAPACITY *(V/C)* RATIO:			0.225			0.207
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.125**			**0.107**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
92	North-South Street:	Falmouth Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	**19**	40	1	**40**
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	24	1	10	38	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	315	2	**173**	88	2	**48**
	Left-Through		0			0	
	Through	2	0	0	0	0	0
	Through-Right		0			0	
	Right	137	1	80	38	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	114	1	**114**	83	1	**83**
	Left-Through		0			0	
	Through	298	2	149	227	2	114
	Through-Right		0			0	
	Right	67	1	58	16	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	9	1	9
	Left-Through		0			0	
	Through	157	2	79	215	2	108
	Through-Right		0			0	
	Right	298	1	**212**	212	1	**188**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	192		*North-South:*	88
			East-West:	326		*East-West:*	271
			SUM:	518		*SUM:*	359
	VOLUME/CAPACITY *(V/C)* RATIO:			0.377			0.261
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.277**			**0.161**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
93	North-South Street:	Lincoln Boulevard	East-West Street:	Loyola Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	67	1	**67**
	Left-Through		0			0	
	Through	2115	4	**529**	1613	4	403
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1308	2	476	1676	2	**608**
	Through-Right		1			1	
	Right	121	0	121	148	0	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	199	2	**109**	171	2	**94**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	0	30	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	529		*North-South:*	675
			East-West:	109		*East-West:*	94
			SUM:	638		*SUM:*	769
	VOLUME/CAPACITY *(V/C)* RATIO:			0.448			0.540
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.348**			**0.440**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
94	North-South Street:	Loyola Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	13	1	13
	Left-Through		0			0	
	Through	8	2	**4**	4	2	**2**
	Through-Right		0			0	
	Right	0	1	0	2	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	**101**	78	1	**78**
	Left-Through		0			0	
	Through	49	1	49	23	1	23
	Through-Right		0			0	
	Right	55	1	12	81	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	64	1	**64**
	Left-Through		0			0	
	Through	386	2	193	256	2	128
	Through-Right		0			0	
	Right	161	1	158	39	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	2	1	2
	Left-Through		0			0	
	Through	438	2	219	336	2	**168**
	Through-Right		0			0	
	Right	300	1	**250**	164	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	105		*North-South:*	80
			East-West:	337		*East-West:*	232
			SUM:	442		*SUM:*	312
	VOLUME/CAPACITY *(V/C)* RATIO:			0.295			0.208
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.195**			**0.108**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
95	North-South Street:	McConnell Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**58**	120	1	**66**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	1	0	17	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	479	2	161	336	2	**113**
	Through-Right		1			1	
	Right	5	0	5	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	2	33	42	2	**23**
	Left-Through		0			0	
	Through	613	3	**204**	394	3	131
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	58		*North-South:*	66
			East-West:	204		*East-West:*	136
			SUM:	262		*SUM:*	202
	VOLUME/CAPACITY *(V/C)* RATIO:			0.184			0.142
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.092**			**0.071**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
96	North-South Street:	Emerson Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0	
	EB -- 0	WB --	0	EB -- 0	WB --	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	88	74	0	74
	Left-Through		1			1	
	Through	122	0	**135**	93	0	**110**
	Through-Right		1			1	
	Right	60	0	135	52	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	146	0	**146**	104	0	**104**
	Left-Through		1			1	
	Through	164	0	187	95	0	121
	Through-Right		1			1	
	Right	64	0	187	43	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	69	1	69
	Left-Through		0			0	
	Through	690	2	345	907	2	**454**
	Through-Right		0			0	
	Right	56	1	56	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	55	52	1	**52**
	Left-Through		0			0	
	Through	981	2	**491**	696	2	348
	Through-Right		0			0	
	Right	129	1	129	122	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	281		*North-South:*	214
			East-West:	540		*East-West:*	506
			SUM:	821		*SUM:*	720
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.480
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.380**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
97	North-South Street:	La Tijera Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	2	**17**	10	2	**6**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	298	2	0	185	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	234	3	**82**	183	3	**64**
	Left-Through		0			0	
	Through	275	2	138	185	2	93
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	413	2	**207**	258	2	**129**
	Through-Right		0			0	
	Right	9	1	1	6	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	17		*North-South:*	6
			East-West:	289		*East-West:*	193
			SUM:	306		*SUM:*	199
	VOLUME/CAPACITY *(V/C)* RATIO:			0.215			0.140
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.115**			**0.070**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
98	North-South Street:	Sepulveda Westway	East-West Street:	La Tijera Boulevard
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	75	0	75
	Left-Through		0			0	
	Through	60	0	**137**	125	0	**288**
	Through-Right		0			0	
	Right	9	0	0	88	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	**49**	134	0	**134**
	Left-Through		0			0	
	Through	29	0	98	79	0	266
	Through-Right		0			0	
	Right	20	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	31	1	**31**
	Left-Through		0			0	
	Through	345	2	130	227	2	88
	Through-Right		1			1	
	Right	46	0	46	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	35	1	35	32	1	32
	Left-Through		0			0	
	Through	380	2	**150**	270	2	135
	Through-Right		1			1	
	Right	71	0	71	201	0	**201**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	186		*North-South:*	422
			East-West:	182		*East-West:*	232
			SUM:	368		*SUM:*	654
	VOLUME/CAPACITY *(V/C)* RATIO:			0.245			0.436
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.145**			**0.336**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
99	North-South Street:	Sepulveda Westway	East-West Street:	Westchester Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	16	0	16
	Left-Through		0			0	
	Through	1	0	7	38	0	**115**
	Through-Right		0			0	
	Right	4	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	38	0	38	100	0	**100**
	Left-Through		1			1	
	Through	28	0	**66**	71	0	171
	Through-Right		0			0	
	Right	20	1	14	47	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	1	**12**	11	1	**11**
	Left-Through		0			0	
	Through	261	2	131	150	2	75
	Through-Right		0			0	
	Right	39	1	39	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	75	1	75
	Left-Through		0			0	
	Through	393	2	**186**	208	2	104
	Through-Right		1			1	
	Right	165	0	165	158	0	**158**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	68		*North-South:*	215
			East-West:	198		*East-West:*	169
			SUM:	266		*SUM:*	384
	VOLUME/CAPACITY *(V/C)* RATIO:			0.177			0.256
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.089**			**0.156**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
100	North-South Street:	Airport Boulevard	East-West Street:	96th Street
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	108	1	108
	Left-Through		0			0	
	Through	502	2	251	931	2	**466**
	Through-Right		0			0	
	Right	27	1	14	24	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	1	52	44	1	**44**
	Left-Through		0			0	
	Through	626	3	**209**	587	3	196
	Through-Right		0			0	
	Right	231	1	0	177	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	2	**41**	135	2	**74**
	Left-Through		0			0	
	Through	33	1	33	33	1	33
	Through-Right		0			0	
	Right	43	1	0	81	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	32	1	32
	Left-Through		0			0	
	Through	21	1	21	17	1	17
	Through-Right		0			0	
	Right	50	1	**24**	81	1	**59**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	319		*North-South:*	510
			East-West:	65		*East-West:*	133
			SUM:	384		*SUM:*	643
VOLUME/CAPACITY *(V/C)* RATIO:				0.269			0.451
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.169**			**0.351**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
101	North-South Street:	Aviation Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
	EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	2	141	179	2	**98**
	Left-Through		0			0	
	Through	541	2	**271**	403	2	202
	Through-Right		0			0	
	Right	115	1	0	224	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	2	**125**	226	2	124
	Left-Through		0			0	
	Through	323	2	162	546	2	**273**
	Through-Right		0			0	
	Right	175	1	104	145	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	2	**71**	228	2	125
	Left-Through		0			0	
	Through	244	2	113	1103	2	**459**
	Through-Right		1			1	
	Right	94	0	94	273	0	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	214	2	118	254	2	**140**
	Left-Through		0			0	
	Through	827	3	276	370	3	123
	Through-Right		0			0	
	Right	679	1	**554**	397	1	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	396		*North-South:*	371
			East-West:	625		*East-West:*	599
			SUM:	1021		*SUM:*	970
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.705
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.605**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
103	North-South Street:	Lincoln Boulevard	East-West Street:	Rose Avenue
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	101	1	**101**
	Left-Through		0			0	
	Through	1614	2	**807**	1206	2	603
	Through-Right		0			0	
	Right	42	1	18	44	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	84	1	84
	Left-Through		0			0	
	Through	1409	2	705	1703	2	**852**
	Through-Right		0			0	
	Right	76	1	0	103	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	169	1	169
	Left-Through		0			0	
	Through	230	1	230	361	1	**361**
	Through-Right		0			0	
	Right	117	1	64	134	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	54	1	**54**
	Left-Through		0			0	
	Through	382	1	**382**	200	1	200
	Through-Right		0			0	
	Right	152	1	109	74	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	894		*North-South:*	953
			East-West:	569		*East-West:*	415
			SUM:	1463		*SUM:*	1368
	VOLUME/CAPACITY *(V/C)* RATIO:			0.975			0.912
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.875**			**0.812**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
104	North-South Street:	Culver Boulevard	East-West Street:	SR-90 WB Ramps
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	431	1	**431**	208	1	**208**
	Left-Through		0			0	
	Through	1197	2	599	519	2	260
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	255	2	128	854	2	**427**
	Through-Right		0			0	
	Right	365	1	**365**	269	1	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	141	1	141
	Left-Through		0			0	
	Through	108	0	**0**	0	0	0
	Through-Right		0			0	
	Right	160	1	0	480	1	**376**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	65	329	1	181
	Left-Through		1			1	
	Through	285	0	**358**	183	0	**217**
	Through-Right		1			1	
	Right	73	0	73	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	796		*North-South:*	635
			East-West:	358		*East-West:*	593
			SUM:	1154		*SUM:*	1228
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.893
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.739**			**0.793**
	LEVEL OF SERVICE (LOS):			**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
105	North-South Street:	Culver Boulevard	East-West Street:	SR-90 EB Ramps
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1567	3	**522**	642	3	214
	Through-Right		0			0	
	Right	867	2	477	165	2	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	252	1	252
	Left-Through		0			0	
	Through	449	2	225	1403	2	**702**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	94	1	**94**
	Left-Through		0			0	
	Through	1	1	1	3	1	3
	Through-Right		1			1	
	Right	26	0	26	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	637		*North-South:*	702
			East-West:	86		*East-West:*	94
			SUM:	723		*SUM:*	796
	VOLUME/CAPACITY *(V/C)* RATIO:			0.507			0.559
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.407**			**0.459**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
106	North-South Street:	I-405 SB Ramps	East-West Street:	Howard Hughes Parkway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	24	13	1	**13**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	785	2	**285**	548	2	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	147	528	2	**290**
	Left-Through		0			0	
	Through	703	2	**352**	515	2	258
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	211	3	70	190	3	63
	Through-Right		0			0	
	Right	19	1	7	127	1	**121**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	285		*North-South:*	13
			East-West:	352		*East-West:*	411
			SUM:	637		*SUM:*	424
	VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.298
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.347**			**0.198**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
107	North-South Street:	Center Drive	East-West Street:	Howard Hughes Parkway/I-405 NB
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	2	**12**	142	2	78
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	24	1	1	191	1	**182**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	18	1	18
	Left-Through		0			0	
	Through	735	2	**368**	512	2	**256**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	187	3	62	150	3	50
	Through-Right		0			0	
	Right	172	1	160	59	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	12		*North-South:*	182
			East-West:	368		*East-West:*	256
			SUM:	380		*SUM:*	438
	VOLUME/CAPACITY *(V/C)* RATIO:			0.267			0.307
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.167**			**0.207**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

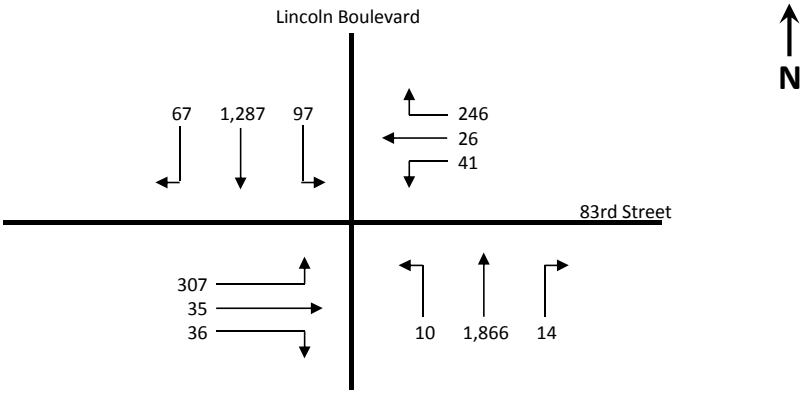
I/S #:	PROJECT TITLE:	LAX Northside		
108	North-South Street:	La Cienega Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	2	**49**	67	2	37
	Left-Through		0			0	
	Through	210	1	111	121	1	121
	Through-Right		1			1	
	Right	123	1	0	532	1	**278**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	2	29	385	2	**212**
	Left-Through		0			0	
	Through	238	1	**177**	507	1	287
	Through-Right		1			1	
	Right	294	1	0	354	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	2	**192**	213	2	117
	Left-Through		0			0	
	Through	209	3	70	1148	3	**383**
	Through-Right		0			0	
	Right	184	2	77	217	2	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	2	46	28	2	**15**
	Left-Through		0			0	
	Through	669	3	223	286	3	95
	Through-Right		0			0	
	Right	506	2	**264**	241	2	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	226		*North-South:*	490
			East-West:	456		*East-West:*	398
			SUM:	682		*SUM:*	888
	VOLUME/CAPACITY *(V/C)* RATIO:			0.496			0.646
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.396**			**0.546**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Intersection 11 - Lincoln Boulevard & 83rd Street

Existing Conditions (Year 2012) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 97 and

Northbound Throughs + Rights:

$$\frac{1{,}866 + 14}{4} = \frac{1{,}880}{4} = 470$$

Total: 97 + 470 = 567 or

Northbound Lefts to 83rd Street: 10 and

Southbound Throughs and Rights:

$$\frac{1{,}287 + 67}{2.5} = \frac{1{,}354}{2.5} = 542$$

Total: 10 + 542 = 552

Critical Volume #1 (CV1): **567**

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 41 and

Eastbound Throughs + Rights:

$$\frac{35 + 36}{1} = \frac{71}{1} = 71$$

Total: 41 + 71 = 112 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{307}{2} \times 1.10 = 169$$

Westbound Throughs: 26 or

Westbound Rights:

Total Westbound Right-Turn Volume:	246
Volume Reduced by Overlapping Arrow:	97
Westbound Right-Turn Volume During Phase:	149

Total: 169 + 149 = 318

Critical Volume #2 (CV2): **318**

Critical Volume: 567 + 318 = **885**

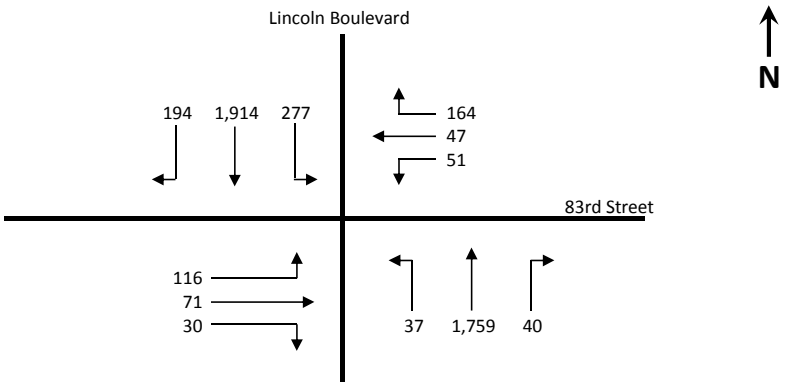
Intersection V/C: $\frac{885}{1375}$ = **0.644**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.544 **Intersection LOS: A**

Intersection 11 - Lincoln Boulevard & 83rd Street

Existing Conditions (Year 2012) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 277 and

Northbound Throughs + Rights:

$$\frac{1{,}759 + 40}{3.5} = \frac{1{,}799}{3.5} = 514$$

Total: 277 + 514 = 791 or

Northbound Lefts to 83rd Street: 37 and

Southbound Throughs + Rights:

$$\frac{1{,}914 + 194}{3} = \frac{2{,}108}{3} = 703$$

Total: 37 + 703 = 740

Critical Volume #1 (CV1): **791**

0

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 51 and

Eastbound Throughs + Rights:

$$\frac{71 + 30}{1} = \frac{101}{1} = 101$$

Total: 51 + 101 = 152 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{116}{2} = 58$$

Westbound Throughs: 47 or

Westbound Rights:

Total Westbound Right-Turn Volume:	164
Volume Reduced by Overlapping Arrow:	277
Westbound Right-Turn Volume During Phase:	0

Total: 58 + 47 = 105

Critical Volume #2 (CV2): **152**

Critical Volume: 791 + 152 = **943**

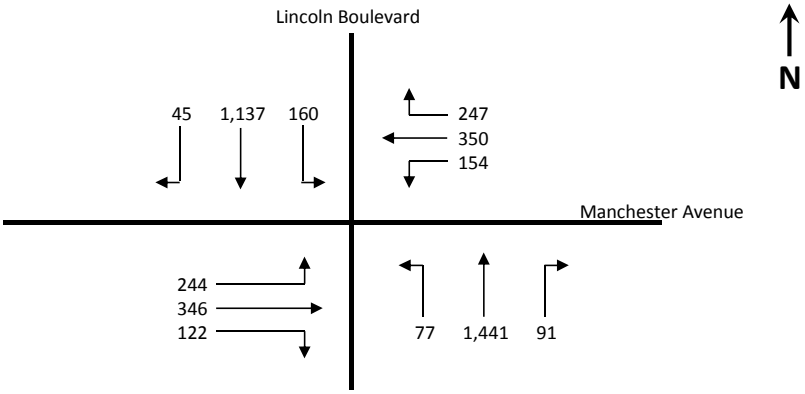
Intersection V/C: $\frac{943}{1375}$ = **0.686**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.586 **Intersection LOS: A**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Existing Conditions (Year 2012) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 160 and

Northbound Throughs + Rights:

$$\frac{1{,}441 + 91}{4} = \frac{1{,}532}{4} = 383$$

Total: 160 + 383 = 543 or

Northbound Lefts to Manchester Avenue: 77 and

Southbound Throughs + Rights:

$$\frac{1{,}137 + 45}{3} = \frac{1{,}182}{3} = 394$$

Total: 77 + 394 = 471

Critical Volume #1 (CV1): **543**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 154 and

Eastbound Throughs: $\frac{346}{2} = 173$ or

Total Eastbound Right-Turn Volume:	122
Volume Reduced by Overlapping Arrow:	77
Eastbound Right-Turn Volume During Phase:	45

Total: 154 + 173 = 327 or

Estbound Lefts to Lincoln Boulevard: 244 and

Westbound Throughs: $\frac{350}{2} = 175$ or

Total Westbound Right-Turn Volume:	247
Volume Reduced by Overlapping Arrow:	160
Westbound Right-Turn Volume During Phase:	87

Total: 244 + 175 = 419

Critical Volume #2 (CV2): **419**

Critical Volume: 543 + 419 = **962**

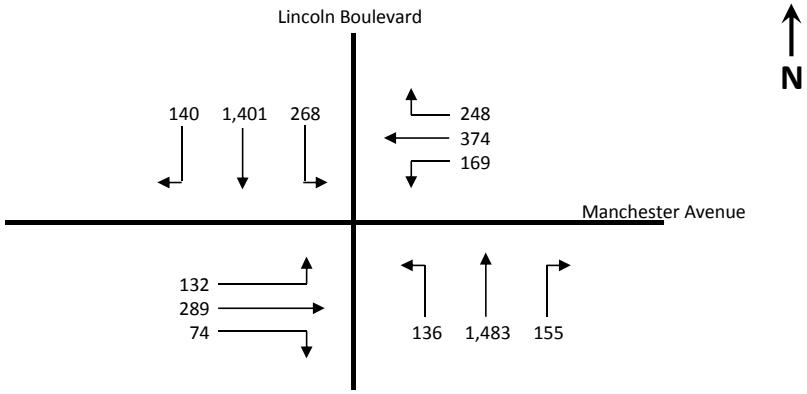
Intersection V/C: $\frac{962}{1375} =$ **0.700**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.600 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Existing Conditions (Year 2012) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 268 and

Northbound Throughs + Rights:

$$\frac{1{,}483 + 155}{3.75} = \frac{1{,}638}{3.75} = 437$$

Total: 268 + 437 = 705 or

Northbound Lefts to Manchester Avenue: 136 and

Southbound Throughs + Rights:

$$\frac{1{,}401 + 140}{3} = \frac{1{,}541}{3} = 514$$

Total: 136 + 514 = 650

Critical Volume #1 (CV1): **705**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 169 and

Eastbound Throughs: $\frac{289}{2} = 145$ or

Total Eastbound Right-Turn Volume:	74
Volume Reduced by Overlapping Arrow:	136
Eastbound Right-Turn Volume During Phase:	0

Total: 169 + 145 = 314 or

Estbound Lefts to Lincoln Boulevard: 132 and

Westbound Throughs: $\frac{374}{2} = 187$ or

Total Westbound Right-Turn Volume:	248
Volume Reduced by Overlapping Arrow:	268
Westbound Right-Turn Volume During Phase:	0

Total: 132 + 187 = 319

Critical Volume #2 (CV2): **319**

Critical Volume: 705 + 319 = **1024**

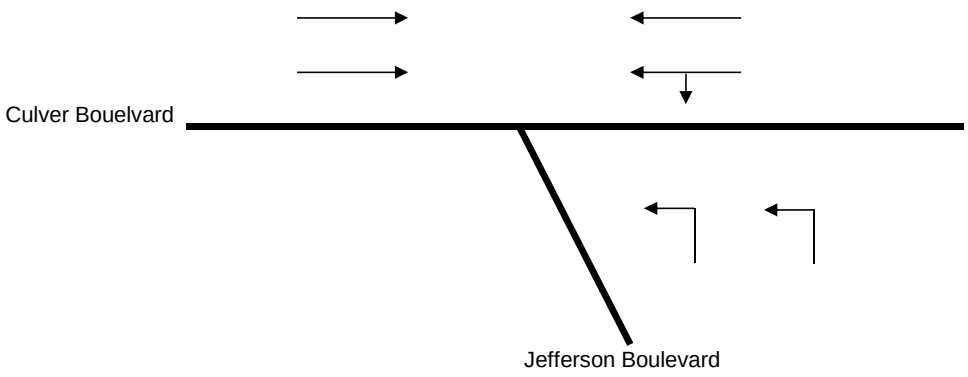
Intersection V/C: $\frac{1024}{1375} =$ **0.745**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.645 **Intersection LOS: B**

Intersection 14

Culver Boulevard & Jefferson Boulevard
Existing (Year 2012) Conditions - AM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	337	20	2	0	287	537	2025	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

287 x 55% = 158

Critical Volume: 158

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{2025}{2} + \frac{20}{1} \right\} = 1033$ *or*

2. PCE Factor = 1

$$\left\{ \frac{337}{2} + \frac{(\ 20\ \times\ 1\ )}{1} \right\} = 189$$

Critical Volume: 1033

Critical Volume = 158 + 1033 = **1191**
Intersection Capacity = 1500 (2-phase)

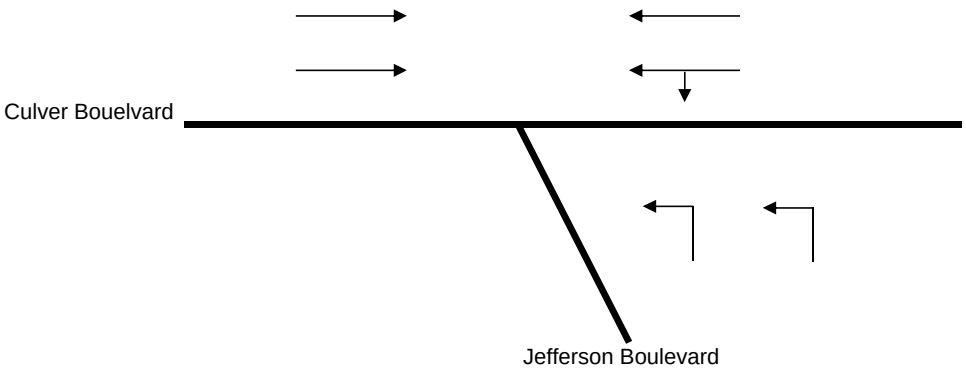
Intersection V/C = $\frac{1191}{1500}$ = 0.794

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.694
Intersection LOS: B

Intersection 14

Culver Boulevard & Jefferson Boulevard
Existing (Year 2012) Conditions - PM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	1206	55	8	0	773	214	794	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

773 x 55% = 425

Critical Volume: 425

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{794}{2} + \frac{55}{1} \right\} = 452$ *or*

2. PCE Factor = 2

$$\left\{ \frac{1206}{2} + \frac{(55 \times 2)}{1} \right\} = 713$$

Critical Volume: 713

Critical Volume = 425 + 713 = **1138**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1138}{1500}$ = 0.759

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.659
Intersection LOS: B

LAX Northside

Intersection Capacity Utilization Analysis

22. HIGHLAND AVENUE & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	W		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	12	0.000		N/S 1:	0.391	*
Southbound	Through	1.00	1,600	241	0.151		N/S 2:	0.152	
	Left	1.00	1,600	215	0.134	*	E/W 1:	0.169	
	Right	1.00	1,600	565	0.219	*	E/W 2:	0.289	*
Westbound	Through	1.00	1,600	48	0.030				
	Left	1.00	1,600	65	0.041		V/C Ratio:	0.680	
	Right	0.00	0	80	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	741	0.257	*	ITS:	0.000	
	Left	1.00	1,600	2	0.001				
	Right	0.00	0	12	0.000		ICU:	0.780	
Eastbound	Through	1.00	1,600	80	0.128				
	Left	0.00	1,600	112	0.070	*	LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	34	0.009		N/S 1:	0.369	
Southbound	Through	1.00	1,600	671	0.419	*	N/S 2:	0.425	*
	Left	1.00	1,600	345	0.216		E/W 1:	0.164	*
	Right	1.00	1,600	332	0.000		E/W 2:	0.094	
Westbound	Through	1.00	1,600	110	0.069				
	Left	1.00	1,600	154	0.096	*	V/C Ratio:	0.589	
	Right	0.00	0	92	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	396	0.153		ITS:	0.000	
	Left	1.00	1,600	10	0.006	*			
	Right	0.00	0	12	0.000		ICU:	0.689	
Eastbound	Through	1.00	1,600	56	0.068	*			
	Left	0.00	1,600	40	0.025		LOS:	B	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

23. SEPULVEDA BOULEVARD & CENTINELA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	51	0.014		N/S 1:	0.302
Southbound	Through	3.00	4,800	693	0.144	*	N/S 2:	0.400 *
	Left	2.00	2,560	45	0.018		E/W 1:	0.162
	Right	0.00	0	216	0.000		E/W 2:	0.313 *
Westbound	Through	2.00	3,200	670	0.277	*		
	Left	2.00	2,560	305	0.119		V/C Ratio:	0.713
	Right	1.00	1,600	232	0.085		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,365	0.284		ITS:	-0.070
	Left	2.00	2,560	656	0.256	*		
	Right	2.00	3,200	346	0.000		ICU:	0.743
Eastbound	Through	3.00	4,800	206	0.043			
	Left	1.00	1,600	57	0.036	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	49	0.000		N/S 1:	0.334
Southbound	Through	3.00	4,800	1,361	0.284	*	N/S 2:	0.478 *
	Left	2.00	2,560	169	0.066		E/W 1:	0.263 *
	Right	0.00	0	168	0.000		E/W 2:	0.241
Westbound	Through	2.00	3,200	389	0.174			
	Left	2.00	2,560	350	0.137	*	V/C Ratio:	0.741
	Right	1.00	1,600	254	0.090		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,286	0.268		ITS:	-0.070
	Left	2.00	2,560	496	0.194	*		
	Right	2.00	3,200	737	0.037		ICU:	0.771
Eastbound	Through	3.00	4,800	603	0.126	*		
	Left	1.00	1,600	107	0.067		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

35. SEPULVEDA BOULEVARD & MARIPOSA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	64	0.000		N/S 1:	0.488	*
Southbound	Through	4.00	6,400	1,812	0.293		N/S 2:	0.338	
	Left	2.00	2,560	352	0.138	*	E/W 1:	0.145	*
	Right	1.00	1,600	66	0.000		E/W 2:	0.103	
Westbound	Through	1.00	1,600	68	0.043				
	Left	1.00	1,600	62	0.039	*	V/C Ratio:	0.633	
	Right	1.00	1,600	128	0.061		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,242	0.350	*	ITS:	0.000	
	Left	1.00	1,600	72	0.045				
	Right	0.00	0	43	0.000		ICU:	0.733	
Eastbound	Through	1.00	1,600	127	0.106	*			
	Left	1.00	1,600	96	0.060		LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	106	0.000		N/S 1:	0.432	
Southbound	Through	4.00	6,400	2,308	0.377	*	N/S 2:	0.458	*
	Left	2.00	2,560	183	0.071		E/W 1:	0.205	*
	Right	1.00	1,600	249	0.120		E/W 2:	0.192	
Westbound	Through	1.00	1,600	194	0.121				
	Left	1.00	1,600	150	0.094	*	V/C Ratio:	0.663	
	Right	1.00	1,600	147	0.045		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,312	0.361		ITS:	0.000	
	Left	1.00	1,600	130	0.081	*			
	Right	0.00	0	48	0.000		ICU:	0.763	
Eastbound	Through	1.00	1,600	130	0.111	*			
	Left	1.00	1,600	113	0.071		LOS:	C	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

36. SEPULVEDA BOULEVARD & GRAND AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	212	0.000		N/S 1:	0.560 *
Southbound	Through	4.00	6,400	1,232	0.226		N/S 2:	0.284
	Left	1.00	1,600	350	0.219	*	E/W 1:	0.109 *
	Right	1.00	1,600	61	0.000		E/W 2:	0.000
Westbound	Through	2.00	3,200	33	0.010			
	Left	2.00	2,560	43	0.017	*	V/C Ratio:	0.669
	Right	1.00	1,600	393	0.229		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,184	0.341	*	ITS:	0.000
	Left	1.00	1,600	92	0.058			
	Right	0.00	0	71	0.000		ICU:	0.769
Eastbound	Through	1.79	2,861	140	0.074			
	Left	1.21	1,551	143	0.092	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	120	0.000		N/S 1:	0.381
Southbound	Through	4.00	6,400	2,298	0.378	*	N/S 2:	0.479 *
	Left	1.00	1,600	111	0.069		E/W 1:	0.283 *
	Right	1.00	1,600	298	0.152		E/W 2:	0.000
Westbound	Through	2.00	3,200	235	0.073			
	Left	2.00	2,560	430	0.168	*	V/C Ratio:	0.762
	Right	1.00	1,600	102	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,998	0.312		ITS:	0.000
	Left	1.00	1,600	162	0.101	*		
	Right	0.00	1,600	150	0.094		ICU:	0.862
Eastbound	Through	1.54	868	80	0.092			
	Left	1.46	1,866	215	0.115	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

37. SEPULVEDA BOULEVARD & EL SEGUNDO AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	129	0.042		N/S 1:	0.502 *
Southbound	Through	4.00	6,400	941	0.147		N/S 2:	0.232
	Left	2.00	2,560	227	0.089	*	E/W 1:	0.147
	Right	1.00	1,600	184	0.071		E/W 2:	0.167 *
Westbound	Through	2.00	3,200	286	0.089	*		
	Left	2.00	2,560	132	0.052		V/C Ratio:	0.669
	Right	0.00	0	201	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,444	0.413	*	ITS:	0.000
	Left	2.00	2,560	217	0.085			
	Right	1.00	1,600	220	0.095		ICU:	0.769
Eastbound	Through	2.00	3,200	249	0.078			
	Left	1.00	1,600	124	0.078	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	78	0.006		N/S 1:	0.359
Southbound	Through	4.00	6,400	2,501	0.391	*	N/S 2:	0.497 *
	Left	2.00	2,560	219	0.086		E/W 1:	0.382 *
	Right	1.00	1,600	316	0.155		E/W 2:	0.241
Westbound	Through	2.00	3,200	344	0.108			
	Left	2.00	2,560	485	0.189	*	V/C Ratio:	0.879
	Right	0.00	0	177	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,568	0.273		ITS:	0.000
	Left	2.00	2,560	271	0.106	*		
	Right	1.00	1,600	393	0.193	*	ICU:	0.979
Eastbound	Through	2.00	3,200	402	0.126			
	Left	1.00	1,600	137	0.086		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

38. SEPULVEDA BOULEVARD & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	97	0.016	N/S 1:	0.519 *
Southbound	Through	3.00	4,800	954	0.199	N/S 2:	0.283
	Left	2.00	2,560	264	0.103 *	E/W 1:	0.156
	Right [1]	1.00	1,600	513	0.000	E/W 2:	0.173 *
Westbound	Through	2.00	3,200	264	0.083 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	0.692
	Right	1.00	1,600	321	0.201	Loss Time:	0.100
Northbound	Through	4.00	6,400	2,661	0.416 *	ITS:	0.000
	Left	2.00	2,560	215	0.084		
	Right	1.00	1,600	96	0.018	ICU:	0.792
Eastbound	Through	3.00	4,800	750	0.156		
	Left	2.00	2,560	230	0.090 *	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	446	0.206	N/S 1:	0.453
Southbound	Through	3.00	4,800	2,396	0.499 *	N/S 2:	0.673 *
	Left	2.00	2,560	470	0.184	E/W 1:	0.172
	Right [1]	1.00	1,600	747	0.000	E/W 2:	0.326 *
Westbound	Through	2.00	3,200	577	0.180 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	0.999
	Right	1.00	1,600	431	0.269	Loss Time:	0.100
Northbound	Through	4.00	6,400	1,247	0.195	ITS:	0.000
	Left	2.00	2,560	446	0.174 *		
	Right [2]	1.00	1,600	275	0.172	ICU:	1.099
Eastbound	Through	3.00	4,800	630	0.131		
	Left	2.00	2,560	375	0.146 *	LOS:	F

* Critical Movement [1] Free Right Turn [2] No Right Turn on Red (P.M. Peak Hour only)

LAX Northside

Intersection Capacity Utilization Analysis

67. INGLEWOOD AVENUE & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	25	0.000	N/S 1:	0.216 *
Southbound	Through	1.00	1,600	219	0.153	N/S 2:	0.188
	Left	1.00	1,600	34	0.021 *	E/W 1:	0.106
	Right	0.00	0	38	0.000	E/W 2:	0.113 *
Westbound	Through	1.00	1,600	137	0.109 *		
	Left	1.00	1,600	40	0.025	V/C Ratio:	0.329
	Right	0.00	0	68	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	244	0.195 *	ITS:	0.000
	Left	1.00	1,600	56	0.035		
	Right	0.00	0	38	0.000	ICU:	0.429
Eastbound	Through	1.00	1,600	91	0.081		
	Left	1.00	1,600	6	0.004 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	29	0.000	N/S 1:	0.336
Southbound	Through	1.00	1,600	469	0.311 *	N/S 2:	0.345 *
	Left	1.00	1,600	65	0.041	E/W 1:	0.274 *
	Right	0.00	0	33	0.000	E/W 2:	0.110
Westbound	Through	1.00	1,600	108	0.088		
	Left	1.00	1,600	91	0.057 *	V/C Ratio:	0.619
	Right	0.00	0	135	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	337	0.295	ITS:	0.000
	Left	1.00	1,600	54	0.034 *		
	Right	0.00	0	67	0.000	ICU:	0.719
Eastbound	Through	1.00	1,600	280	0.217 *		
	Left	1.00	1,600	35	0.022	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

68. HAWTHORNE BOULEVARD & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	25	0.000		N/S 1:	0.181
Southbound	Through	3.00	4,800	649	0.140	*	N/S 2:	0.201 *
	Left	1.00	1,600	36	0.023		E/W 1:	0.107 *
	Right	1.00	1,600	76	0.036		E/W 2:	0.095
Westbound	Through	1.00	1,600	107	0.067			
	Left	1.00	1,600	50	0.031	*	V/C Ratio:	0.308
	Right	1.00	1,600	46	0.013		Loss Time:	0.100
Northbound	Through	3.00	4,800	758	0.158		ITS:	0.000
	Left	1.00	1,600	97	0.061	*		
	Right	0.00	1,600	122	0.076	*	ICU:	0.408
Eastbound	Through	2.00	1,600	75	0.047			
	Left	1.00	1,600	44	0.028		LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	77	0.000		N/S 1:	0.279
Southbound	Through	3.00	4,800	1,218	0.270	*	N/S 2:	0.424 *
	Left	1.00	1,600	88	0.055		E/W 1:	0.211 *
	Right	1.00	1,600	55	0.007		E/W 2:	0.178
Westbound	Through	1.00	1,600	171	0.107			
	Left	1.00	1,600	108	0.068	*	V/C Ratio:	0.635
	Right	1.00	1,600	109	0.034		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,077	0.224		ITS:	0.000
	Left	1.00	1,600	247	0.154	*		
	Right	0.00	0	160	0.000		ICU:	0.735
Eastbound	Through	2.00	3,200	298	0.143	*		
	Left	1.00	1,600	114	0.071		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

69. INGLEWOOD AVENUE & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	165	0.084		N/S 1:	0.193
Southbound	Through	1.00	1,600	233	0.146	*	N/S 2:	0.269 *
	Left	1.00	1,600	107	0.067		E/W 1:	0.112
	Right	0.00	0	80	0.000		E/W 2:	0.263 *
Westbound	Through	3.00	4,800	995	0.224	*		
	Left	1.00	1,600	79	0.049		V/C Ratio:	0.532
	Right	1.00	1,600	102	0.039		Loss Time:	0.100
Northbound	Through	1.00	1,600	202	0.126		ITS:	0.000
	Left	1.00	1,600	196	0.123	*		
	Right	0.00	0	36	0.000		ICU:	0.632
Eastbound	Through	3.00	4,800	267	0.063			
	Left	1.00	1,600	62	0.039	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	68	0.000		N/S 1:	0.401
Southbound	Through	1.00	1,600	897	0.561	*	N/S 2:	0.617 *
	Left	1.00	1,600	189	0.118		E/W 1:	0.449 *
	Right	0.00	0	193	0.000		E/W 2:	0.287
Westbound	Through	3.00	4,800	388	0.121			
	Left	1.00	1,600	143	0.089	*	V/C Ratio:	1.066
	Right	1.00	1,600	169	0.061		Loss Time:	0.100
Northbound	Through	1.00	1,600	453	0.283		ITS:	0.000
	Left	1.00	1,600	90	0.056	*		
	Right	0.00	0	141	0.000		ICU:	1.166
Eastbound	Through	3.00	4,800	1,586	0.360	*		
	Left	1.00	1,600	266	0.166		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

70. HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	138	0.000		N/S 1:	0.175
Southbound	Through	3.00	4,800	576	0.149	*	N/S 2:	0.218 *
	Left	1.00	1,600	111	0.069		E/W 1:	0.173
	Right	0.00	0	112	0.000		E/W 2:	0.255 *
Westbound	Through	3.00	4,800	811	0.192	*		
	Left	1.00	1,600	147	0.092		V/C Ratio:	0.473
	Right	1.00	1,600	191	0.073		Loss Time:	0.100
Northbound	Through	3.00	4,800	508	0.106		ITS:	0.000
	Left	2.00	2,560	176	0.069	*		
	Right	0.00	0	65	0.000		ICU:	0.573
Eastbound	Through	3.00	4,800	322	0.081			
	Left	1.00	1,600	101	0.063	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	157	0.000		N/S 1:	0.265
Southbound	Through	3.00	4,800	1,088	0.259	*	N/S 2:	0.327 *
	Left	1.00	1,600	199	0.124		E/W 1:	0.436 *
	Right	0.00	0	100	0.000		E/W 2:	0.180
Westbound	Through	3.00	4,800	356	0.095			
	Left	1.00	1,600	117	0.073	*	V/C Ratio:	0.763
	Right	1.00	1,600	279	0.138		Loss Time:	0.100
Northbound	Through	3.00	4,800	677	0.141		ITS:	0.000
	Left	2.00	2,560	173	0.068	*		
	Right	0.00	0	173	0.000		ICU:	0.863
Eastbound	Through	3.00	4,800	1,568	0.363	*		
	Left	1.00	1,600	136	0.085		LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

71. INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	85	0.000		N/S 1:	0.158
Southbound	Through	2.00	3,200	277	0.113	*	N/S 2:	0.238 *
	Left	1.00	1,600	34	0.021		E/W 1:	0.149
	Right	0.00	0	78	0.000		E/W 2:	0.257 *
Westbound	Through	3.00	4,800	978	0.220	*		
	Left	1.00	1,600	108	0.068		V/C Ratio:	0.495
	Right	0.00	0	72	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	366	0.137		ITS:	0.000
	Left	1.00	1,600	200	0.125	*		
	Right	0.00	0	79	0.000		ICU:	0.595
Eastbound	Through	3.00	4,800	309	0.081			
	Left	1.00	1,600	59	0.037	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	81	0.000		N/S 1:	0.279
Southbound	Through	2.00	3,200	720	0.250	*	N/S 2:	0.322 *
	Left	1.00	1,600	85	0.053		E/W 1:	0.551 *
	Right	0.00	0	159	0.000		E/W 2:	0.279
Westbound	Through	3.00	4,800	571	0.152			
	Left	1.00	1,600	178	0.111	*	V/C Ratio:	0.873
	Right	0.00	0	130	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	592	0.226		ITS:	0.000
	Left	1.00	1,600	115	0.072	*		
	Right	0.00	0	285	0.000		ICU:	0.973
Eastbound	Through	3.00	4,800	1,829	0.440	*		
	Left	1.00	1,600	203	0.127		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

72. HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	52	0.009		N/S 1:	0.189	
Southbound	Through	3.00	4,800	674	0.140	*	N/S 2:	0.238	*
	Left	2.00	2,560	182	0.071		E/W 1:	0.188	
	Right	0.00	0	184	0.000		E/W 2:	0.281	*
Westbound	Through	3.00	4,800	939	0.234	*			
	Left	1.00	1,600	136	0.085		V/C Ratio:	0.519	
	Right	0.00	0	106	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	648	0.118		ITS:	0.000	
	Left	2.00	2,560	252	0.098	*			
	Right	0.00	0	104	0.000		ICU:	0.619	
Eastbound	Through	3.00	4,800	390	0.103				
	Left	1.00	1,600	75	0.047	*	LOS:	B	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	107	0.019		N/S 1:	0.312	
Southbound	Through	3.00	4,800	1,807	0.376	*	N/S 2:	0.455	*
	Left	2.00	2,560	338	0.132		E/W 1:	0.621	*
	Right	0.00	0	163	0.000		E/W 2:	0.259	
Westbound	Through	3.00	4,800	619	0.163				
	Left	1.00	1,600	147	0.092	*	V/C Ratio:	1.076	
	Right	0.00	0	203	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	947	0.180		ITS:	0.000	
	Left	2.00	2,560	202	0.079	*			
	Right	0.00	0	420	0.000		ICU:	1.176	
Eastbound	Through	3.00	4,800	2,121	0.529	*			
	Left	1.00	1,600	154	0.096		LOS:	F	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

77. SEPULVEDA BOULEVARD & WASHINGTON PLACE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	67	0.000		N/S 1:	0.340 *
Southbound	Through	2.00	3,200	363	0.113		N/S 2:	0.164
	Left	1.00	1,600	20	0.013	*	E/W 1:	0.238
	Right	1.00	1,600	46	0.023		E/W 2:	0.254 *
Westbound	Through	2.00	3,200	441	0.138	*		
	Left	1.00	1,600	75	0.047		V/C Ratio:	0.594
	Right	0.00	0	87	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	959	0.327	*	ITS:	-0.070
	Left	1.00	1,600	81	0.051			
	Right	1.00	1,600	72	0.020		ICU:	0.624
Eastbound	Through	2.00	3,200	612	0.191			
	Left	1.00	1,600	185	0.116	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	125	0.038		N/S 1:	0.352 *
Southbound	Through	2.00	3,200	825	0.258		N/S 2:	0.326
	Left	1.00	1,600	47	0.029	*	E/W 1:	0.249
	Right	1.00	1,600	79	0.035		E/W 2:	0.257 *
Westbound	Through	2.00	3,200	562	0.176	*		
	Left	1.00	1,600	111	0.069		V/C Ratio:	0.609
	Right	0.00	0	88	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	947	0.323	*	ITS:	-0.070
	Left	1.00	1,600	109	0.068			
	Right	1.00	1,600	111	0.035		ICU:	0.639
Eastbound	Through	2.00	3,200	577	0.180			
	Left	1.00	1,600	129	0.081	*	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

78. SEPULVEDA BOULEVARD & WASHINGTON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	65	0.000	N/S 1:	0.341 *
Southbound	Through	2.00	3,200	394	0.143	N/S 2:	0.166
	Left	1.00	1,600	10	0.006 *	E/W 1:	0.182
	Right	0.00	0	62	0.000	E/W 2:	0.299 *
Westbound	Through	2.00	3,200	401	0.145 *		
	Left	1.00	1,600	19	0.012	V/C Ratio:	0.640
	Right	0.00	0	22	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,050	0.335 *	ITS:	-0.070
	Left	1.00	1,600	36	0.023		
	Right	0.00	0	36	0.000	ICU:	0.670
Eastbound	Through	2.00	3,200	508	0.170		
	Left	1.00	1,600	246	0.154 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	88	0.000	N/S 1:	0.340
Southbound	Through	2.00	3,200	888	0.305 *	N/S 2:	0.343 *
	Left	1.00	1,600	20	0.013	E/W 1:	0.212
	Right	0.00	0	56	0.000	E/W 2:	0.286 *
Westbound	Through	2.00	3,200	516	0.179 *		
	Left	1.00	1,600	28	0.018	V/C Ratio:	0.629
	Right	0.00	0	36	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,010	0.327	ITS:	-0.070
	Left	1.00	1,600	61	0.038 *		
	Right	0.00	0	70	0.000	ICU:	0.659
Eastbound	Through	2.00	3,200	551	0.194		
	Left	1.00	1,600	171	0.107 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

79. SAWTELLE BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	79	0.000	N/S 1:	0.248 *
Southbound	Through	2.00	3,200	287	0.114	N/S 2:	0.142
	Left	1.00	1,600	184	0.115 *	E/W 1:	0.336 *
	Right	0.00	0	140	0.000	E/W 2:	0.288
Westbound	Through	2.00	3,200	553	0.217		
	Left	1.00	1,600	186	0.116 *	V/C Ratio:	0.584
	Right	0.00	0	158	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	266	0.133 *	ITS:	-0.070
	Left	1.00	1,600	44	0.028		
	Right	0.00	0	62	0.000	ICU:	0.614
Eastbound	Through	3.00	4,800	995	0.220 *		
	Left	1.00	1,600	113	0.071	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	223	0.000	N/S 1:	0.186
Southbound	Through	2.00	3,200	769	0.310 *	N/S 2:	0.356 *
	Left	1.00	1,600	106	0.066	E/W 1:	0.374
	Right	0.00	0	187	0.000	E/W 2:	0.386 *
Westbound	Through	2.00	3,200	879	0.333 *		
	Left	1.00	1,600	314	0.196	V/C Ratio:	0.742
	Right	0.00	0	70	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	315	0.120	ITS:	-0.070
	Left	1.00	1,600	73	0.046 *		
	Right	0.00	0	78	0.000	ICU:	0.772
Eastbound	Through	3.00	4,800	777	0.178		
	Left	1.00	1,600	85	0.053 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

80. SEPULVEDA BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	76	0.000	N/S 1:	0.267 *
Southbound	Through	2.00	3,200	375	0.117	N/S 2:	0.163
	Left	1.00	1,600	34	0.021 *	E/W 1:	0.385 *
	Right	0.00	0	56	0.000	E/W 2:	0.256
Westbound	Through	3.00	4,800	671	0.151		
	Left	2.00	2,560	76	0.030 *	V/C Ratio:	0.652
	Right	1.00	1,600	145	0.076	Loss Time:	0.100
Northbound	Through	2.00	3,200	786	0.246 *	ITS:	-0.070
	Left	2.00	2,560	117	0.046		
	Right	0.00	0	61	0.000	ICU:	0.682
Eastbound	Through	2.00	3,200	1,076	0.355 *		
	Left	2.00	2,560	269	0.105	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	202	0.067	N/S 1:	0.283
Southbound	Through	2.00	3,200	785	0.245 *	N/S 2:	0.294 *
	Left	1.00	1,600	73	0.046	E/W 1:	0.258
	Right	0.00	0	44	0.000	E/W 2:	0.344 *
Westbound	Through	3.00	4,800	1,041	0.226 *		
	Left	2.00	2,560	137	0.054	V/C Ratio:	0.638
	Right	1.00	1,600	133	0.056	Loss Time:	0.100
Northbound	Through	2.00	3,200	759	0.237	ITS:	-0.070
	Left	2.00	2,560	126	0.049 *		
	Right	0.00	0	114	0.000	ICU:	0.668
Eastbound	Through	2.00	3,200	540	0.204		
	Left	2.00	2,560	303	0.118 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

83. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	5	0.000	N/S 1:	0.230 *
Southbound	Through	3.00	4,800	450	0.095	N/S 2:	0.096
	Left	0.00	0	0	0.000 *	E/W 1:	0.210 *
	Right	0.00	1,600	8	0.005	E/W 2:	0.005
Westbound	Through	3.00	3,200	2	0.001		
	Left	2.96	3,792	795	0.210 *	V/C Ratio:	0.440
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,101	0.230 *	ITS:	-0.070
	Left	0.00	1,600	2	0.001		
	Right	0.00	0	0	0.000	ICU:	0.470
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	10	0.000	N/S 1:	0.254 *
Southbound	Through	3.00	4,800	999	0.210	N/S 2:	0.219
	Left	0.00	0	0	0.000 *	E/W 1:	0.210 *
	Right	0.00	1,600	26	0.016	E/W 2:	0.016
Westbound	Through	3.00	3,200	14	0.004		
	Left	2.85	3,650	767	0.210 *	V/C Ratio:	0.464
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,204	0.254 *	ITS:	-0.070
	Left	0.00	1,600	15	0.009		
	Right	0.00	0	0	0.000	ICU:	0.494
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

84. SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	67	0.000		N/S 1:	0.352	*
Southbound	Through	3.00	4,800	1,098	0.243		N/S 2:	0.334	
	Left	1.00	1,600	44	0.028	*	E/W 1:	0.070	
	Right	0.00	0	59	0.000		E/W 2:	0.095	*
Westbound	Through	2.00	3,200	65	0.039	*			
	Left	1.00	1,600	56	0.035		V/C Ratio:	0.447	
	Right	0.00	0	18	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,057	0.324	*	ITS:	-0.070	
	Left	1.00	1,600	145	0.091				
	Right	0.00	0	49	0.000		ICU:	0.477	
Eastbound	Through	2.00	3,200	62	0.035				
	Left	1.00	1,600	89	0.056	*	LOS:	A	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	148	0.000		N/S 1:	0.432	
Southbound	Through	3.00	4,800	1,591	0.362	*	N/S 2:	0.444	*
	Left	1.00	1,600	119	0.074		E/W 1:	0.142	
	Right	0.00	0	106	0.000		E/W 2:	0.159	*
Westbound	Through	2.00	3,200	170	0.086	*			
	Left	1.00	1,600	82	0.051		V/C Ratio:	0.603	
	Right	0.00	0	82	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,208	0.358		ITS:	-0.070	
	Left	1.00	1,600	131	0.082	*			
	Right	0.00	0	134	0.000		ICU:	0.633	
Eastbound	Through	2.00	3,200	156	0.091				
	Left	1.00	1,600	116	0.073	*	LOS:	B	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

85. SLAUSON AVENUE & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	39	0.012		N/S 1:	0.034
Southbound	Through	1.00	1,600	24	0.015	*	N/S 2:	0.139 *
	Left	1.00	1,600	5	0.003		E/W 1:	0.144
	Right	0.00	0	5	0.000		E/W 2:	0.174 *
Westbound	Through	3.00	4,800	709	0.149	*		
	Left	1.00	1,600	15	0.009		V/C Ratio:	0.313
	Right	0.00	0	25	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	25	0.031		ITS:	-0.070
	Left	2.00	2,560	318	0.124	*		
	Right	1.00	1,600	169	0.000		ICU:	0.343
Eastbound	Through	3.00	4,800	649	0.135			
	Left	1.00	1,600	40	0.025	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	54	0.011		N/S 1:	0.066
Southbound	Through	1.00	1,600	19	0.012	*	N/S 2:	0.197 *
	Left	1.00	1,600	7	0.004		E/W 1:	0.230 *
	Right	0.00	0	6	0.000		E/W 2:	0.212
Westbound	Through	3.00	4,800	791	0.166			
	Left	1.00	1,600	49	0.031	*	V/C Ratio:	0.427
	Right	0.00	0	33	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	66	0.062		ITS:	-0.070
	Left	2.00	2,560	474	0.185	*		
	Right	1.00	1,600	416	0.075		ICU:	0.457
Eastbound	Through	3.00	4,800	957	0.199	*		
	Left	1.00	1,600	74	0.046		LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

86. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD / PLAYA STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	488	0.067		N/S 1:	0.380 *
Southbound	Through	2.00	3,200	706	0.221		N/S 2:	0.245
	Left	1.00	1,600	50	0.031	*	E/W 1:	0.115
	Right	0.00	1,600	181	0.113	*	E/W 2:	0.285 *
Westbound	Through	3.00	3,200	253	0.079			
	Left	2.00	2,560	97	0.038		V/C Ratio:	0.665
	Right	0.00	0	136	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,541	0.349	*	ITS:	-0.070
	Left	1.00	1,600	38	0.024			
	Right	0.00	0	14	0.000		ICU:	0.695
Eastbound	Through	2.00	3,200	233	0.077			
	Left	2.00	2,560	440	0.172	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	493	0.060		N/S 1:	0.468 *
Southbound	Through	2.00	3,200	1,184	0.370		N/S 2:	0.406
	Left	1.00	1,600	100	0.063	*	E/W 1:	0.275
	Right	0.00	1,600	196	0.123	*	E/W 2:	0.312 *
Westbound	Through	3.00	3,200	256	0.080			
	Left	2.00	2,560	274	0.107		V/C Ratio:	0.780
	Right	0.00	0	192	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,751	0.405	*	ITS:	-0.070
	Left	1.00	1,600	57	0.036			
	Right	0.00	0	16	0.000		ICU:	0.810
Eastbound	Through	2.00	3,200	520	0.168			
	Left	2.00	2,560	484	0.189	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

87. SEPULVEDA BOULEVARD & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	13	0.000		N/S 1:	0.363 *
Southbound	Through	2.00	3,200	588	0.188		N/S 2:	0.227
	Left	2.00	2,560	99	0.039	*	E/W 1:	0.079
	Right	1.00	1,600	190	0.099	*	E/W 2:	0.107 *
Westbound	Through	2.00	3,200	254	0.079			
	Left	2.00	2,560	78	0.030		V/C Ratio:	0.470
	Right	0.00	0	59	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,497	0.324	*	ITS:	-0.070
	Left	2.00	2,560	101	0.039			
	Right	1.00	1,600	58	0.017		ICU:	0.500
Eastbound	Through	2.00	3,200	157	0.049			
	Left	1.00	1,600	13	0.008	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	40	0.000		N/S 1:	0.499 *
Southbound	Through	2.00	3,200	1,220	0.394		N/S 2:	0.465
	Left	2.00	2,560	337	0.132	*	E/W 1:	0.189 *
	Right	1.00	1,600	243	0.086		E/W 2:	0.128
Westbound	Through	2.00	3,200	274	0.086			
	Left	2.00	2,560	231	0.090	*	V/C Ratio:	0.688
	Right	0.00	0	106	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,656	0.367	*	ITS:	-0.070
	Left	2.00	2,560	182	0.071			
	Right	1.00	1,600	120	0.039		ICU:	0.718
Eastbound	Through	2.00	3,200	317	0.099	*		
	Left	1.00	1,600	67	0.042		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

88. LA CIENEGA BOULEVARD & STOCKER STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.653 *
Southbound	Through	2.00	3,200	0	0.000		N/S 2:	0.000
	Left	1.00	1,600	117	0.073	*	E/W 1:	0.525 *
	Right	1.00	1,600	124	0.041		E/W 2:	0.041
Westbound	Through	0.00	0	0	0.000			
	Left	2.00	2,560	1,343	0.525	*	V/C Ratio:	1.178
	Right	1.00	1,600	0	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,782	0.580	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	1.278
Eastbound	Through	0.00	0	0	0.000	*		
	Left	0.00	0	0	0.000		LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.715 *
Southbound	Through	2.00	3,200	0	0.000		N/S 2:	0.000
	Left	1.00	1,600	287	0.179	*	E/W 1:	0.363 *
	Right	1.00	1,600	88	0.000		E/W 2:	0.000
Westbound	Through	0.00	0	0	0.000			
	Left	2.00	2,560	928	0.363	*	V/C Ratio:	1.078
	Right	1.00	1,600	0	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,574	0.536	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	1.178
Eastbound	Through	0.00	0	0	0.000	*		
	Left	0.00	0	0	0.000		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

89. LA CIENEGA BOULEVARD SB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.78	2,847	605	0.213 *	N/S 1:	0.045
Southbound	Through	2.00	1,600	3	0.047	N/S 2:	0.213 *
	Left	0.00	1,600	72	0.045	E/W 1:	0.271
	Right	0.00	0	0	0.000	E/W 2:	0.374 *
Westbound	Through	3.00	4,800	1,797	0.374 *		
	Left	1.00	1,600	185	0.116	V/C Ratio:	0.587
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	103	0.000	ICU:	0.687
Eastbound	Through	5.00	8,000	1,133	0.155		
	Left	0.00	0	0	0.000 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.53	2,447	572	0.234 *	N/S 1:	0.108
Southbound	Through	2.00	1,600	4	0.110	N/S 2:	0.234 *
	Left	0.00	1,600	172	0.108	E/W 1:	0.460 *
	Right	0.00	0	0	0.000	E/W 2:	0.237
Westbound	Through	3.00	4,800	1,138	0.237		
	Left	1.00	1,600	246	0.154 *	V/C Ratio:	0.694
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	132	0.000	ICU:	0.794
Eastbound	Through	5.00	8,000	2,318	0.306 *		
	Left	0.00	0	0	0.000	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

90. LA CIENEGA BOULEVARD NB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.104
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.201 *
	Left	0.00	0	0	0.000	E/W 1:	0.165
	Right	1.00	1,600	129	0.081	E/W 2:	0.409 *
Westbound	Through	4.00	6,400	1,794	0.280 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.610
	Right	0.00	1,600	167	0.104	Loss Time:	0.100
Northbound	Through	2.00	1,600	5	0.003	ITS:	0.000
	Left	1.33	1,705	343	0.201 *		
	Right	0.00	0	0	0.000	ICU:	0.710
Eastbound	Through	3.00	4,800	793	0.165		
	Left	2.00	2,560	329	0.129 *	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.140 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.084
	Left	0.00	0	0	0.000 *	E/W 1:	0.388
	Right	1.00	1,600	110	0.069	E/W 2:	0.449 *
Westbound	Through	4.00	6,400	1,274	0.199 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.589
	Right	0.00	1,600	224	0.140 *	Loss Time:	0.100
Northbound	Through	2.00	1,600	5	0.003	ITS:	0.000
	Left	1.00	1,600	134	0.084		
	Right	0.00	0	0	0.000	ICU:	0.689
Eastbound	Through	3.00	4,800	1,861	0.388		
	Left	2.00	2,560	639	0.250 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

102. AVIATION BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	208	0.106		N/S 1:	0.324
Southbound	Through	2.00	3,200	729	0.228	*	N/S 2:	0.439 *
	Left	1.00	1,600	63	0.039		E/W 1:	0.191
	Right	0.00	0	52	0.000		E/W 2:	0.420 *
Westbound	Through	3.00	4,800	1,727	0.371	*		
	Left	2.00	2,560	306	0.120		V/C Ratio:	0.859
	Right	0.00	0	128	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	783	0.285		ITS:	0.000
	Left	1.00	1,600	338	0.211	*		
	Right	1.00	1,600	66	0.000		ICU:	0.959
Eastbound	Through	3.00	4,800	340	0.071			
	Left	1.00	1,600	78	0.049	*	LOS:	E

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	67	0.000		N/S 1:	0.319 *
Southbound	Through	2.00	3,200	234	0.073		N/S 2:	0.200
	Left	1.00	1,600	63	0.039	*	E/W 1:	0.461 *
	Right	0.00	0	78	0.000		E/W 2:	0.289
Westbound	Through	3.00	4,800	635	0.149			
	Left	2.00	2,560	212	0.083	*	V/C Ratio:	0.780
	Right	0.00	0	314	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	581	0.280	*	ITS:	0.000
	Left	1.00	1,600	203	0.127			
	Right	1.00	1,600	506	0.253		ICU:	0.880
Eastbound	Through	3.00	4,800	1,814	0.378	*		
	Left	1.00	1,600	224	0.140		LOS:	D

* Critical Movement

Existing with Project Conditions
(Year 2012)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
1	North-South Street:	Lincoln Boulevard	East-West Street:	Venice Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	2	74	181	2	**100**
	Left-Through		0			0	
	Through	1384	1	**754**	1322	1	724
	Through-Right		1			1	
	Right	123	0	123	125	0	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	193	2	**106**	285	2	157
	Left-Through		0			0	
	Through	1341	1	693	1577	1	**816**
	Through-Right		1			1	
	Right	44	0	44	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	2	36	87	2	**48**
	Left-Through		0			0	
	Through	770	3	**257**	852	3	284
	Through-Right		0			0	
	Right	131	1	57	214	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	286	2	**157**	297	2	163
	Left-Through		0			0	
	Through	600	2	300	856	2	**428**
	Through-Right		0			0	
	Right	242	1	136	200	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	860		*North-South:*	916
			East-West:	414		*East-West:*	476
			SUM:	1274		*SUM:*	1392
	VOLUME/CAPACITY *(V/C)* RATIO:			0.927			1.012
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.827**			**0.912**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
2	North-South Street:	Lincoln Boulevard	East-West Street:	Washington Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	431	2	**237**	447	2	**246**
	Left-Through		0			0	
	Through	1532	2	549	1230	2	478
	Through-Right		1			1	
	Right	116	0	116	203	0	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	261	2	144
	Left-Through		0			0	
	Through	1420	2	**523**	1482	2	**539**
	Through-Right		1			1	
	Right	150	0	150	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	52	129	2	71
	Left-Through		0			0	
	Through	627	2	**314**	730	2	**365**
	Through-Right		0			0	
	Right	402	1	165	421	1	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	197	2	**108**	537	2	**295**
	Left-Through		0			0	
	Through	736	2	368	685	2	343
	Through-Right		0			0	
	Right	224	1	83	361	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	760		*North-South:*	785
			East-West:	422		*East-West:*	660
			SUM:	1182		*SUM:*	1445
	VOLUME/CAPACITY *(V/C)* RATIO:			0.860			1.051
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.760**			**0.951**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
3	North-South Street:	Lincoln Boulevard	East-West Street:	Maxella Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	145	2	80
	Left-Through		0			0	
	Through	1812	3	**604**	1945	3	**648**
	Through-Right		0			0	
	Right	201	1	99	370	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	2	**60**	112	2	**62**
	Left-Through		0			0	
	Through	1608	3	410	2162	3	569
	Through-Right		1			1	
	Right	30	0	30	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	67	1	67
	Left-Through		0			0	
	Through	78	1	78	77	1	**77**
	Through-Right		0			0	
	Right	185	1	**149**	97	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	176	1	**102**	295	1	**197**
	Left-Through		1			1	
	Through	27	0	102	99	0	197
	Through-Right		0			0	
	Right	130	1	70	166	1	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	664		*North-South:*	710
			East-West:	251		*East-West:*	274
			SUM:	915		*SUM:*	984
	VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.716
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.565**			**0.616**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
4	North-South Street:	Lincoln Boulevard	East-West Street:	SR-90 Ramps
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1466	3	**489**	1736	3	**579**
	Through-Right		0			0	
	Right	258	1	0	237	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	777	2	**427**	849	2	**467**
	Left-Through		0			0	
	Through	1235	3	412	1826	3	609
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	240	2	**132**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	764	2	0	730	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	916		*North-South:*	1046
			East-West:	87		*East-West:*	132
			SUM:	1003		*SUM:*	1178
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.827
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.827
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
5	North-South Street:	Lincoln Boulevard	East-West Street:	Bali Way
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	149	1	**149**
	Left-Through		0			0	
	Through	1378	2	467	1534	2	514
	Through-Right		1			1	
	Right	22	0	22	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	39	1	39
	Left-Through		0			0	
	Through	1222	2	**477**	1761	2	**718**
	Through-Right		1			1	
	Right	209	0	209	393	0	393
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	286	1	**145**	429	1	**215**
	Left-Through		1			1	
	Through	3	0	145	0	0	215
	Through-Right		0			0	
	Right	68	1	17	39	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	5	0	5
	Left-Through		0			0	
	Through	1	0	**18**	5	0	**47**
	Through-Right		0			0	
	Right	8	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	580		*North-South:*	867
			East-West:	163		*East-West:*	262
			SUM:	743		*SUM:*	1129
	VOLUME/CAPACITY *(V/C)* RATIO:			0.540			0.821
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.440**			**0.721**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
6	North-South Street:	Lincoln Boulevard	East-West Street:	Mindanao Way
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	105	1	105
	Left-Through		0			0	
	Through	1438	3	**479**	1565	3	**522**
	Through-Right		0			0	
	Right	327	1	194	294	1	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	203	1	**203**
	Left-Through		0			0	
	Through	1166	2	399	1506	2	533
	Through-Right		1			1	
	Right	30	0	30	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	503	1	**277**	485	1	**299**
	Through-Right		1			1	
	Right	50	0	50	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	241	2	**133**	392	2	**216**
	Left-Through		0			0	
	Through	420	1	249	633	1	350
	Through-Right		1			1	
	Right	77	0	77	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	616		*North-South:*	725
			East-West:	410		*East-West:*	515
			SUM:	1026		*SUM:*	1240
	VOLUME/CAPACITY *(V/C)* RATIO:			0.746			0.902
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.646**			**0.802**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
7	North-South Street:	Lincoln Boulevard	East-West Street:	Fiji Way
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	591	2	**325**	774	2	**426**
	Left-Through		0			0	
	Through	1834	2	625	1896	2	645
	Through-Right		1			1	
	Right	42	0	42	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	59	1	59
	Left-Through		0			0	
	Through	1326	2	**467**	1816	2	**659**
	Through-Right		1			1	
	Right	76	0	76	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	119	1	**119**
	Left-Through		0			0	
	Through	19	1	19	22	1	22
	Through-Right		0			0	
	Right	586	1	0	897	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	0	21	36	0	36
	Left-Through		1			1	
	Through	15	0	**60**	19	0	**43**
	Through-Right		1			1	
	Right	45	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	792		*North-South:*	1085
			East-West:	139		*East-West:*	162
			SUM:	931		*SUM:*	1247
	VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.875
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.553**			**0.775**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
8	North-South Street:	Lincoln Boulevard	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	35	1	35
	Left-Through		0			0	
	Through	1859	4	**465**	1926	4	**482**
	Through-Right		0			0	
	Right	427	1	186	342	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	389	2	**214**	464	2	**255**
	Left-Through		0			0	
	Through	1299	4	325	1649	4	412
	Through-Right		0			0	
	Right	211	1	36	445	1	361
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	175	84	1	84
	Left-Through		0			0	
	Through	353	2	**134**	175	2	**85**
	Through-Right		1			1	
	Right	50	0	50	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	438	2	**241**	518	2	**285**
	Left-Through		0			0	
	Through	107	2	54	217	2	109
	Through-Right		0			0	
	Right	424	2	19	476	2	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	679		*North-South:*	737
			East-West:	375		*East-West:*	370
			SUM:	1054		*SUM:*	1107
	VOLUME/CAPACITY *(V/C)* RATIO:			0.767			0.805
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.667**			**0.705**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
9	North-South Street:	Lincoln Boulevard	East-West Street:	Bluff Creek Drive
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2388	4	**597**	2339	4	**585**
	Through-Right		0			0	
	Right	99	1	0	191	1	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	2	**8**	38	2	**21**
	Left-Through		0			0	
	Through	1665	4	416	2385	4	596
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	244	2	**134**	161	2	**89**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	34	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	605		*North-South:*	606
			East-West:	134		*East-West:*	89
			SUM:	739		*SUM:*	695
	VOLUME/CAPACITY *(V/C)* RATIO:			0.519			0.488
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.419**			**0.388**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
10	North-South Street:	Lincoln Boulevard	East-West Street:	LMU Drive
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	16	1	**16**
	Left-Through		0			0	
	Through	2376	4	**594**	2317	4	579
	Through-Right		0			0	
	Right	195	1	170	103	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	208	2	**114**	106	2	58
	Left-Through		0			0	
	Through	1654	3	551	2299	3	**766**
	Through-Right		0			0	
	Right	10	1	0	19	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	19	1	**19**
	Left-Through		0			0	
	Through	0	0	15	1	0	14
	Through-Right		1			1	
	Right	15	0	0	13	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	**25**	141	1	**117**
	Left-Through		0			0	
	Through	2	0	25	1	0	117
	Through-Right		0			0	
	Right	35	1	0	208	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	708		*North-South:*	782
			East-West:	50		*East-West:*	136
			SUM:	758		*SUM:*	918
	VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.668
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.451**			**0.568**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
13	North-South Street:	Lincoln Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	15	2	8
	Left-Through		0			0	
	Through	1692	2	**568**	1810	2	**609**
	Through-Right		1			1	
	Right	12	0	12	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	39	1	**39**
	Left-Through		0			0	
	Through	1460	2	506	1657	2	573
	Through-Right		1			1	
	Right	58	0	58	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	23	79	1	44
	Left-Through		1			1	
	Through	5	0	23	8	0	44
	Through-Right		0			0	
	Right	47	1	**30**	65	1	**57**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		0			0	
	Through	3	0	**15**	2	0	**17**
	Through-Right		0			0	
	Right	2	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	587		*North-South:*	648
			East-West:	45		*East-West:*	74
			SUM:	632		*SUM:*	722
	VOLUME/CAPACITY *(V/C)* RATIO:			0.460			0.525
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.360**			**0.425**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
15	North-South Street:	Nicholsan Street	East-West Street:	Culver Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	42	0	**42**
	Left-Through		1			1	
	Through	0	0	21	0	0	42
	Through-Right		0			0	
	Right	1154	1	0	496	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**2**
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	1	1	1
	Left-Through		0			0	
	Through	1267	1	**637**	560	1	**294**
	Through-Right		1			1	
	Right	6	0	6	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	308	1	**308**	882	1	**882**
	Left-Through		0			0	
	Through	353	1	177	1042	1	522
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	21		*North-South:*	44
			East-West:	945		*East-West:*	1176
			SUM:	966		*SUM:*	1220
	VOLUME/CAPACITY *(V/C)* RATIO:			0.678			0.856
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.578**			**0.756**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
16	North-South Street:	Pershing Drive	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	31	1	31
	Left-Through		0			0	
	Through	795	2	**398**	396	2	**198**
	Through-Right		0			0	
	Right	120	1	52	131	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	26	1	**26**
	Left-Through		0			0	
	Through	221	1	115	51	1	37
	Through-Right		1			1	
	Right	9	0	9	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	265	1	265
	Left-Through		0			0	
	Through	10	1	10	597	1	**306**
	Through-Right		1			1	
	Right	19	0	8	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	110	1	110
	Left-Through		0			0	
	Through	30	1	30	40	1	40
	Through-Right		0			0	
	Right	342	1	**249**	191	1	**165**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	491		*North-South:*	224
			East-West:	281		*East-West:*	471
			SUM:	772		*SUM:*	695
	VOLUME/CAPACITY *(V/C)* RATIO:			0.561			0.505
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.461**			**0.405**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
17	North-South Street:	Pershing Drive	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	568	2	**284**	514	2	**257**
	Through-Right		0			0	
	Right	309	1	193	243	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	95	1	**95**
	Left-Through		0			0	
	Through	425	2	213	436	2	218
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	211	2	**116**	255	2	**140**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	1	0	150	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	377		*North-South:*	352
			East-West:	116		*East-West:*	140
			SUM:	493		*SUM:*	492
	VOLUME/CAPACITY *(V/C)* RATIO:			0.346			0.345
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.246**			**0.245**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
18	North-South Street:	Vista del Mar	East-West Street:	Imperial Highway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	5	1	**5**
	Left-Through		0			0	
	Through	1025	2	**513**	397	2	199
	Through-Right		0			0	
	Right	571	1	466	271	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	149	1	149
	Left-Through		0			0	
	Through	262	1	135	788	1	**398**
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	7	1	7
	Left-Through		0			0	
	Through	10	1	**10**	37	1	**37**
	Through-Right		0			0	
	Right	1	1	0	6	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	**105**	418	1	**228**
	Left-Through		1			1	
	Through	13	0	105	37	0	228
	Through-Right		0			0	
	Right	88	1	16	150	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	585		*North-South:*	403
			East-West:	115		*East-West:*	265
			SUM:	700		*SUM:*	668
	VOLUME/CAPACITY *(V/C)* RATIO:			0.509			0.486
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.409**			**0.386**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
19	North-South Street:	Pershing Drive	East-West Street:	Imperial Highway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	2	0	2
	Left-Through		0			0	
	Through	2	0	**5**	1	0	**9**
	Through-Right		0			0	
	Right	1	0	0	6	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	603	1	**302**	733	1	**367**
	Left-Through		1			1	
	Through	1	0	302	1	0	367
	Through-Right		0			0	
	Right	87	1	0	226	1	145
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	2	**117**	147	2	**81**
	Left-Through		0			0	
	Through	424	1	213	362	1	183
	Through-Right		1			1	
	Right	2	0	2	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	1	0
	Left-Through		0			0	
	Through	208	2	104	384	2	192
	Through-Right		0			0	
	Right	792	1	**490**	584	1	**217**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	307		*North-South:*	376
			East-West:	607		*East-West:*	298
			SUM:	914		*SUM:*	674
	VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.490
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.565**			**0.390**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
20	North-South Street:	Main Street	East-West Street:	Imperial Highway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	286	1	143	369	1	**185**
	Left-Through		1			1	
	Through	0	0	143	0	0	185
	Through-Right		0			0	
	Right	599	1	**507**	333	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	1	0	1
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**5**
	Through-Right		0			0	
	Right	0	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	854	2	**427**	792	2	**396**
	Through-Right		0			0	
	Right	132	1	61	350	1	258
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	**185**	571	2	**314**
	Left-Through		0			0	
	Through	789	1	395	579	1	290
	Through-Right		1			1	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	507		*North-South:*	190
			East-West:	612		*East-West:*	710
			SUM:	1119		*SUM:*	900
	VOLUME/CAPACITY *(V/C)* RATIO:			0.814			0.655
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.714**			**0.555**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
21	North-South Street:	Vista del Mar	East-West Street:	Grand Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	2	1	**2**
	Left-Through		0			0	
	Through	1280	1	**713**	620	1	390
	Through-Right		1			1	
	Right	146	0	146	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	115	1	115
	Left-Through		0			0	
	Through	355	1	179	1064	1	**535**
	Through-Right		1			1	
	Right	2	0	2	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	2
	Left-Through		0			0	
	Through	0	0	**2**	9	0	**15**
	Through-Right		0			0	
	Right	2	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	159	1	**83**
	Left-Through		1			1	
	Through	8	0	41	6	0	83
	Through-Right		0			0	
	Right	126	1	**86**	100	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	794		*North-South:*	537
			East-West:	88		*East-West:*	98
			SUM:	882		*SUM:*	635
	VOLUME/CAPACITY *(V/C)* RATIO:			0.619			0.446
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.519**			**0.346**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
24	North-South Street:	Sepulveda Boulevard	East-West Street:	Howard Hughes Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1815	4	**454**	1520	4	380
	Through-Right		0			0	
	Right	762	1	0	449	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	2	**86**	533	2	293
	Left-Through		0			0	
	Through	771	3	257	2086	3	**695**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	542	3	**190**	698	3	**244**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	153	164	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	540		*North-South:*	695
			East-West:	190		*East-West:*	244
			SUM:	730		*SUM:*	939
	VOLUME/CAPACITY *(V/C)* RATIO:			0.512			0.659
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.412**			**0.559**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
25	North-South Street:	Sepulveda Boulevard	East-West Street:	76th Street/77th Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	64	1	**64**
	Left-Through		0			0	
	Through	1924	2	**645**	1807	2	614
	Through-Right		1			1	
	Right	12	0	12	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	166	1	166
	Left-Through		0			0	
	Through	1231	2	459	2203	2	**849**
	Through-Right		1			1	
	Right	147	0	147	345	0	345
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	498	2	**274**	205	2	**113**
	Left-Through		0			0	
	Through	36	1	36	44	1	44
	Through-Right		0			0	
	Right	70	1	54	51	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	42	1	42
	Left-Through		0			0	
	Through	30	1	30	48	1	**48**
	Through-Right		0			0	
	Right	155	1	**126**	67	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	704		*North-South:*	913
			East-West:	400		*East-West:*	161
			SUM:	1104		*SUM:*	1074
	VOLUME/CAPACITY *(V/C)* RATIO:			0.775			0.754
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.675**			**0.654**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
26	North-South Street:	Sepulveda Boulevard	East-West Street:	79th Street/80th Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	105	1	**105**
	Left-Through		0			0	
	Through	1729	2	**581**	1754	2	598
	Through-Right		1			1	
	Right	15	0	15	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	**21**	45	1	45
	Left-Through		0			0	
	Through	1279	3	426	2044	3	**681**
	Through-Right		0			0	
	Right	80	1	21	160	1	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	85	1	**85**
	Left-Through		0			0	
	Through	21	1	21	64	1	64
	Through-Right		0			0	
	Right	68	1	46	122	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	27	1	27
	Left-Through		0			0	
	Through	52	0	**118**	45	0	**75**
	Through-Right		1			1	
	Right	66	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	602		*North-South:*	786
			East-West:	237		*East-West:*	160
			SUM:	839		*SUM:*	946
	VOLUME/CAPACITY *(V/C)* RATIO:			0.559			0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.459**			**0.531**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
27	North-South Street:	Sepulveda Boulevard	East-West Street:	83rd Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	60	1	**60**
	Left-Through		0			0	
	Through	1626	2	**546**	1797	2	606
	Through-Right		1			1	
	Right	11	0	11	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	68	1	68
	Left-Through		0			0	
	Through	1323	2	449	2033	2	**693**
	Through-Right		1			1	
	Right	24	0	24	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	0	**83**	30	0	30
	Left-Through		0			0	
	Through	40	0	164	53	0	**120**
	Through-Right		0			0	
	Right	41	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	4	1	**4**
	Left-Through		0			0	
	Through	33	0	**107**	29	0	47
	Through-Right		1			1	
	Right	74	0	0	18	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	569		*North-South:*	753
			East-West:	190		*East-West:*	124
			SUM:	759		*SUM:*	877
	VOLUME/CAPACITY *(V/C)* RATIO:			0.506			0.585
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.406**			**0.485**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
28	North-South Street:	Sepulveda Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	137	1	137
	Left-Through		0			0	
	Through	1266	3	**422**	1556	3	**519**
	Through-Right		0			0	
	Right	55	1	0	102	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	234	1	**234**
	Left-Through		0			0	
	Through	1015	3	338	1516	3	505
	Through-Right		0			0	
	Right	172	1	127	290	1	226
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	166	2	**91**	233	2	**128**
	Left-Through		0			0	
	Through	501	2	251	818	2	409
	Through-Right		0			0	
	Right	59	1	21	74	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	89	1	89
	Left-Through		0			0	
	Through	843	1	**583**	610	1	**395**
	Through-Right		1			1	
	Right	322	0	322	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	536		*North-South:*	753
			East-West:	674		*East-West:*	523
			SUM:	1210		*SUM:*	1276
	VOLUME/CAPACITY *(V/C)* RATIO:			0.880			0.928
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.780**			**0.828**
	LEVEL OF SERVICE (LOS):			**C**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
29	North-South Street:	Sepulveda Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	96	1	**96**
	Left-Through		0			0	
	Through	1455	3	**485**	1490	3	497
	Through-Right		0			0	
	Right	95	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	82	1	82
	Left-Through		0			0	
	Through	1028	3	343	1479	3	**493**
	Through-Right		0			0	
	Right	158	1	74	173	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	189	1	189
	Left-Through		0			0	
	Through	207	2	**104**	706	2	**353**
	Through-Right		0			0	
	Right	56	1	17	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	237	1	**237**
	Left-Through		0			0	
	Through	465	1	247	394	1	234
	Through-Right		1			1	
	Right	28	0	28	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	528		*North-South:*	589
			East-West:	344		*East-West:*	590
			SUM:	872		*SUM:*	1179
	VOLUME/CAPACITY *(V/C)* RATIO:			0.634			0.857
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.534**			**0.757**
	LEVEL OF SERVICE (LOS):			**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
30	North-South Street:	Sepulveda Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	290	1	**290**	402	1	**402**
	Left-Through		0			0	
	Through	1389	3	463	1432	3	477
	Through-Right		0			0	
	Right	28	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	143	1	143
	Left-Through		0			0	
	Through	1042	3	**347**	1600	3	**533**
	Through-Right		0			0	
	Right	95	1	72	91	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	68	1	68
	Left-Through		0			0	
	Through	199	1	129	368	1	**259**
	Through-Right		1			1	
	Right	59	0	59	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	171	1	**171**
	Left-Through		0			0	
	Through	423	1	**273**	358	1	256
	Through-Right		1			1	
	Right	123	0	123	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	637		*North-South:*	935
			East-West:	296		*East-West:*	430
			SUM:	933		*SUM:*	1365
	VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.993
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.579**			**0.893**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
31	North-South Street:	Sepulveda Boulevard	East-West Street:	Lincoln Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1781	0	0	1840	0	**0**
	Left-Through		0			0	
	Through	1621	4	**405**	1897	4	474
	Through-Right		0			0	
	Right	155	3	54	267	3	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1340	4	335	2040	4	**510**
	Through-Right		0			0	
	Right	14	0	0	27	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1459	0	0	1813	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	4	0	0	4	0
	Through-Right		0			0	
	Right	10	0	0	27	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	405		*North-South:*	510
			East-West:	0		*East-West:*	0
			SUM:	405		*SUM:*	510
	VOLUME/CAPACITY *(V/C)* RATIO:			0.270			0.340
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.170**			**0.240**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
32	North-South Street:	Sepulveda Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3481	4	**870**	3256	4	**814**
	Through-Right		0			0	
	Right	30	1	0	10	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1977	4	494	2935	4	734
	Through-Right		0			0	
	Right	155	1	155	173	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	1	**186**	603	1	**311**
	Left-Through		1			1	
	Through	43	0	186	18	0	311
	Through-Right		0			0	
	Right	308	2	169	270	2	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	870		*North-South:*	814
			East-West:	186		*East-West:*	311
			SUM:	1056		*SUM:*	1125
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.750
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.604**			**0.650**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
33	North-South Street:	Sepulveda Boulevard	East-West Street:	I-105 WB Ramps N/O Imperial Hwy
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2169	3	**723**	2501	3	**834**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1774	0	0	2371	0	0
	Through-Right		0			0	
	Right	1423	0	0	2218	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	751	0	0	694	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2300	3	**805**	1953	3	**684**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	723		*North-South:*	834
			East-West:	805		*East-West:*	684
			SUM:	1528		*SUM:*	1518
	VOLUME/CAPACITY *(V/C)* RATIO:			1.019			1.012
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.919**			**0.912**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
34	North-South Street:	Sepulveda Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	174	1	174
	Left-Through		0			0	
	Through	1588	3	**529**	1951	3	650
	Through-Right		0			0	
	Right	590	1	526	1002	1	**946**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	361	2	**199**	440	2	**242**
	Left-Through		0			0	
	Through	2289	3	576	2495	3	631
	Through-Right		1			1	
	Right	16	0	16	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	255	2	**140**	219	2	**120**
	Left-Through		0			0	
	Through	270	3	90	398	3	133
	Through-Right		0			0	
	Right	182	1	124	172	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	232	2	128	203	2	112
	Left-Through		0			0	
	Through	236	3	79	307	3	102
	Through-Right		0			0	
	Right	433	1	**234**	515	1	**273**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	728		*North-South:*	1188
			East-West:	374		*East-West:*	393
			SUM:	1102		*SUM:*	1581
	VOLUME/CAPACITY *(V/C)* RATIO:			0.801			1.150
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.701**			**1.050**
	LEVEL OF SERVICE (LOS):			**C**			**F**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
39	North-South Street:	La Tijera Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	30	1	30
	Left-Through		0			0	
	Through	260	2	130	613	2	**307**
	Through-Right		0			0	
	Right	100	1	0	383	1	292
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	27	1	**27**
	Left-Through		0			0	
	Through	565	2	**283**	473	2	237
	Through-Right		0			0	
	Right	244	1	179	203	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	312	1	**312**
	Left-Through		0			0	
	Through	490	2	245	918	2	459
	Through-Right		0			0	
	Right	24	1	5	32	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	183	1	183
	Left-Through		0			0	
	Through	861	2	**431**	692	2	**346**
	Through-Right		0			0	
	Right	13	1	2	17	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	322		*North-South:*	334
			East-West:	561		*East-West:*	658
			SUM:	883		*SUM:*	992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.696
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			**0.596**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
40	North-South Street:	Airport Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	20	0	20
	Left-Through		1			1	
	Through	89	0	**125**	43	0	**63**
	Through-Right		0			0	
	Right	366	2	0	538	2	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	0	63	43	0	43
	Left-Through		1			1	
	Through	44	0	**86**	61	0	**78**
	Through-Right		1			1	
	Right	42	0	0	17	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	11	37	1	37
	Left-Through		0			0	
	Through	474	2	**161**	938	2	**316**
	Through-Right		1			1	
	Right	9	0	9	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	589	2	**324**	477	2	**262**
	Left-Through		0			0	
	Through	853	1	431	706	1	362
	Through-Right		1			1	
	Right	8	0	8	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	211		*North-South:*	141
			East-West:	485		*East-West:*	578
			SUM:	696		*SUM:*	719
	VOLUME/CAPACITY *(V/C)* RATIO:			0.506			0.523
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.406**			**0.423**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
41	North-South Street:	I-405 SB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	2	NB -- 0	SB --	2
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	0	104	237	0	237
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	416	1	**260**	442	1	**340**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1053	3	**317**	1620	3	**448**
	Through-Right		1			1	
	Right	214	0	214	171	0	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	204	1	**204**
	Left-Through		0			0	
	Through	1165	3	388	1127	3	376
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	260		*North-South:*	340
			East-West:	534		*East-West:*	652
			SUM:	794		*SUM:*	992
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.696
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.596**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
42	North-South Street:	I-405 NB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	186	1	186
	Left-Through		0			0	
	Through	3	0	0	3	0	0
	Through-Right		0			0	
	Right	198	1	**198**	313	1	**313**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	368	1	**368**	336	1	**336**
	Left-Through		0			0	
	Through	754	3	251	1604	3	535
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1291	3	**396**	1167	3	**320**
	Through-Right		1			1	
	Right	292	0	292	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	198		*North-South:*	313
			East-West:	764		*East-West:*	656
			SUM:	962		*SUM:*	969
	VOLUME/CAPACITY *(V/C)* RATIO:			0.675			0.680
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.575**			**0.580**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
43	North-South Street:	La Tijera Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	196	2	108
	Left-Through		0			0	
	Through	828	2	311	1332	2	**539**
	Through-Right		1			1	
	Right	104	0	104	284	0	284
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	123	1	**123**
	Left-Through		0			0	
	Through	965	2	**370**	887	2	331
	Through-Right		1			1	
	Right	145	0	145	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	199	1	**199**
	Left-Through		0			0	
	Through	346	2	135	752	2	267
	Through-Right		1			1	
	Right	58	0	58	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	169	1	169	164	1	164
	Left-Through		0			0	
	Through	984	2	**331**	839	2	**282**
	Through-Right		1			1	
	Right	9	0	9	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	455		*North-South:*	662
			East-West:	458		*East-West:*	481
			SUM:	913		*SUM:*	1143
	VOLUME/CAPACITY *(V/C)* RATIO:			0.664			0.831
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.564**			**0.731**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
44	North-South Street:	La Cienega Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**841**	1803	2	670
	Through-Right		1			1	
	Right	92	0	92	207	0	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2193	3	731	2244	3	**748**
	Through-Right		0			0	
	Right	1053	1	764	1040	1	621
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	827	3	**289**	1198	3	**419**
	Left-Through		0			0	
	Through	121	0	130	278	0	320
	Through-Right		1			1	
	Right	9	0	0	42	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	841		*North-South:*	748
			East-West:	289		*East-West:*	419
			SUM:	1130		*SUM:*	1167
	VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.778
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.653**			**0.678**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
45	North-South Street:	La Cienega Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	2	4	96	2	53
	Left-Through		0			0	
	Through	2280	2	**772**	1992	2	**707**
	Through-Right		1			1	
	Right	36	0	36	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	271	1	**271**
	Left-Through		0			0	
	Through	2043	2	686	1979	2	665
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	321	2	154	931	2	**374**
	Through-Right		1			1	
	Right	140	0	140	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	149	1	**149**
	Left-Through		0			0	
	Through	1123	2	**562**	814	2	407
	Through-Right		0			0	
	Right	194	1	142	117	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	877		*North-South:*	978
			East-West:	562		*East-West:*	523
			SUM:	1439		*SUM:*	1501
	VOLUME/CAPACITY *(V/C)* RATIO:			1.047			1.092
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.947**			**0.992**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
46	North-South Street:	Airport Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	80	1	80
	Left-Through		0			0	
	Through	352	1	232	621	1	**417**
	Through-Right		1			1	
	Right	111	0	111	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	87	1	**87**
	Left-Through		0			0	
	Through	597	1	**317**	409	1	224
	Through-Right		1			1	
	Right	36	0	36	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	1	**14**	40	1	40
	Left-Through		0			0	
	Through	574	1	321	1328	1	**695**
	Through-Right		1			1	
	Right	68	0	68	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	128	1	**128**
	Left-Through		0			0	
	Through	1095	1	**604**	838	1	446
	Through-Right		1			1	
	Right	112	0	112	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	399		*North-South:*	504
			East-West:	618		*East-West:*	823
			SUM:	1017		*SUM:*	1327
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.640**			**0.865**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside			
47	North-South Street:	Florence Avenue/Aviati	East-West Street:	Manchester Avenue	
	Scenario:	Existing with Project Conditions			
	Count Date:	Year 2012	Analyst:	Date:	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	243	1	**243**	215	1	**215**
	Left-Through		0			0	
	Through	191	1	133	320	1	227
	Through-Right		1			1	
	Right	75	0	75	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	322	2	161	429	2	**215**
	Through-Right		0			0	
	Right	291	1	**209**	226	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	373	1	**373**
	Left-Through		0			0	
	Through	532	2	266	1055	2	528
	Through-Right		0			0	
	Right	99	1	0	230	1	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	75	1	75
	Left-Through		0			0	
	Through	859	2	**430**	666	2	**333**
	Through-Right		0			0	
	Right	6	1	6	10	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	452		*North-South:*	430
			East-West:	595		*East-West:*	706
			SUM:	1047		*SUM:*	1136
	VOLUME/CAPACITY *(V/C)* RATIO:			0.761			0.826
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.661**			**0.726**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
48	North-South Street:	La Cienega Boulevard	East-West Street:	Florence Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	19	1	19
	Left-Through		0			0	
	Through	336	1	**205**	483	1	**296**
	Through-Right		1			1	
	Right	74	0	74	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	307	1	**290**	574	1	**507**
	Left-Through		1			1	
	Through	562	1	290	947	1	507
	Through-Right		1			1	
	Right	177	0	134	179	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	187	1	187
	Left-Through		0			0	
	Through	268	1	143	586	1	**301**
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	255	1	**255**
	Left-Through		0			0	
	Through	717	1	**377**	396	1	230
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	495		*North-South:*	803
			East-West:	464		*East-West:*	556
			SUM:	959		*SUM:*	1359
	VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.988
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.988
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
49	North-South Street:	La Cienega Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	43	1	43
	Left-Through		0			0	
	Through	252	1	**229**	396	1	**251**
	Through-Right		1			1	
	Right	205	0	205	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	196	1	196	559	1	**402**
	Left-Through		1			1	
	Through	511	1	**199**	648	1	402
	Through-Right		1			1	
	Right	87	0	87	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	99	1	99
	Left-Through		0			0	
	Through	377	2	**142**	984	2	**352**
	Through-Right		1			1	
	Right	48	0	48	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	467	2	**257**	290	2	**160**
	Left-Through		0			0	
	Through	789	2	298	562	2	220
	Through-Right		1			1	
	Right	106	0	106	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	428		*North-South:*	653
			East-West:	399		*East-West:*	512
			SUM:	827		*SUM:*	1165
	VOLUME/CAPACITY *(V/C)* RATIO:			0.601			0.847
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.601			0.847
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
50	North-South Street:	Ash Avenue/I-405 Ramp	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	502	1	**349**	415	1	**348**
	Left-Through		0			0	
	Through	195	0	349	205	0	348
	Through-Right		0			0	
	Right	208	1	208	425	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	20	0	20
	Left-Through		0			0	
	Through	0	0	**148**	0	0	**98**
	Through-Right		0			0	
	Right	139	0	0	78	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	16	1	16
	Left-Through		0			0	
	Through	514	1	257	1313	1	**657**
	Through-Right		1			1	
	Right	242	1	0	271	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1401	2	**470**	982	2	330
	Through-Right		1			1	
	Right	10	0	10	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	497		*North-South:*	446
			East-West:	475		*East-West:*	657
			SUM:	972		*SUM:*	1103
	VOLUME/CAPACITY *(V/C)* RATIO:			0.648			0.735
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.648			0.735
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
51	North-South Street:	Inglewood Avenue	East-West Street:	Manchester Ave
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	42	53	0	**53**
	Left-Through		1			1	
	Through	84	0	**126**	102	0	155
	Through-Right		0			0	
	Right	78	1	70	40	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	78	0	90	174	0	**202**
	Through-Right		0			0	
	Right	106	1	84	84	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	65	1	65
	Left-Through		0			0	
	Through	515	2	258	1251	2	**626**
	Through-Right		0			0	
	Right	44	1	44	115	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	52	1	**52**
	Left-Through		0			0	
	Through	1118	1	**565**	810	1	414
	Through-Right		1			1	
	Right	11	0	11	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	138		*North-South:*	255
			East-West:	609		*East-West:*	678
			SUM:	747		*SUM:*	933
	VOLUME/CAPACITY *(V/C)* RATIO:			0.498			0.622
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.498			0.622
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
52	North-South Street:	La Brea Avenue	East-West Street:	Florence Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	13	1	13
	Left-Through		0			0	
	Through	742	2	**371**	857	2	**429**
	Through-Right		0			0	
	Right	58	1	2	110	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	186	1	**186**
	Left-Through		0			0	
	Through	504	2	252	944	2	472
	Through-Right		0			0	
	Right	84	1	53	96	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	136	1	136
	Left-Through		0			0	
	Through	328	1	187	884	1	**472**
	Through-Right		1			1	
	Right	46	0	46	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	98	1	**98**
	Left-Through		0			0	
	Through	715	1	**409**	439	1	313
	Through-Right		1			1	
	Right	102	0	102	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	443		*North-South:*	615
			East-West:	471		*East-West:*	570
			SUM:	914		*SUM:*	1185
	VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.862
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.862
	LEVEL OF SERVICE (LOS):			**B**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
53	North-South Street:	La Brea Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	106	1	**106**
	Left-Through		0			0	
	Through	612	1	**316**	538	1	288
	Through-Right		1			1	
	Right	19	0	19	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	**89**	212	1	212
	Left-Through		0			0	
	Through	410	2	205	820	2	**410**
	Through-Right		0			0	
	Right	86	1	12	71	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**148**	140	1	140
	Left-Through		0			0	
	Through	352	2	176	924	2	**462**
	Through-Right		0			0	
	Right	56	1	0	94	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	54	1	**54**
	Left-Through		0			0	
	Through	813	2	**407**	594	2	297
	Through-Right		0			0	
	Right	186	1	142	137	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	405		*North-South:*	516
			East-West:	555		*East-West:*	516
			SUM:	960		*SUM:*	1032
	VOLUME/CAPACITY *(V/C)* RATIO:			0.698			0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.698			0.751
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
54	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	19	0	19
	Left-Through		0			0	
	Through	113	0	**189**	186	0	**322**
	Through-Right		0			0	
	Right	53	0	0	117	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	145	0	**145**
	Left-Through		0			0	
	Through	11	0	85	20	0	272
	Through-Right		0			0	
	Right	52	0	0	107	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	53	1	**53**
	Left-Through		0			0	
	Through	304	1	158	561	1	285
	Through-Right		1			1	
	Right	12	0	12	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	14	1	14
	Left-Through		0			0	
	Through	566	1	**313**	576	1	**327**
	Through-Right		1			1	
	Right	60	0	60	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	211		*North-South:*	467
			East-West:	365		*East-West:*	380
			SUM:	576		*SUM:*	847
	VOLUME/CAPACITY *(V/C)* RATIO:			0.384			0.565
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.284**			**0.465**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
55	North-South Street:	Jenny Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	**26**	34	1	34
	Left-Through		0			0	
	Through	23	1	23	22	1	22
	Through-Right		0			0	
	Right	32	1	9	102	1	**73**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	20	1	**20**
	Left-Through		0			0	
	Through	19	1	**11**	19	1	11
	Through-Right		1			1	
	Right	2	0	2	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	**2**	3	1	3
	Left-Through		0			0	
	Through	317	2	159	653	2	**327**
	Through-Right		0			0	
	Right	54	1	41	49	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	58	1	**58**
	Left-Through		0			0	
	Through	578	2	**289**	597	2	299
	Through-Right		0			0	
	Right	7	1	2	40	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	37		*North-South:*	93
			East-West:	291		*East-West:*	385
			SUM:	328		*SUM:*	478
	VOLUME/CAPACITY *(V/C)* RATIO:			0.219			0.319
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.119**			**0.219**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
56	North-South Street:	Airport Boulevard	East-West Street:	Arbor Vitae Street/Westchester Pkv
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	146	1	146
	Left-Through		0			0	
	Through	459	2	230	845	2	**423**
	Through-Right		0			0	
	Right	97	1	24	142	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	117	1	**117**
	Left-Through		0			0	
	Through	645	3	**215**	524	3	175
	Through-Right		0			0	
	Right	77	1	37	83	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	88	1	88
	Left-Through		0			0	
	Through	179	2	90	536	2	**268**
	Through-Right		0			0	
	Right	102	1	0	158	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	119	1	**119**
	Left-Through		0			0	
	Through	433	1	**255**	459	1	279
	Through-Right		1			1	
	Right	77	0	77	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	318		*North-South:*	540
			East-West:	295		*East-West:*	387
			SUM:	613		*SUM:*	927
	VOLUME/CAPACITY *(V/C)* RATIO:			0.446			0.674
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.346**			**0.574**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
57	North-South Street:	Aviation Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	269	1	**269**	226	1	**226**
	Left-Through		0			0	
	Through	433	2	217	513	2	257
	Through-Right		0			0	
	Right	73	1	29	99	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	66	1	66
	Left-Through		0			0	
	Through	349	1	**211**	424	1	**258**
	Through-Right		1			1	
	Right	72	0	72	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	96	1	96
	Left-Through		0			0	
	Through	199	1	145	568	1	**384**
	Through-Right		1			1	
	Right	90	0	90	199	0	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	479	1	**263**	380	1	208
	Through-Right		1			1	
	Right	47	0	47	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	480		*North-South:*	484
			East-West:	303		*East-West:*	507
			SUM:	783		*SUM:*	991
	VOLUME/CAPACITY *(V/C)* RATIO:			0.569			0.721
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.469**			**0.621**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
58	North-South Street:	La Cienega Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
	EB -- 2	*WB --*	2	*EB --* 2	*WB --*	2
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	109	1	109
	Left-Through		0			0	
	Through	536	1	293	367	1	**299**
	Through-Right		1			1	
	Right	50	0	50	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	149	1	**149**
	Left-Through		0			0	
	Through	330	1	**182**	627	1	337
	Through-Right		1			1	
	Right	33	0	33	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	44	1	44
	Left-Through		0			0	
	Through	149	1	132	515	1	**373**
	Through-Right		1			1	
	Right	114	0	114	231	0	231
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	97	58	1	**58**
	Left-Through		0			0	
	Through	431	2	**216**	268	2	134
	Through-Right		0			0	
	Right	154	1	154	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	372		*North-South:*	448
			East-West:	270		*East-West:*	431
			SUM:	642		*SUM:*	879
VOLUME/CAPACITY *(V/C)* RATIO:				0.428			0.586
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.428			0.586
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
59	North-South Street:	Inglewood Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	**173**	102	1	102
	Left-Through		0			0	
	Through	117	0	172	176	0	**283**
	Through-Right		1			1	
	Right	55	0	0	107	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	19	58	1	58
	Left-Through		0			0	
	Through	77	0	**116**	233	0	**273**
	Through-Right		1			1	
	Right	39	0	0	40	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	38	1	38
	Left-Through		0			0	
	Through	191	1	115	595	1	**361**
	Through-Right		1			1	
	Right	38	0	38	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	91	1	**91**
	Left-Through		0			0	
	Through	489	1	**264**	296	1	162
	Through-Right		1			1	
	Right	39	0	39	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	289		*North-South:*	556
			East-West:	287		*East-West:*	452
			SUM:	576		*SUM:*	1008
	VOLUME/CAPACITY *(V/C)* RATIO:			0.404			0.707
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.404			0.707
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
60	North-South Street:	La Brea Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	189	1	**189**
	Left-Through		0			0	
	Through	687	2	**235**	633	2	234
	Through-Right		1			1	
	Right	18	0	18	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	**54**	118	1	118
	Left-Through		0			0	
	Through	381	3	127	1016	3	**339**
	Through-Right		0			0	
	Right	60	1	29	67	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	116	1	116
	Left-Through		0			0	
	Through	141	1	**141**	356	1	**356**
	Through-Right		0			0	
	Right	95	1	28	219	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	66	1	**66**
	Left-Through		0			0	
	Through	242	2	121	263	2	132
	Through-Right		0			0	
	Right	67	1	40	81	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	289		*North-South:*	528
			East-West:	187		*East-West:*	422
			SUM:	476		*SUM:*	950
	VOLUME/CAPACITY *(V/C)* RATIO:			0.346			0.691
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.346			0.691
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
61	North-South Street:	Airport Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	**17**	21	1	21
	Left-Through		0			0	
	Through	33	2	17	37	2	19
	Through-Right		0			0	
	Right	35	1	0	65	1	**42**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	77	514	2	180
	Left-Through		1			1	
	Through	18	1	18	17	1	17
	Through-Right		0			0	
	Right	242	1	**129**	386	1	**247**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	507	2	**279**
	Left-Through		0			0	
	Through	1179	4	295	1655	4	414
	Through-Right		0			0	
	Right	16	1	8	26	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	46	1	46
	Left-Through		0			0	
	Through	2102	4	**526**	1329	4	**332**
	Through-Right		0			0	
	Right	349	1	272	360	1	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	146		*North-South:*	289
			East-West:	752		*East-West:*	611
			SUM:	898		*SUM:*	900
	VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.655
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.553**			**0.555**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
62	North-South Street:	Aviation Boulevad	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	739	2	**406**	439	2	241
	Left-Through		0			0	
	Through	776	1	418	1234	1	**673**
	Through-Right		1			1	
	Right	59	0	59	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	2	54	109	2	**60**
	Left-Through		0			0	
	Through	401	2	**201**	541	2	271
	Through-Right		0			0	
	Right	119	1	0	112	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	353	1	**353**
	Left-Through		0			0	
	Through	1139	3	373	1765	3	523
	Through-Right		1			1	
	Right	353	0	353	326	0	326
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	109	1	109
	Left-Through		0			0	
	Through	1610	3	**440**	1129	3	**322**
	Through-Right		1			1	
	Right	148	0	148	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	607		*North-South:*	733
			East-West:	605		*East-West:*	675
			SUM:	1212		*SUM:*	1408
	VOLUME/CAPACITY *(V/C)* RATIO:			0.881			1.024
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.781**			**0.924**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
63	North-South Street:	La Cienega Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	99	1	99
	Left-Through		0			0	
	Through	316	2	158	278	2	139
	Through-Right		0			0	
	Right	152	2	0	535	2	**224**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	364	1	**364**
	Left-Through		0			0	
	Through	433	2	217	684	2	342
	Through-Right		0			0	
	Right	602	2	**235**	392	2	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	156	1	156
	Left-Through		0			0	
	Through	665	3	222	1264	3	421
	Through-Right		0			0	
	Right	368	1	218	529	1	**430**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	249	1	249	70	1	**70**
	Left-Through		0			0	
	Through	1238	3	**403**	738	3	225
	Through-Right		1			1	
	Right	375	0	375	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	385		*North-South:*	588
			East-West:	499		*East-West:*	500
			SUM:	884		*SUM:*	1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.791
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.543**			**0.691**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
64	North-South Street:	I-405 NB Ramps	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	838	2	**461**	380	2	209
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	128	1	128	363	1	**363**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	**20**	28	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	51	1	51
	Left-Through		0			0	
	Through	488	2	244	1411	2	**522**
	Through-Right		1			1	
	Right	486	1	0	678	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1285	2	**429**	939	2	315
	Through-Right		1			1	
	Right	2	0	2	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	481		*North-South:*	363
			East-West:	444		*East-West:*	522
			SUM:	925		*SUM:*	885
	VOLUME/CAPACITY *(V/C)* RATIO:			0.617			0.590
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.617			0.590
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
65	North-South Street:	Inglewood Avenue	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	62	1	**62**
	Left-Through		0			0	
	Through	183	0	229	268	0	378
	Through-Right		1			1	
	Right	46	0	0	110	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	90	1	90
	Left-Through		0			0	
	Through	145	0	**232**	375	0	**460**
	Through-Right		1			1	
	Right	87	0	0	85	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	140	1	140
	Left-Through		0			0	
	Through	498	2	179	1497	2	**553**
	Through-Right		1			1	
	Right	38	0	38	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	88	1	**88**
	Left-Through		0			0	
	Through	1066	2	**379**	802	2	293
	Through-Right		1			1	
	Right	71	0	71	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	337		*North-South:*	522
			East-West:	435		*East-West:*	641
			SUM:	772		*SUM:*	1163
	VOLUME/CAPACITY *(V/C)* RATIO:			0.515			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.515			0.775
	LEVEL OF SERVICE (LOS):			A			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
66	North-South Street:	La Brea Avenue	East-West Street:	Century Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	149	163	1	**163**
	Left-Through		0			0	
	Through	759	3	**253**	829	3	276
	Through-Right		0			0	
	Right	56	1	16	135	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	**76**	214	1	214
	Left-Through		0			0	
	Through	458	3	153	1001	3	**334**
	Through-Right		0			0	
	Right	103	1	38	106	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	168	1	168
	Left-Through		0			0	
	Through	450	2	185	1194	2	**456**
	Through-Right		1			1	
	Right	105	0	105	175	0	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	120	1	**120**
	Left-Through		0			0	
	Through	860	2	**328**	678	2	270
	Through-Right		1			1	
	Right	124	0	124	132	0	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	329		*North-South:*	497
			East-West:	458		*East-West:*	576
			SUM:	787		*SUM:*	1073
	VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.780
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.780
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
73	North-South Street:	Centinela Avenue	East-West Street:	Culver Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	28	1	28
	Left-Through		0			0	
	Through	1086	2	**543**	1107	2	**554**
	Through-Right		0			0	
	Right	156	1	93	118	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	168	1	**168**
	Left-Through		0			0	
	Through	726	2	363	1296	2	648
	Through-Right		0			0	
	Right	76	1	0	158	1	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	295	1	295	128	1	**128**
	Left-Through		0			0	
	Through	846	1	**430**	549	1	283
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	127	1	**127**	132	1	132
	Left-Through		0			0	
	Through	264	1	202	590	1	**384**
	Through-Right		1			1	
	Right	140	0	140	178	0	178
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	651		*North-South:*	722
			East-West:	557		*East-West:*	512
			SUM:	1208		*SUM:*	1234
	VOLUME/CAPACITY *(V/C)* RATIO:			0.805			0.823
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.705**			**0.723**
	LEVEL OF SERVICE (LOS):			**C**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
74	North-South Street:	Centinela Avenue	East-West Street:	Sandford/SR-90 WB Ramps
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	18	1	**18**
	Left-Through		0			0	
	Through	606	2	303	750	2	375
	Through-Right		0			0	
	Right	46	1	0	89	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	963	2	**323**	1437	2	**485**
	Through-Right		1			1	
	Right	6	0	6	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	15	0	15
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	**44**	26	0	**41**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	349	1	**325**	248	1	248
	Left-Through		0			0	
	Through	7	0	325	14	0	**279**
	Through-Right		0			0	
	Right	618	1	0	544	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	333		*North-South:*	503
			East-West:	369		*East-West:*	320
			SUM:	702		*SUM:*	823
	VOLUME/CAPACITY *(V/C)* RATIO:			0.493			0.578
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.393**			**0.478**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
75	North-South Street:	Centinela Avenue	East-West Street:	SR-90 EB Ramps
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	671	3	224	837	3	**279**
	Through-Right		0			0	
	Right	303	1	**303**	185	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	358	2	**197**	708	2	**389**
	Left-Through		0			0	
	Through	966	2	483	1036	2	518
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	13	27	0	27
	Left-Through		0			0	
	Through	1	0	14	1	0	28
	Through-Right		0			0	
	Right	69	1	**69**	74	1	**74**
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	500		*North-South:*	668
			East-West:	69		*East-West:*	74
			SUM:	569		*SUM:*	742
	VOLUME/CAPACITY *(V/C)* RATIO:			0.399			0.521
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.299**			**0.421**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
76	North-South Street:	Centinela Avenue	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	2	**7**	15	2	8
	Left-Through		0			0	
	Through	14	3	5	16	3	5
	Through-Right		0			0	
	Right	7	1	3	19	1	**18**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	339	2	186	773	2	**425**
	Left-Through		0			0	
	Through	120	2	60	59	2	30
	Through-Right		0			0	
	Right	498	1	**249**	476	1	288
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	452	2	**249**	341	2	**188**
	Left-Through		0			0	
	Through	851	3	284	1044	3	348
	Through-Right		0			0	
	Right	9	1	2	8	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	5	2	3
	Left-Through		0			0	
	Through	964	3	**321**	1060	3	**353**
	Through-Right		0			0	
	Right	352	1	166	335	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	256		*North-South:*	443
			East-West:	570		*East-West:*	541
			SUM:	826		*SUM:*	984
	VOLUME/CAPACITY *(V/C)* RATIO:			0.601			0.716
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.501**			**0.616**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
81	North-South Street:	I-405 SB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	144	1	108
	Left-Through		0			0	
	Through	0	0	**152**	0	0	**108**
	Through-Right		0			0	
	Right	304	1	0	180	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	762	4	191	940	4	235
	Through-Right		0			0	
	Right	195	1	**195**	258	1	**258**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	**181**	550	2	**303**
	Left-Through		0			0	
	Through	548	2	274	943	2	472
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	152		*North-South:*	108
			East-West:	376		*East-West:*	561
			SUM:	528		*SUM:*	669
	VOLUME/CAPACITY *(V/C)* RATIO:			0.371			0.469
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.271**			**0.369**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
82	North-South Street:	I-405 NB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	289	1	289
	Left-Through		0			0	
	Through	42	0	**284**	37	0	**633**
	Through-Right		0			0	
	Right	242	0	0	596	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	254	2	**140**	172	2	**95**
	Left-Through		0			0	
	Through	666	2	333	891	2	446
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	872	2	**291**	1204	2	**401**
	Through-Right		1			1	
	Right	177	1	177	176	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	284		*North-South:*	633
			East-West:	431		*East-West:*	496
			SUM:	715		*SUM:*	1129
	VOLUME/CAPACITY *(V/C)* RATIO:			0.502			0.792
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.402**			**0.692**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
91	North-South Street:	Falmouth Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	59	1	**59**
	Left-Through		0			0	
	Through	11	1	11	34	1	34
	Through-Right		0			0	
	Right	145	1	113	67	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	27	1	27
	Left-Through		0			0	
	Through	25	1	**25**	14	1	**14**
	Through-Right		0			0	
	Right	33	1	9	41	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	65	1	65
	Left-Through		0			0	
	Through	285	2	**143**	354	2	**177**
	Through-Right		0			0	
	Right	73	1	11	54	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	**64**	87	1	**87**
	Left-Through		0			0	
	Through	234	2	117	310	2	155
	Through-Right		0			0	
	Right	16	1	10	26	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	149		*North-South:*	73
			East-West:	207		*East-West:*	264
			SUM:	356		*SUM:*	337
	VOLUME/CAPACITY *(V/C)* RATIO:			0.237			0.225
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.137**			**0.125**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
92	North-South Street:	Falmouth Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	45	1	45
	Left-Through		0			0	
	Through	3	0	0	10	0	0
	Through-Right		0			0	
	Right	37	1	**23**	95	1	**91**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	327	2	**180**	95	2	**52**
	Left-Through		0			0	
	Through	2	0	0	0	0	0
	Through-Right		0			0	
	Right	137	1	80	38	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	114	1	**114**	84	1	**84**
	Left-Through		0			0	
	Through	412	2	206	282	2	141
	Through-Right		0			0	
	Right	67	1	57	16	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	9	1	9
	Left-Through		0			0	
	Through	187	2	94	346	2	173
	Through-Right		0			0	
	Right	301	1	**211**	229	1	**203**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	203		*North-South:*	143
			East-West:	325		*East-West:*	287
			SUM:	528		*SUM:*	430
	VOLUME/CAPACITY *(V/C)* RATIO:			0.384			0.313
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.284**			**0.213**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
93	North-South Street:	Lincoln Boulevard	East-West Street:	Loyola Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	67	1	**67**
	Left-Through		0			0	
	Through	2184	4	546	1849	4	462
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1498	2	**631**	1799	2	**667**
	Through-Right		1			1	
	Right	396	0	396	203	0	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	251	2	**138**	422	2	**232**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	0	30	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	677		*North-South:*	734
			East-West:	138		*East-West:*	232
			SUM:	815		*SUM:*	966
	VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.678
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**			**0.578**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
94	North-South Street:	Loyola Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	29	1	**29**
	Left-Through		0			0	
	Through	8	2	4	4	2	2
	Through-Right		0			0	
	Right	0	1	0	2	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	101	78	1	78
	Left-Through		0			0	
	Through	49	1	**49**	23	1	23
	Through-Right		0			0	
	Right	55	1	12	86	1	**53**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	66	1	66
	Left-Through		0			0	
	Through	524	2	262	748	2	**374**
	Through-Right		0			0	
	Right	209	1	177	268	1	254
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	2	1	**2**
	Left-Through		0			0	
	Through	1069	2	**535**	549	2	275
	Through-Right		0			0	
	Right	300	1	250	164	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	113		*North-South:*	82
			East-West:	622		*East-West:*	376
			SUM:	735		*SUM:*	458
	VOLUME/CAPACITY *(V/C)* RATIO:			0.490			0.305
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.390**			**0.205**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
95	North-South Street:	McConnell Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	340	1	**187**	163	1	**90**
	Left-Through		0			0	
	Through	1	0	0	1	0	0
	Through-Right		0			0	
	Right	5	1	0	17	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	54	0	0	79	0	0
	Left-Through		0			0	
	Through	17	0	**0**	25	0	**0**
	Through-Right		0			0	
	Right	6	0	0	9	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	0	**0**	19	0	0
	Left-Through		0			0	
	Through	675	2	232	840	2	**303**
	Through-Right		1			1	
	Right	21	0	21	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	2	48	167	2	**92**
	Left-Through		0			0	
	Through	1004	3	**335**	555	3	185
	Through-Right		0			0	
	Right	86	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	187		*North-South:*	90
			East-West:	335		*East-West:*	395
			SUM:	522		*SUM:*	485
	VOLUME/CAPACITY *(V/C)* RATIO:			0.366			0.340
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.266**			**0.240**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
96	North-South Street:	Emerson Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	**88**	74	0	74
	Left-Through		1			1	
	Through	123	0	136	98	0	**112**
	Through-Right		1			1	
	Right	60	0	136	52	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	0	148	109	0	**109**
	Left-Through		1			1	
	Through	178	0	**211**	104	0	133
	Through-Right		1			1	
	Right	96	0	211	52	0	133
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	101	1	101
	Left-Through		0			0	
	Through	716	2	358	1002	2	**501**
	Through-Right		0			0	
	Right	56	1	56	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	55	52	1	**52**
	Left-Through		0			0	
	Through	1070	2	**535**	739	2	370
	Through-Right		0			0	
	Right	134	1	134	138	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	299		*North-South:*	221
			East-West:	591		*East-West:*	553
			SUM:	890		*SUM:*	774
	VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.516
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.493**			**0.416**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
97	North-South Street:	La Tijera Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	2	**28**	120	2	**66**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	586	2	0	406	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	407	3	**142**	536	3	**188**
	Left-Through		0			0	
	Through	347	2	174	436	2	218
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	654	2	**327**	368	2	**184**
	Through-Right		0			0	
	Right	95	1	81	66	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	28		*North-South:*	66
			East-West:	469		*East-West:*	372
			SUM:	497		*SUM:*	438
	VOLUME/CAPACITY *(V/C)* RATIO:			0.349			0.307
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.249**			**0.207**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
98	North-South Street:	Sepulveda Westway	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	0	69	80	0	80
	Left-Through		0			0	
	Through	62	0	**183**	133	0	**431**
	Through-Right		0			0	
	Right	52	0	0	218	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	**49**	134	0	**134**
	Left-Through		0			0	
	Through	33	0	102	92	0	279
	Through-Right		0			0	
	Right	20	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	47	1	47
	Left-Through		0			0	
	Through	408	2	151	546	2	**195**
	Through-Right		1			1	
	Right	46	0	46	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	114	1	**114**
	Left-Through		0			0	
	Through	676	2	**249**	387	2	194
	Through-Right		1			1	
	Right	71	0	71	201	0	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	232		*North-South:*	565
			East-West:	286		*East-West:*	309
			SUM:	518		*SUM:*	874
	VOLUME/CAPACITY *(V/C)* RATIO:			0.345			0.583
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.245**			**0.483**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
99	North-South Street:	Sepulveda Westway	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	16	0	**16**
	Left-Through		0			0	
	Through	1	0	7	38	0	115
	Through-Right		0			0	
	Right	4	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	43	0	43	126	0	126
	Left-Through		1			1	
	Through	38	0	**81**	122	0	**248**
	Through-Right		0			0	
	Right	24	1	15	65	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	28	1	28
	Left-Through		0			0	
	Through	316	2	158	391	2	**196**
	Through-Right		0			0	
	Right	69	1	69	141	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	75	1	**75**
	Left-Through		0			0	
	Through	716	2	**302**	360	2	180
	Through-Right		1			1	
	Right	190	0	190	232	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	83		*North-South:*	264
			East-West:	320		*East-West:*	271
			SUM:	403		*SUM:*	535
	VOLUME/CAPACITY *(V/C)* RATIO:			0.269			0.357
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.169**			**0.257**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
100	North-South Street:	Airport Boulevard	East-West Street:	96th Street
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	108	1	108
	Left-Through		0			0	
	Through	518	2	259	939	2	**470**
	Through-Right		0			0	
	Right	27	1	14	24	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	1	55	55	1	**55**
	Left-Through		0			0	
	Through	630	3	**210**	605	3	202
	Through-Right		0			0	
	Right	231	1	0	177	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	2	**41**	135	2	**74**
	Left-Through		0			0	
	Through	35	1	35	42	1	42
	Through-Right		0			0	
	Right	43	1	0	81	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	32	1	32
	Left-Through		0			0	
	Through	29	1	29	21	1	21
	Through-Right		0			0	
	Right	60	1	**33**	86	1	**59**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	525
			East-West:	74		*East-West:*	133
			SUM:	394		*SUM:*	658
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.462
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.176**			**0.362**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
101	North-South Street:	Aviation Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	2	141	179	2	**98**
	Left-Through		0			0	
	Through	558	2	**279**	411	2	206
	Through-Right		0			0	
	Right	115	1	0	224	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	2	**125**	226	2	124
	Left-Through		0			0	
	Through	328	2	164	566	2	**283**
	Through-Right		0			0	
	Right	175	1	104	145	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	2	**71**	228	2	125
	Left-Through		0			0	
	Through	253	2	116	1141	2	**471**
	Through-Right		1			1	
	Right	94	0	94	273	0	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	214	2	118	254	2	**140**
	Left-Through		0			0	
	Through	861	3	287	386	3	129
	Through-Right		0			0	
	Right	679	1	**554**	397	1	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	404		*North-South:*	381
			East-West:	625		*East-West:*	611
			SUM:	1029		*SUM:*	992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.748			0.721
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.648**			**0.621**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
103	North-South Street:	Lincoln Boulevard	East-West Street:	Rose Avenue
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	101	1	**101**
	Left-Through		0			0	
	Through	1621	2	**811**	1233	2	617
	Through-Right		0			0	
	Right	42	1	18	44	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	84	1	84
	Left-Through		0			0	
	Through	1433	2	717	1715	2	**858**
	Through-Right		0			0	
	Right	76	1	0	103	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	169	1	169
	Left-Through		0			0	
	Through	230	1	230	361	1	**361**
	Through-Right		0			0	
	Right	117	1	64	134	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	54	1	**54**
	Left-Through		0			0	
	Through	382	1	**382**	200	1	200
	Through-Right		0			0	
	Right	152	1	109	74	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	898		*North-South:*	959
			East-West:	569		*East-West:*	415
			SUM:	1467		*SUM:*	1374
	VOLUME/CAPACITY *(V/C)* RATIO:			0.978			0.916
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.878**			**0.816**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 104

PROJECT TITLE: LAX Northside
North-South Street: Culver Boulevard **East-West Street:** SR-90 WB Ramps
Scenario: Existing with Project Conditions
Count Date: Year 2012 **Analyst:** **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	431	1	**431**	208	1	**208**
	Left-Through		0			0	
	Through	1215	2	608	593	2	297
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	261	2	131	857	2	**429**
	Through-Right		0			0	
	Right	365	1	**365**	269	1	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	141	1	141
	Left-Through		0			0	
	Through	108	0	**0**	0	0	0
	Through-Right		0			0	
	Right	160	1	0	480	1	**376**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	133	1	73	336	1	185
	Left-Through		1			1	
	Through	285	0	**358**	183	0	**217**
	Through-Right		1			1	
	Right	73	0	73	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	637
			East-West:	358		*East-West:*	593
			SUM:	1154		*SUM:*	1230
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.795**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
105	North-South Street:	Culver Boulevard	East-West Street:	SR-90 EB Ramps
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1585	3	**528**	716	3	239
	Through-Right		0			0	
	Right	895	2	492	283	2	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	252	1	252
	Left-Through		0			0	
	Through	469	2	235	1413	2	**707**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	94	1	**94**
	Left-Through		0			0	
	Through	1	1	1	3	1	3
	Through-Right		1			1	
	Right	26	0	26	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	643		*North-South:*	707
			East-West:	86		*East-West:*	94
			SUM:	729		*SUM:*	801
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.562
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.412**			**0.462**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
106	North-South Street:	I-405 SB Ramps	East-West Street:	Howard Hughes Parkway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	24	13	1	13
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	855	2	**323**	581	2	**30**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	147	528	2	**290**
	Left-Through		0			0	
	Through	722	2	**361**	594	2	297
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	211	3	70	190	3	63
	Through-Right		0			0	
	Right	19	1	7	127	1	**121**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	323		*North-South:*	30
			East-West:	361		*East-West:*	411
			SUM:	684		*SUM:*	441
VOLUME/CAPACITY *(V/C)* RATIO:				0.480			0.309
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.380**			**0.209**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
107	North-South Street:	Center Drive	East-West Street:	Howard Hughes Parkway/I-405 NB
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	2	**12**	142	2	78
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	24	1	1	191	1	**182**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	18	1	18
	Left-Through		0			0	
	Through	754	2	**377**	591	2	**296**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	187	3	62	150	3	50
	Through-Right		0			0	
	Right	172	1	160	59	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	12		*North-South:*	182
			East-West:	377		*East-West:*	296
			SUM:	389		*SUM:*	478
	VOLUME/CAPACITY *(V/C)* RATIO:			0.273			0.335
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.173**			**0.235**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

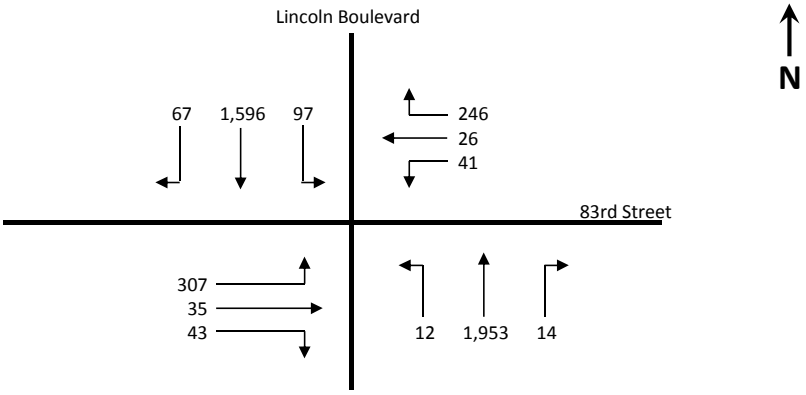
I/S #:	PROJECT TITLE:	LAX Northside		
108	North-South Street:	La Cienega Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing with Project Conditions		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	2	**49**	67	2	37
	Left-Through		0			0	
	Through	210	1	111	121	1	121
	Through-Right		1			1	
	Right	123	1	0	532	1	**278**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	2	29	385	2	**212**
	Left-Through		0			0	
	Through	238	1	**177**	507	1	287
	Through-Right		1			1	
	Right	294	1	0	354	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	2	**192**	213	2	117
	Left-Through		0			0	
	Through	218	3	73	1186	3	**395**
	Through-Right		0			0	
	Right	184	2	77	217	2	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	2	46	28	2	**15**
	Left-Through		0			0	
	Through	703	3	234	302	3	101
	Through-Right		0			0	
	Right	506	2	**264**	241	2	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	226		*North-South:*	490
			East-West:	456		*East-West:*	410
			SUM:	682		*SUM:*	900
	VOLUME/CAPACITY *(V/C)* RATIO:			0.496			0.655
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.396**			**0.555**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Intersection 11 - Lincoln Boulevard & 83rd Street

Existing with Project Conditions (Year 2012) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 97 and

Northbound Throughs + Rights:

$$\frac{1{,}953 + 14}{4} = \frac{1{,}967}{4} = 492$$

Total: 97 + 492 = 589 or

Northbound Lefts to 83rd Street: 12 and

Southbound Throughs and Rights:

$$\frac{1{,}596 + 67}{2.5} = \frac{1{,}663}{2.5} = 665$$

Total: 12 + 665 = 677

Critical Volume #1 (CV1): **677**

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 41 and

Eastbound Throughs + Rights:

$$\frac{35 + 43}{1} = \frac{78}{1} = 78$$

Total: 41 + 78 = 119 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{307}{2} \times 1.10 = 169$$

Westbound Throughs: 26 or

Westbound Rights:

Total Westbound Right-Turn Volume:	246
Volume Reduced by Overlapping Arrow:	97
Westbound Right-Turn Volume During Phase:	149

Total: 169 + 149 = 318

Critical Volume #2 (CV2): **318**

Critical Volume: 677 + 318 = **995**

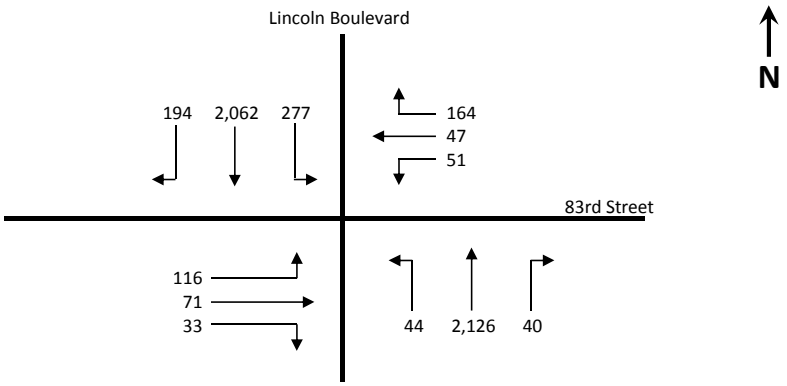
Intersection V/C: $\frac{995}{1375}$ = **0.724**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.624 **Intersection LOS: B**

Intersection 11 - Lincoln Boulevard & 83rd Street

Existing with Project Conditions (Year 2012) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 277 and

Northbound Throughs + Rights:

$$\frac{2{,}126 + 40}{3.5} = \frac{2{,}166}{3.5} = 619$$

Total: 277 + 619 = 896 or

Northbound Lefts to 83rd Street: 44 and

Southbound Throughs + Rights:

$$\frac{2{,}062 + 194}{3} = \frac{2{,}256}{3} = 752$$

Total: 44 + 752 = 796

Critical Volume #1 (CV1): **896**

0

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 51 and

Eastbound Throughs + Rights:

$$\frac{71 + 33}{1} = \frac{104}{1} = 104$$

Total: 51 + 104 = 155 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{116}{2} = 58$$

Westbound Throughs: 47 or

Westbound Rights:

Total Westbound Right-Turn Volume:	164
Volume Reduced by Overlapping Arrow:	277
Westbound Right-Turn Volume During Phase:	0

Total: 58 + 47 = 105

Critical Volume #2 (CV2): **155**

Critical Volume: 896 + 155 = **1051**

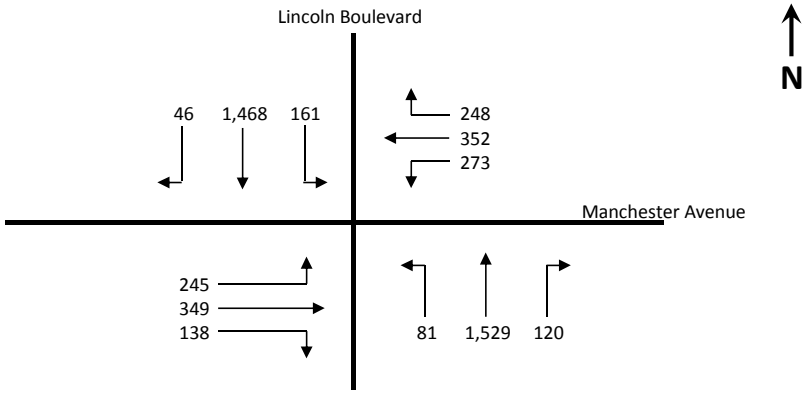
Intersection V/C: $\frac{1051}{1375}$ = **0.764**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.664 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Existing with Project Conditions (Year 2012) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 161 and

Northbound Throughs + Rights:

$$\frac{1{,}529 + 120}{4} = \frac{1{,}649}{4} = 412$$

Total: 161 + 412 = 573 or

Northbound Lefts to Manchester Avenue: 81 and

Southbound Throughs + Rights:

$$\frac{1{,}468 + 46}{3} = \frac{1{,}514}{3} = 505$$

Total: 81 + 505 = 586

Critical Volume #1 (CV1): **586**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 273 and

Eastbound Throughs: $\frac{349}{2} = 175$ or

Total Eastbound Right-Turn Volume: 138
Volume Reduced by Overlapping Arrow: 81
Eastbound Right-Turn Volume During Phase: 57

Total: 273 + 175 = 448 or

Estbound Lefts to Lincoln Boulevard: 245 and

Westbound Throughs: $\frac{352}{2} = 176$ or

Total Westbound Right-Turn Volume: 248
Volume Reduced by Overlapping Arrow: 161
Westbound Right-Turn Volume During Phase: 87

Total: 245 + 176 = 421

Critical Volume #2 (CV2): **448**

Critical Volume: 586 + 448 = **1034**

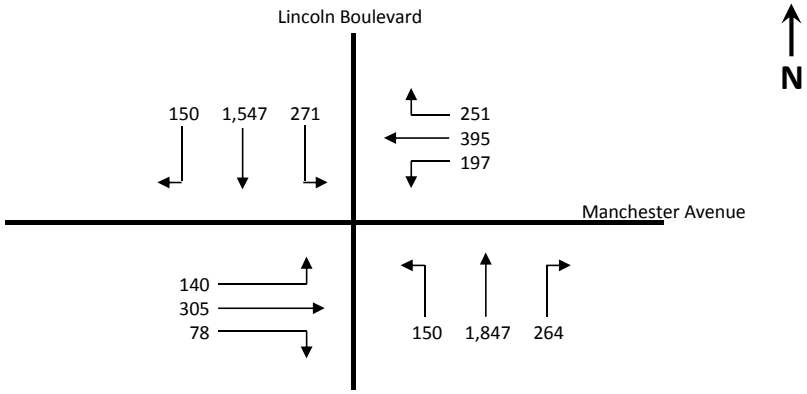
Intersection V/C: $\frac{1034}{1375} =$ **0.752**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.652 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Existing with Project Conditions (Year 2012) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 271 and

Northbound Throughs + Rights:

$$\frac{1{,}847 + 264}{3.75} = \frac{2{,}111}{3.75} = 563$$

Total: 271 + 563 = 834 or

Northbound Lefts to Manchester Avenue: 150 and

Southbound Throughs + Rights:

$$\frac{1{,}547 + 150}{3} = \frac{1{,}697}{3} = 566$$

Total: 150 + 566 = 716

Critical Volume #1 (CV1): **834**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 197 and

Eastbound Throughs: $\frac{305}{2} = 153$ or

Total Eastbound Right-Turn Volume: 78
Volume Reduced by Overlapping Arrow: 150
Eastbound Right-Turn Volume During Phase: 0

Total: 197 + 153 = 350 or

Estbound Lefts to Lincoln Boulevard: 140 and

Westbound Throughs: $\frac{395}{2} = 198$ or

Total Westbound Right-Turn Volume: 251
Volume Reduced by Overlapping Arrow: 271
Westbound Right-Turn Volume During Phase: 0

Total: 140 + 198 = 338

Critical Volume #2 (CV2): **350**

Critical Volume: 834 + 350 = **1184**

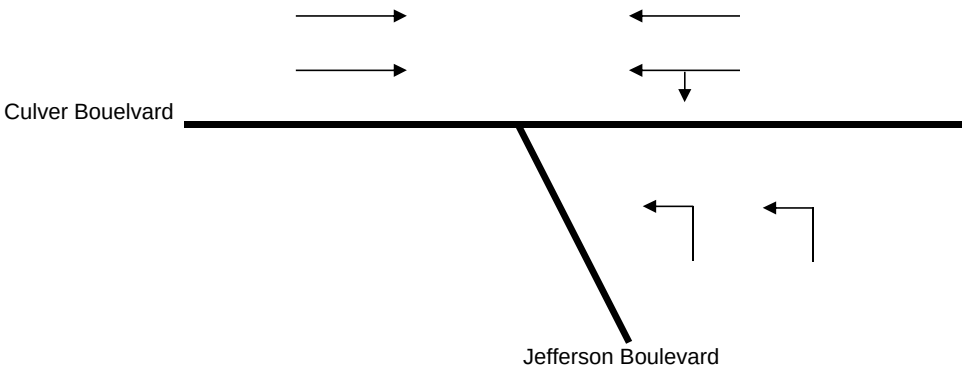
Intersection V/C: $\frac{1184}{1375} =$ **0.861**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.761 **Intersection LOS: C**

Intersection 14

Culver Boulevard & Jefferson Boulevard
Existing with Project (Year 2012) Conditions - AM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	354	23	2	0	310	546	2033	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

310 x 55% = 171

Critical Volume: 171

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{2033}{2} + \frac{23}{1} \right\} = 1040$ *or*

2. PCE Factor = 1

$$\left\{ \frac{354}{2} + \frac{(\ 23 \times 1\ )}{1} \right\} = 200$$

Critical Volume: 1040

Critical Volume = 171 + 1040 = **1211**
Intersection Capacity = 1500 (2-phase)

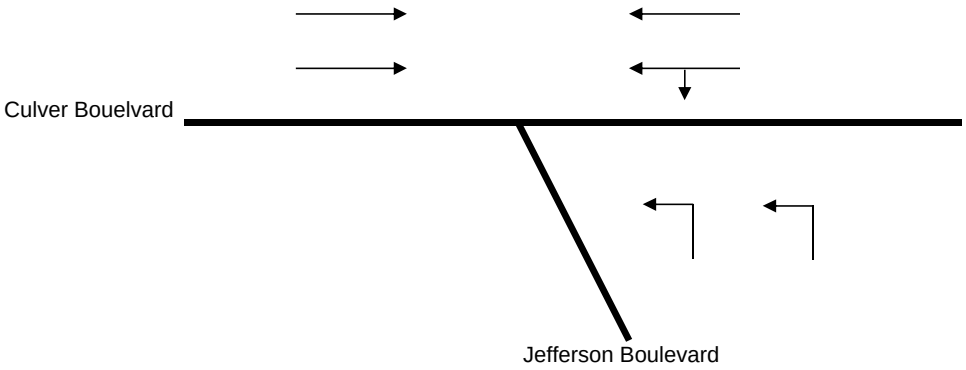
Intersection V/C = $\frac{1211}{1500}$ = 0.807

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.707
Intersection LOS: C

Intersection 14

Culver Boulevard & Jefferson Boulevard
Existing with Project (Year 2012) Conditions - PM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	1214	57	8	0	791	225	829	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

791 x 55% = 435

Critical Volume: 435

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{829}{2} + \frac{57}{1} \right\} = 472$ *or*

2. PCE Factor = 2

$$\left\{ \frac{1214}{2} + \frac{(57 \times 2)}{1} \right\} = 721$$

Critical Volume: 721

Critical Volume = 435 + 721 = **1156**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1156}{1500}$ = 0.771

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.671
Intersection LOS: B

LAX Northside

Intersection Capacity Utilization Analysis

22. HIGHLAND AVENUE & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	W		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	14	0.000	N/S 1:	0.399 *
Southbound	Through	1.00	1,600	246	0.154	N/S 2:	0.155
	Left	1.00	1,600	218	0.136 *	E/W 1:	0.180
	Right	1.00	1,600	575	0.223 *	E/W 2:	0.298 *
Westbound	Through	1.00	1,600	51	0.032		
	Left	1.00	1,600	65	0.041	V/C Ratio:	0.697
	Right	0.00	0	80	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	760	0.263 *	ITS:	0.000
	Left	1.00	1,600	2	0.001		
	Right	0.00	0	12	0.000	ICU:	0.797
Eastbound	Through	1.00	1,600	90	0.139		
	Left	0.00	1,600	120	0.075 *	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	43	0.013	N/S 1:	0.378
Southbound	Through	1.00	1,600	692	0.433 *	N/S 2:	0.439 *
	Left	1.00	1,600	356	0.223	E/W 1:	0.169 *
	Right	1.00	1,600	337	0.000	E/W 2:	0.104
Westbound	Through	1.00	1,600	121	0.076		
	Left	1.00	1,600	154	0.096 *	V/C Ratio:	0.608
	Right	0.00	0	92	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	405	0.155	ITS:	0.000
	Left	1.00	1,600	10	0.006 *		
	Right	0.00	0	12	0.000	ICU:	0.708
Eastbound	Through	1.00	1,600	61	0.073 *		
	Left	0.00	1,600	44	0.028	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

23. SEPULVEDA BOULEVARD & CENTINELA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	51	0.014		N/S 1:	0.306	
Southbound	Through	3.00	4,800	763	0.159	*	N/S 2:	0.416	*
	Left	2.00	2,560	45	0.018		E/W 1:	0.162	
	Right	0.00	0	216	0.000		E/W 2:	0.313	*
Westbound	Through	2.00	3,200	670	0.277	*			
	Left	2.00	2,560	305	0.119		V/C Ratio:	0.729	
	Right	1.00	1,600	232	0.085		Loss Time:	0.100	
Northbound	Through	3.00	4,800	1,384	0.288		ITS:	-0.070	
	Left	2.00	2,560	658	0.257	*			
	Right	2.00	3,200	355	0.000		ICU:	0.759	
Eastbound	Through	3.00	4,800	206	0.043				
	Left	1.00	1,600	57	0.036	*	LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	49	0.000		N/S 1:	0.350	
Southbound	Through	3.00	4,800	1,394	0.290	*	N/S 2:	0.488	*
	Left	2.00	2,560	169	0.066		E/W 1:	0.263	*
	Right	0.00	0	168	0.000		E/W 2:	0.241	
Westbound	Through	2.00	3,200	389	0.174				
	Left	2.00	2,560	350	0.137	*	V/C Ratio:	0.751	
	Right	1.00	1,600	254	0.090		Loss Time:	0.100	
Northbound	Through	3.00	4,800	1,365	0.284		ITS:	-0.070	
	Left	2.00	2,560	506	0.198	*			
	Right	2.00	3,200	741	0.034		ICU:	0.781	
Eastbound	Through	3.00	4,800	603	0.126	*			
	Left	1.00	1,600	107	0.067		LOS:	C	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

35. SEPULVEDA BOULEVARD & MARIPOSA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	67	0.000		N/S 1:	0.504 *
Southbound	Through	4.00	6,400	1,838	0.298		N/S 2:	0.343
	Left	2.00	2,560	355	0.139	*	E/W 1:	0.145 *
	Right	1.00	1,600	76	0.000		E/W 2:	0.111
Westbound	Through	1.00	1,600	68	0.043			
	Left	1.00	1,600	62	0.039	*	V/C Ratio:	0.649
	Right	1.00	1,600	128	0.061		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,339	0.365	*	ITS:	0.000
	Left	1.00	1,600	72	0.045			
	Right	0.00	0	43	0.000		ICU:	0.749
Eastbound	Through	1.00	1,600	127	0.106	*		
	Left	1.00	1,600	108	0.068		LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	119	0.000		N/S 1:	0.444
Southbound	Through	4.00	6,400	2,417	0.396	*	N/S 2:	0.477 *
	Left	2.00	2,560	194	0.076		E/W 1:	0.205 *
	Right	1.00	1,600	254	0.121		E/W 2:	0.195
Westbound	Through	1.00	1,600	194	0.121			
	Left	1.00	1,600	150	0.094	*	V/C Ratio:	0.682
	Right	1.00	1,600	147	0.045		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,358	0.368		ITS:	0.000
	Left	1.00	1,600	130	0.081	*		
	Right	0.00	0	48	0.000		ICU:	0.782
Eastbound	Through	1.00	1,600	130	0.111	*		
	Left	1.00	1,600	119	0.074		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

36. SEPULVEDA BOULEVARD & GRAND AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	213	0.000		N/S 1:	0.574 *
Southbound	Through	4.00	6,400	1,256	0.230		N/S 2:	0.288
	Left	1.00	1,600	351	0.219	*	E/W 1:	0.110 *
	Right	1.00	1,600	65	0.000		E/W 2:	0.000
Westbound	Through	2.00	3,200	33	0.010			
	Left	2.00	2,560	43	0.017	*	V/C Ratio:	0.684
	Right	1.00	1,600	393	0.229		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,273	0.355	*	ITS:	0.000
	Left	1.00	1,600	92	0.058			
	Right	0.00	0	71	0.000		ICU:	0.784
Eastbound	Through	1.77	2,829	140	0.075			
	Left	1.23	1,577	147	0.093	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	124	0.000		N/S 1:	0.391
Southbound	Through	4.00	6,400	2,398	0.394	*	N/S 2:	0.495 *
	Left	1.00	1,600	115	0.072		E/W 1:	0.284 *
	Right	1.00	1,600	300	0.152		E/W 2:	0.000
Westbound	Through	2.00	3,200	235	0.073			
	Left	2.00	2,560	430	0.168	*	V/C Ratio:	0.779
	Right	1.00	1,600	102	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,040	0.319		ITS:	0.000
	Left	1.00	1,600	162	0.101	*		
	Right	0.00	1,600	150	0.094		ICU:	0.879
Eastbound	Through	1.54	862	80	0.093			
	Left	1.46	1,870	217	0.116	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

37. SEPULVEDA BOULEVARD & EL SEGUNDO AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	132	0.041		N/S 1:	0.514 *
Southbound	Through	4.00	6,400	959	0.150		N/S 2:	0.235
	Left	2.00	2,560	230	0.090	*	E/W 1:	0.147
	Right	1.00	1,600	194	0.076		E/W 2:	0.173 *
Westbound	Through	2.00	3,200	286	0.089	*		
	Left	2.00	2,560	132	0.052		V/C Ratio:	0.687
	Right	0.00	0	201	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,513	0.424	*	ITS:	0.000
	Left	2.00	2,560	217	0.085			
	Right	1.00	1,600	220	0.095		ICU:	0.787
Eastbound	Through	2.00	3,200	249	0.078			
	Left	1.00	1,600	134	0.084	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	89	0.011		N/S 1:	0.368
Southbound	Through	4.00	6,400	2,579	0.403	*	N/S 2:	0.509 *
	Left	2.00	2,560	230	0.090		E/W 1:	0.382 *
	Right	1.00	1,600	321	0.156		E/W 2:	0.245
Westbound	Through	2.00	3,200	344	0.108			
	Left	2.00	2,560	485	0.189	*	V/C Ratio:	0.891
	Right	0.00	0	177	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,601	0.278		ITS:	0.000
	Left	2.00	2,560	271	0.106	*		
	Right	1.00	1,600	393	0.193	*	ICU:	0.991
Eastbound	Through	2.00	3,200	402	0.126			
	Left	1.00	1,600	142	0.089		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

38. SEPULVEDA BOULEVARD & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	100	0.016	N/S 1:	0.527 *
Southbound	Through	3.00	4,800	967	0.201	N/S 2:	0.285
	Left	2.00	2,560	267	0.104 *	E/W 1:	0.157
	Right [1]	1.00	1,600	523	0.000	E/W 2:	0.180 *
Westbound	Through	2.00	3,200	274	0.086 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	0.707
	Right	1.00	1,600	321	0.201	Loss Time:	0.100
Northbound	Through	4.00	6,400	2,710	0.423 *	ITS:	0.000
	Left	2.00	2,560	215	0.084		
	Right	1.00	1,600	96	0.018	ICU:	0.807
Eastbound	Through	3.00	4,800	753	0.157		
	Left	2.00	2,560	240	0.094 *	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	457	0.211	N/S 1:	0.457
Southbound	Through	3.00	4,800	2,451	0.511 *	N/S 2:	0.685 *
	Left	2.00	2,560	481	0.188	E/W 1:	0.172
	Right [1]	1.00	1,600	752	0.000	E/W 2:	0.330 *
Westbound	Through	2.00	3,200	582	0.182 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	1.015
	Right	1.00	1,600	431	0.269	Loss Time:	0.100
Northbound	Through	4.00	6,400	1,270	0.198	ITS:	0.000
	Left	2.00	2,560	446	0.174 *		
	Right [2]	1.00	1,600	275	0.172	ICU:	1.115
Eastbound	Through	3.00	4,800	641	0.134		
	Left	2.00	2,560	380	0.148 *	LOS:	F

* Critical Movement [1] Free Right Turn [2] No Right Turn on Red (P.M. Peak Hour only)

LAX Northside

Intersection Capacity Utilization Analysis

67. INGLEWOOD AVENUE & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	25	0.000	N/S 1:	0.220 *
Southbound	Through	1.00	1,600	221	0.154	N/S 2:	0.189
	Left	1.00	1,600	34	0.021 *	E/W 1:	0.106
	Right	0.00	0	40	0.000	E/W 2:	0.116 *
Westbound	Through	1.00	1,600	137	0.111 *		
	Left	1.00	1,600	40	0.025	V/C Ratio:	0.336
	Right	0.00	0	68	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	250	0.199 *	ITS:	0.000
	Left	1.00	1,600	56	0.035		
	Right	0.00	0	38	0.000	ICU:	0.436
Eastbound	Through	1.00	1,600	91	0.081		
	Left	1.00	1,600	8	0.005 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	31	0.000	N/S 1:	0.339
Southbound	Through	1.00	1,600	476	0.317 *	N/S 2:	0.351 *
	Left	1.00	1,600	67	0.042	E/W 1:	0.274 *
	Right	0.00	0	34	0.000	E/W 2:	0.112
Westbound	Through	1.00	1,600	108	0.089		
	Left	1.00	1,600	91	0.057 *	V/C Ratio:	0.625
	Right	0.00	0	135	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	340	0.297	ITS:	0.000
	Left	1.00	1,600	54	0.034 *		
	Right	0.00	0	67	0.000	ICU:	0.725
Eastbound	Through	1.00	1,600	280	0.217 *		
	Left	1.00	1,600	36	0.023	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

68. HAWTHORNE BOULEVARD & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	25	0.000	N/S 1:	0.182
Southbound	Through	3.00	4,800	651	0.141 *	N/S 2:	0.202 *
	Left	1.00	1,600	36	0.023	E/W 1:	0.107 *
	Right	1.00	1,600	78	0.038	E/W 2:	0.096
Westbound	Through	1.00	1,600	109	0.068		
	Left	1.00	1,600	50	0.031 *	V/C Ratio:	0.309
	Right	1.00	1,600	46	0.013	Loss Time:	0.100
Northbound	Through	3.00	4,800	765	0.159	ITS:	0.000
	Left	1.00	1,600	97	0.061 *		
	Right	0.00	1,600	122	0.076 *	ICU:	0.409
Eastbound	Through	2.00	1,600	75	0.047		
	Left	1.00	1,600	44	0.028	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	77	0.000	N/S 1:	0.281
Southbound	Through	3.00	4,800	1,226	0.271 *	N/S 2:	0.425 *
	Left	1.00	1,600	90	0.056	E/W 1:	0.212 *
	Right	1.00	1,600	56	0.007	E/W 2:	0.179
Westbound	Through	1.00	1,600	172	0.108		
	Left	1.00	1,600	108	0.068 *	V/C Ratio:	0.637
	Right	1.00	1,600	109	0.034	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,080	0.225	ITS:	0.000
	Left	1.00	1,600	247	0.154 *		
	Right	0.00	0	160	0.000	ICU:	0.737
Eastbound	Through	2.00	3,200	300	0.144 *		
	Left	1.00	1,600	114	0.071	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

69. INGLEWOOD AVENUE & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	165	0.084		N/S 1:	0.195
Southbound	Through	1.00	1,600	234	0.146	*	N/S 2:	0.274 *
	Left	1.00	1,600	107	0.067		E/W 1:	0.114
	Right	0.00	0	80	0.000		E/W 2:	0.268 *
Westbound	Through	3.00	4,800	1,021	0.229	*		
	Left	1.00	1,600	79	0.049		V/C Ratio:	0.542
	Right	1.00	1,600	102	0.039		Loss Time:	0.100
Northbound	Through	1.00	1,600	205	0.128		ITS:	0.000
	Left	1.00	1,600	204	0.128	*		
	Right	0.00	0	38	0.000		ICU:	0.642
Eastbound	Through	3.00	4,800	274	0.065			
	Left	1.00	1,600	62	0.039	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	68	0.000		N/S 1:	0.402
Southbound	Through	1.00	1,600	901	0.563	*	N/S 2:	0.622 *
	Left	1.00	1,600	189	0.118		E/W 1:	0.457 *
	Right	0.00	0	193	0.000		E/W 2:	0.290
Westbound	Through	3.00	4,800	400	0.124			
	Left	1.00	1,600	143	0.089	*	V/C Ratio:	1.079
	Right	1.00	1,600	169	0.061		Loss Time:	0.100
Northbound	Through	1.00	1,600	455	0.284		ITS:	0.000
	Left	1.00	1,600	94	0.059	*		
	Right	0.00	0	150	0.000		ICU:	1.179
Eastbound	Through	3.00	4,800	1,615	0.368	*		
	Left	1.00	1,600	266	0.166		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

70. HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	138	0.000		N/S 1:	0.176
Southbound	Through	3.00	4,800	577	0.149	*	N/S 2:	0.220 *
	Left	1.00	1,600	111	0.069		E/W 1:	0.174
	Right	0.00	0	114	0.000		E/W 2:	0.259 *
Westbound	Through	3.00	4,800	829	0.196	*		
	Left	1.00	1,600	147	0.092		V/C Ratio:	0.479
	Right	1.00	1,600	191	0.073		Loss Time:	0.100
Northbound	Through	3.00	4,800	512	0.107		ITS:	0.000
	Left	2.00	2,560	182	0.071	*		
	Right	0.00	0	67	0.000		ICU:	0.579
Eastbound	Through	3.00	4,800	327	0.082			
	Left	1.00	1,600	101	0.063	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	157	0.000		N/S 1:	0.267
Southbound	Through	3.00	4,800	1,092	0.260	*	N/S 2:	0.329 *
	Left	1.00	1,600	201	0.126		E/W 1:	0.441 *
	Right	0.00	0	101	0.000		E/W 2:	0.182
Westbound	Through	3.00	4,800	365	0.097			
	Left	1.00	1,600	117	0.073	*	V/C Ratio:	0.770
	Right	1.00	1,600	279	0.138		Loss Time:	0.100
Northbound	Through	3.00	4,800	679	0.141		ITS:	0.000
	Left	2.00	2,560	176	0.069	*		
	Right	0.00	0	180	0.000		ICU:	0.870
Eastbound	Through	3.00	4,800	1,588	0.368	*		
	Left	1.00	1,600	136	0.085		LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

71. INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	85	0.000		N/S 1:	0.161
Southbound	Through	2.00	3,200	280	0.114	*	N/S 2:	0.239 *
	Left	1.00	1,600	34	0.021		E/W 1:	0.149
	Right	0.00	0	78	0.000		E/W 2:	0.259 *
Westbound	Through	3.00	4,800	988	0.222	*		
	Left	1.00	1,600	108	0.068		V/C Ratio:	0.498
	Right	0.00	0	72	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	376	0.140		ITS:	0.000
	Left	1.00	1,600	200	0.125	*		
	Right	0.00	0	79	0.000		ICU:	0.598
Eastbound	Through	3.00	4,800	312	0.081			
	Left	1.00	1,600	59	0.037	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	81	0.000		N/S 1:	0.280
Southbound	Through	2.00	3,200	731	0.254	*	N/S 2:	0.326 *
	Left	1.00	1,600	85	0.053		E/W 1:	0.554 *
	Right	0.00	0	159	0.000		E/W 2:	0.280
Westbound	Through	3.00	4,800	576	0.153			
	Left	1.00	1,600	178	0.111	*	V/C Ratio:	0.880
	Right	0.00	0	130	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	597	0.227		ITS:	0.000
	Left	1.00	1,600	115	0.072	*		
	Right	0.00	0	285	0.000		ICU:	0.980
Eastbound	Through	3.00	4,800	1,840	0.443	*		
	Left	1.00	1,600	203	0.127		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

72. HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	52	0.009		N/S 1:	0.190	
Southbound	Through	3.00	4,800	676	0.141	*	N/S 2:	0.239	*
	Left	2.00	2,560	182	0.071		E/W 1:	0.189	
	Right	0.00	0	184	0.000		E/W 2:	0.283	*
Westbound	Through	3.00	4,800	949	0.236	*			
	Left	1.00	1,600	136	0.085		V/C Ratio:	0.522	
	Right	0.00	0	106	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	656	0.119		ITS:	0.000	
	Left	2.00	2,560	252	0.098	*			
	Right	0.00	0	104	0.000		ICU:	0.622	
Eastbound	Through	3.00	4,800	393	0.104				
	Left	1.00	1,600	75	0.047	*	LOS:	B	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	107	0.019		N/S 1:	0.312	
Southbound	Through	3.00	4,800	1,816	0.378	*	N/S 2:	0.457	*
	Left	2.00	2,560	338	0.132		E/W 1:	0.624	*
	Right	0.00	0	163	0.000		E/W 2:	0.260	
Westbound	Through	3.00	4,800	624	0.164				
	Left	1.00	1,600	147	0.092	*	V/C Ratio:	1.081	
	Right	0.00	0	203	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	951	0.180		ITS:	0.000	
	Left	2.00	2,560	202	0.079	*			
	Right	0.00	0	420	0.000		ICU:	1.181	
Eastbound	Through	3.00	4,800	2,132	0.532	*			
	Left	1.00	1,600	154	0.096		LOS:	F	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

77. SEPULVEDA BOULEVARD & WASHINGTON PLACE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	67	0.000	N/S 1:	0.341 *
Southbound	Through	2.00	3,200	380	0.119	N/S 2:	0.170
	Left	1.00	1,600	20	0.013 *	E/W 1:	0.239
	Right	1.00	1,600	46	0.023	E/W 2:	0.256 *
Westbound	Through	2.00	3,200	448	0.140 *		
	Left	1.00	1,600	75	0.047	V/C Ratio:	0.597
	Right	0.00	0	87	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	964	0.328 *	ITS:	-0.070
	Left	1.00	1,600	82	0.051		
	Right	1.00	1,600	77	0.023	ICU:	0.627
Eastbound	Through	2.00	3,200	614	0.192		
	Left	1.00	1,600	185	0.116 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	125	0.038	N/S 1:	0.359 *
Southbound	Through	2.00	3,200	833	0.260	N/S 2:	0.332
	Left	1.00	1,600	47	0.029 *	E/W 1:	0.252
	Right	1.00	1,600	79	0.035	E/W 2:	0.258 *
Westbound	Through	2.00	3,200	565	0.177 *		
	Left	1.00	1,600	111	0.069	V/C Ratio:	0.617
	Right	0.00	0	88	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	967	0.330 *	ITS:	-0.070
	Left	1.00	1,600	115	0.072		
	Right	1.00	1,600	114	0.035	ICU:	0.647
Eastbound	Through	2.00	3,200	584	0.183		
	Left	1.00	1,600	129	0.081 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

78. SEPULVEDA BOULEVARD & WASHINGTON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	65	0.000	N/S 1:	0.343 *
Southbound	Through	2.00	3,200	417	0.151	N/S 2:	0.174
	Left	1.00	1,600	10	0.006 *	E/W 1:	0.184
	Right	0.00	0	62	0.000	E/W 2:	0.300 *
Westbound	Through	2.00	3,200	404	0.146 *		
	Left	1.00	1,600	22	0.014	V/C Ratio:	0.643
	Right	0.00	0	23	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,056	0.337 *	ITS:	-0.070
	Left	1.00	1,600	36	0.023		
	Right	0.00	0	36	0.000	ICU:	0.673
Eastbound	Through	2.00	3,200	509	0.170		
	Left	1.00	1,600	246	0.154 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	88	0.000	N/S 1:	0.349 *
Southbound	Through	2.00	3,200	899	0.308	N/S 2:	0.346
	Left	1.00	1,600	20	0.013 *	E/W 1:	0.214
	Right	0.00	0	56	0.000	E/W 2:	0.286 *
Westbound	Through	2.00	3,200	518	0.179 *		
	Left	1.00	1,600	30	0.019	V/C Ratio:	0.635
	Right	0.00	0	40	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,036	0.336 *	ITS:	-0.070
	Left	1.00	1,600	61	0.038		
	Right	0.00	0	70	0.000	ICU:	0.665
Eastbound	Through	2.00	3,200	555	0.195		
	Left	1.00	1,600	171	0.107 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

79. SAWTELLE BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	79	0.000	N/S 1:	0.248 *
Southbound	Through	2.00	3,200	290	0.115	N/S 2:	0.143
	Left	1.00	1,600	184	0.115 *	E/W 1:	0.339 *
	Right	0.00	0	140	0.000	E/W 2:	0.300
Westbound	Through	2.00	3,200	593	0.229		
	Left	1.00	1,600	186	0.116 *	V/C Ratio:	0.587
	Right	0.00	0	158	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	267	0.133 *	ITS:	-0.070
	Left	1.00	1,600	44	0.028		
	Right	0.00	0	62	0.000	ICU:	0.617
Eastbound	Through	3.00	4,800	1,009	0.223 *		
	Left	1.00	1,600	113	0.071	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	223	0.000	N/S 1:	0.188
Southbound	Through	2.00	3,200	771	0.311 *	N/S 2:	0.357 *
	Left	1.00	1,600	106	0.066	E/W 1:	0.384
	Right	0.00	0	187	0.000	E/W 2:	0.393 *
Westbound	Through	2.00	3,200	902	0.340 *		
	Left	1.00	1,600	314	0.196	V/C Ratio:	0.750
	Right	0.00	0	70	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	319	0.122	ITS:	-0.070
	Left	1.00	1,600	73	0.046 *		
	Right	0.00	0	78	0.000	ICU:	0.780
Eastbound	Through	3.00	4,800	823	0.188		
	Left	1.00	1,600	85	0.053 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

80. SEPULVEDA BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	76	0.000		N/S 1:	0.269	*
Southbound	Through	2.00	3,200	401	0.125		N/S 2:	0.171	
	Left	1.00	1,600	34	0.021	*	E/W 1:	0.391	*
	Right	0.00	0	56	0.000		E/W 2:	0.265	
Westbound	Through	3.00	4,800	710	0.160				
	Left	2.00	2,560	81	0.032	*	V/C Ratio:	0.660	
	Right	1.00	1,600	146	0.075		Loss Time:	0.100	
Northbound	Through	2.00	3,200	793	0.248	*	ITS:	-0.070	
	Left	2.00	2,560	118	0.046				
	Right	0.00	0	64	0.000		ICU:	0.690	
Eastbound	Through	2.00	3,200	1,086	0.359	*			
	Left	2.00	2,560	269	0.105		LOS:	B	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	202	0.067		N/S 1:	0.292	
Southbound	Through	2.00	3,200	798	0.249	*	N/S 2:	0.300	*
	Left	1.00	1,600	73	0.046		E/W 1:	0.274	
	Right	0.00	0	44	0.000		E/W 2:	0.348	*
Westbound	Through	3.00	4,800	1,060	0.230	*			
	Left	2.00	2,560	140	0.055		V/C Ratio:	0.648	
	Right	1.00	1,600	139	0.060		Loss Time:	0.100	
Northbound	Through	2.00	3,200	788	0.246		ITS:	-0.070	
	Left	2.00	2,560	130	0.051	*			
	Right	0.00	0	116	0.000		ICU:	0.678	
Eastbound	Through	2.00	3,200	584	0.219				
	Left	2.00	2,560	303	0.118	*	LOS:	B	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

83. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	5	0.000	N/S 1:	0.232 *
Southbound	Through	3.00	4,800	485	0.102	N/S 2:	0.103
	Left	0.00	0	0	0.000 *	E/W 1:	0.212 *
	Right	0.00	1,600	8	0.005	E/W 2:	0.005
Westbound	Through	3.00	3,200	2	0.001		
	Left	2.96	3,793	804	0.212 *	V/C Ratio:	0.444
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,110	0.232 *	ITS:	-0.070
	Left	0.00	1,600	2	0.001		
	Right	0.00	0	0	0.000	ICU:	0.474
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	10	0.000	N/S 1:	0.262 *
Southbound	Through	3.00	4,800	1,016	0.214	N/S 2:	0.223
	Left	0.00	0	0	0.000 *	E/W 1:	0.211 *
	Right	0.00	1,600	26	0.016	E/W 2:	0.016
Westbound	Through	3.00	3,200	14	0.004		
	Left	2.85	3,651	771	0.211 *	V/C Ratio:	0.473
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,243	0.262 *	ITS:	-0.070
	Left	0.00	1,600	15	0.009		
	Right	0.00	0	0	0.000	ICU:	0.503
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

84. SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	67	0.000		N/S 1:	0.354	*
Southbound	Through	3.00	4,800	1,142	0.252		N/S 2:	0.343	
	Left	1.00	1,600	44	0.028	*	E/W 1:	0.074	
	Right	0.00	0	59	0.000		E/W 2:	0.095	*
Westbound	Through	2.00	3,200	65	0.039	*			
	Left	1.00	1,600	61	0.038		V/C Ratio:	0.449	
	Right	0.00	0	19	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,069	0.326	*	ITS:	-0.070	
	Left	1.00	1,600	146	0.091				
	Right	0.00	0	52	0.000		ICU:	0.479	
Eastbound	Through	2.00	3,200	62	0.036				
	Left	1.00	1,600	89	0.056	*	LOS:	A	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	148	0.000		N/S 1:	0.440	
Southbound	Through	3.00	4,800	1,612	0.367	*	N/S 2:	0.451	*
	Left	1.00	1,600	119	0.074		E/W 1:	0.144	
	Right	0.00	0	106	0.000		E/W 2:	0.159	*
Westbound	Through	2.00	3,200	170	0.086	*			
	Left	1.00	1,600	85	0.053		V/C Ratio:	0.610	
	Right	0.00	0	88	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,257	0.366		ITS:	-0.070	
	Left	1.00	1,600	135	0.084	*			
	Right	0.00	0	136	0.000		ICU:	0.640	
Eastbound	Through	2.00	3,200	156	0.091				
	Left	1.00	1,600	116	0.073	*	LOS:	B	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

85. SLAUSON AVENUE & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	39	0.012		N/S 1:	0.034
Southbound	Through	1.00	1,600	24	0.015	*	N/S 2:	0.139 *
	Left	1.00	1,600	5	0.003		E/W 1:	0.146
	Right	0.00	0	5	0.000		E/W 2:	0.179 *
Westbound	Through	3.00	4,800	736	0.154	*		
	Left	1.00	1,600	15	0.009		V/C Ratio:	0.318
	Right	0.00	0	25	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	25	0.031		ITS:	-0.070
	Left	2.00	2,560	318	0.124	*		
	Right	1.00	1,600	169	0.000		ICU:	0.348
Eastbound	Through	3.00	4,800	656	0.137			
	Left	1.00	1,600	40	0.025	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	54	0.011		N/S 1:	0.066
Southbound	Through	1.00	1,600	19	0.012	*	N/S 2:	0.197 *
	Left	1.00	1,600	7	0.004		E/W 1:	0.237 *
	Right	0.00	0	6	0.000		E/W 2:	0.215
Westbound	Through	3.00	4,800	804	0.169			
	Left	1.00	1,600	49	0.031	*	V/C Ratio:	0.434
	Right	0.00	0	33	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	66	0.062		ITS:	-0.070
	Left	2.00	2,560	474	0.185	*		
	Right	1.00	1,600	416	0.075		ICU:	0.464
Eastbound	Through	3.00	4,800	988	0.206	*		
	Left	1.00	1,600	74	0.046		LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

86. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD / PLAYA STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	488	0.067		N/S 1:	0.384 *
Southbound	Through	2.00	3,200	758	0.237		N/S 2:	0.261
	Left	1.00	1,600	50	0.031	*	E/W 1:	0.124
	Right	0.00	1,600	181	0.113	*	E/W 2:	0.285 *
Westbound	Through	3.00	3,200	280	0.088			
	Left	2.00	2,560	114	0.045		V/C Ratio:	0.669
	Right	0.00	0	141	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,555	0.353	*	ITS:	-0.070
	Left	1.00	1,600	38	0.024			
	Right	0.00	0	14	0.000		ICU:	0.699
Eastbound	Through	2.00	3,200	240	0.079			
	Left	2.00	2,560	440	0.172	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	493	0.060		N/S 1:	0.484 *
Southbound	Through	2.00	3,200	1,209	0.378		N/S 2:	0.414
	Left	1.00	1,600	100	0.063	*	E/W 1:	0.287
	Right	0.00	1,600	196	0.123	*	E/W 2:	0.312 *
Westbound	Through	3.00	3,200	269	0.084			
	Left	2.00	2,560	282	0.110		V/C Ratio:	0.796
	Right	0.00	0	212	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,810	0.421	*	ITS:	-0.070
	Left	1.00	1,600	57	0.036			
	Right	0.00	0	16	0.000		ICU:	0.826
Eastbound	Through	2.00	3,200	551	0.177			
	Left	2.00	2,560	484	0.189	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

87. SEPULVEDA BOULEVARD & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	13	0.000	N/S 1:	0.367 *
Southbound	Through	2.00	3,200	658	0.210	N/S 2:	0.249
	Left	2.00	2,560	99	0.039 *	E/W 1:	0.079
	Right	1.00	1,600	190	0.099 *	E/W 2:	0.107 *
Westbound	Through	2.00	3,200	254	0.079		
	Left	2.00	2,560	78	0.030	V/C Ratio:	0.474
	Right	0.00	0	59	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,516	0.328 *	ITS:	-0.070
	Left	2.00	2,560	101	0.039		
	Right	1.00	1,600	58	0.017	ICU:	0.504
Eastbound	Through	2.00	3,200	157	0.049		
	Left	1.00	1,600	13	0.008 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	40	0.000	N/S 1:	0.516 *
Southbound	Through	2.00	3,200	1,253	0.404	N/S 2:	0.475
	Left	2.00	2,560	337	0.132 *	E/W 1:	0.189 *
	Right	1.00	1,600	243	0.086	E/W 2:	0.128
Westbound	Through	2.00	3,200	274	0.086		
	Left	2.00	2,560	231	0.090 *	V/C Ratio:	0.705
	Right	0.00	0	106	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,735	0.384 *	ITS:	-0.070
	Left	2.00	2,560	182	0.071		
	Right	1.00	1,600	120	0.039	ICU:	0.735
Eastbound	Through	2.00	3,200	317	0.099 *		
	Left	1.00	1,600	67	0.042	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

88. LA CIENEGA BOULEVARD & STOCKER STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.654 *
Southbound	Through	2.00	3,200	0	0.000		N/S 2:	0.000
	Left	1.00	1,600	117	0.073	*	E/W 1:	0.531 *
	Right	1.00	1,600	124	0.041		E/W 2:	0.041
Westbound	Through	0.00	0	0	0.000			
	Left	2.00	2,560	1,359	0.531	*	V/C Ratio:	1.185
	Right	1.00	1,600	0	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,787	0.581	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	1.285
Eastbound	Through	0.00	0	0	0.000	*		
	Left	0.00	0	0	0.000		LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.719 *
Southbound	Through	2.00	3,200	0	0.000		N/S 2:	0.000
	Left	1.00	1,600	287	0.179	*	E/W 1:	0.366 *
	Right	1.00	1,600	88	0.000		E/W 2:	0.000
Westbound	Through	0.00	0	0	0.000			
	Left	2.00	2,560	936	0.366	*	V/C Ratio:	1.085
	Right	1.00	1,600	0	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,593	0.540	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	1.185
Eastbound	Through	0.00	0	0	0.000	*		
	Left	0.00	0	0	0.000		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

89. LA CIENEGA BOULEVARD SB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.78	2,847	605	0.213 *	N/S 1:	0.045
Southbound	Through	2.00	1,600	3	0.047	N/S 2:	0.213 *
	Left	0.00	1,600	72	0.045	E/W 1:	0.291
	Right	0.00	0	0	0.000	E/W 2:	0.383 *
Westbound	Through	3.00	4,800	1,837	0.383 *		
	Left	1.00	1,600	216	0.135	V/C Ratio:	0.596
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	103	0.000	ICU:	0.696
Eastbound	Through	5.00	8,000	1,144	0.156		
	Left	0.00	0	0	0.000 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.53	2,447	572	0.234 *	N/S 1:	0.108
Southbound	Through	2.00	1,600	4	0.110	N/S 2:	0.234 *
	Left	0.00	1,600	172	0.108	E/W 1:	0.475 *
	Right	0.00	0	0	0.000	E/W 2:	0.241
Westbound	Through	3.00	4,800	1,157	0.241		
	Left	1.00	1,600	261	0.163 *	V/C Ratio:	0.709
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	132	0.000	ICU:	0.809
Eastbound	Through	5.00	8,000	2,364	0.312 *		
	Left	0.00	0	0	0.000	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

90. LA CIENEGA BOULEVARD NB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.109
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.204 *
	Left	0.00	0	0	0.000	E/W 1:	0.168
	Right	1.00	1,600	129	0.081	E/W 2:	0.421 *
Westbound	Through	4.00	6,400	1,866	0.292 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.625
	Right	0.00	1,600	175	0.109	Loss Time:	0.100
Northbound	Through	2.00	1,600	5	0.003	ITS:	0.000
	Left	1.31	1,679	343	0.204 *		
	Right	0.00	0	0	0.000	ICU:	0.725
Eastbound	Through	3.00	4,800	804	0.168		
	Left	2.00	2,560	329	0.129 *	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.162 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.084
	Left	0.00	0	0	0.000 *	E/W 1:	0.397
	Right	1.00	1,600	110	0.069	E/W 2:	0.454 *
Westbound	Through	4.00	6,400	1,308	0.204 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.616
	Right	0.00	1,600	259	0.162 *	Loss Time:	0.100
Northbound	Through	2.00	1,600	5	0.003	ITS:	0.000
	Left	1.00	1,600	134	0.084		
	Right	0.00	0	0	0.000	ICU:	0.716
Eastbound	Through	3.00	4,800	1,907	0.397		
	Left	2.00	2,560	639	0.250 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

102. AVIATION BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	208	0.106		N/S 1:	0.329
Southbound	Through	2.00	3,200	734	0.229	*	N/S 2:	0.440 *
	Left	1.00	1,600	63	0.039		E/W 1:	0.191
	Right	0.00	0	52	0.000		E/W 2:	0.422 *
Westbound	Through	3.00	4,800	1,737	0.373	*		
	Left	2.00	2,560	306	0.120		V/C Ratio:	0.862
	Right	0.00	0	128	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	800	0.290		ITS:	0.000
	Left	1.00	1,600	338	0.211	*		
	Right	1.00	1,600	66	0.000		ICU:	0.962
Eastbound	Through	3.00	4,800	343	0.071			
	Left	1.00	1,600	78	0.049	*	LOS:	E

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	67	0.000		N/S 1:	0.321 *
Southbound	Through	2.00	3,200	254	0.079		N/S 2:	0.206
	Left	1.00	1,600	63	0.039	*	E/W 1:	0.463 *
	Right	0.00	0	78	0.000		E/W 2:	0.290
Westbound	Through	3.00	4,800	640	0.150			
	Left	2.00	2,560	212	0.083	*	V/C Ratio:	0.784
	Right	0.00	0	314	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	589	0.282	*	ITS:	0.000
	Left	1.00	1,600	203	0.127			
	Right	1.00	1,600	506	0.253		ICU:	0.884
Eastbound	Through	3.00	4,800	1,825	0.380	*		
	Left	1.00	1,600	224	0.140		LOS:	D

* Critical Movement

Existing with Project with Mitigation Conditions (Year 2012)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
1	North-South Street:	Lincoln Boulevard	East-West Street:	Venice Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	2	74	181	2	**100**
	Left-Through		0			0	
	Through	1383	1	**753**	1321	1	723
	Through-Right		1			1	
	Right	123	0	123	125	0	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	193	2	**106**	285	2	157
	Left-Through		0			0	
	Through	1340	1	692	1576	1	**815**
	Through-Right		1			1	
	Right	44	0	44	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	2	36	87	2	**48**
	Left-Through		0			0	
	Through	770	3	**257**	852	3	284
	Through-Right		0			0	
	Right	131	1	57	214	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	285	2	**157**	297	2	163
	Left-Through		0			0	
	Through	600	2	300	856	2	**428**
	Through-Right		0			0	
	Right	242	1	136	200	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	859		*North-South:*	915
			East-West:	414		*East-West:*	476
			SUM:	1273		*SUM:*	1391
	VOLUME/CAPACITY *(V/C)* RATIO:			0.926			1.012
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.826**			**0.912**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
2	North-South Street:	Lincoln Boulevard	East-West Street:	Washington Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	431	2	**237**	447	2	**246**
	Left-Through		0			0	
	Through	1532	2	549	1228	2	477
	Through-Right		1			1	
	Right	116	0	116	203	0	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	257	2	141	261	2	144
	Left-Through		0			0	
	Through	1419	2	**523**	1482	2	**539**
	Through-Right		1			1	
	Right	150	0	150	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	2	52	129	2	71
	Left-Through		0			0	
	Through	627	2	**314**	730	2	**365**
	Through-Right		0			0	
	Right	402	1	165	421	1	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	197	2	**108**	537	2	**295**
	Left-Through		0			0	
	Through	736	2	368	685	2	343
	Through-Right		0			0	
	Right	224	1	83	361	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	760		*North-South:*	785
			East-West:	422		*East-West:*	660
			SUM:	1182		*SUM:*	1445
	VOLUME/CAPACITY *(V/C)* RATIO:			0.860			1.051
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.760**			**0.951**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
3	North-South Street:	Lincoln Boulevard	East-West Street:	Maxella Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
	EB -- 3	WB --	3	EB -- 3	WB --	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	145	2	80
	Left-Through		0			0	
	Through	1811	3	**604**	1943	3	**648**
	Through-Right		0			0	
	Right	201	1	100	369	1	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	2	**60**	112	2	**62**
	Left-Through		0			0	
	Through	1606	3	409	2161	3	569
	Through-Right		1			1	
	Right	30	0	30	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	78	1	78	67	1	67
	Left-Through		0			0	
	Through	78	1	78	77	1	**77**
	Through-Right		0			0	
	Right	185	1	**149**	97	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**101**	295	1	**197**
	Left-Through		1			1	
	Through	27	0	101	99	0	197
	Through-Right		0			0	
	Right	130	1	70	166	1	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	664		*North-South:*	710
			East-West:	250		*East-West:*	274
			SUM:	914		*SUM:*	984
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.716
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.616**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
4	North-South Street:	Lincoln Boulevard	East-West Street:	SR-90 Ramps
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1466	3	**489**	1734	3	**578**
	Through-Right		0			0	
	Right	258	1	0	237	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	777	2	**427**	849	2	**467**
	Left-Through		0			0	
	Through	1233	3	411	1825	3	608
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	159	2	**87**	240	2	**132**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	764	2	0	730	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	916		*North-South:*	1045
			East-West:	87		*East-West:*	132
			SUM:	1003		*SUM:*	1177
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.826
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.826
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
5	North-South Street:	Lincoln Boulevard	East-West Street:	Bali Way
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	**103**	149	1	**149**
	Left-Through		0			0	
	Through	1378	2	467	1532	2	514
	Through-Right		1			1	
	Right	22	0	22	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	39	1	39
	Left-Through		0			0	
	Through	1220	2	**476**	1760	2	**718**
	Through-Right		1			1	
	Right	209	0	209	393	0	393
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	286	1	**145**	429	1	**215**
	Left-Through		1			1	
	Through	3	0	145	0	0	215
	Through-Right		0			0	
	Right	68	1	17	39	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	0	9	5	0	5
	Left-Through		0			0	
	Through	1	0	**18**	5	0	**47**
	Through-Right		0			0	
	Right	8	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	579		*North-South:*	867
			East-West:	163		*East-West:*	262
			SUM:	742		*SUM:*	1129
	VOLUME/CAPACITY *(V/C)* RATIO:			0.540			0.821
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.440**			**0.721**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
6	North-South Street:	Lincoln Boulevard	East-West Street:	Mindanao Way
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	105	1	105
	Left-Through		0			0	
	Through	1437	3	**479**	1563	3	**521**
	Through-Right		0			0	
	Right	327	1	194	294	1	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	203	1	**203**
	Left-Through		0			0	
	Through	1163	2	398	1506	2	533
	Through-Right		1			1	
	Right	30	0	30	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	503	1	**276**	485	1	**299**
	Through-Right		1			1	
	Right	49	0	49	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	241	2	**133**	392	2	**216**
	Left-Through		0			0	
	Through	420	1	249	633	1	350
	Through-Right		1			1	
	Right	77	0	77	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	616		*North-South:*	724
			East-West:	409		*East-West:*	515
			SUM:	1025		*SUM:*	1239
	VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.901
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.645**			**0.801**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
7	North-South Street:	Lincoln Boulevard	East-West Street:	Fiji Way
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	591	2	**325**	773	2	**425**
	Left-Through		0			0	
	Through	1833	2	625	1893	2	644
	Through-Right		1			1	
	Right	42	0	42	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	59	1	59
	Left-Through		0			0	
	Through	1322	2	**466**	1815	2	**659**
	Through-Right		1			1	
	Right	76	0	76	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	119	1	**119**
	Left-Through		0			0	
	Through	19	1	19	22	1	22
	Through-Right		0			0	
	Right	585	1	0	897	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	0	21	36	0	36
	Left-Through		1			1	
	Through	15	0	**60**	19	0	**43**
	Through-Right		1			1	
	Right	45	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	791		*North-South:*	1084
			East-West:	139		*East-West:*	162
			SUM:	930		*SUM:*	1246
	VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.874
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.553**			**0.774**
	LEVEL OF SERVICE (LOS):			**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
8	North-South Street:	Lincoln Boulevard	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	35	1	35
	Left-Through		0			0	
	Through	1857	4	**464**	1917	4	**479**
	Through-Right		0			0	
	Right	427	1	188	341	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	389	2	**214**	464	2	**255**
	Left-Through		0			0	
	Through	1295	4	324	1648	4	412
	Through-Right		0			0	
	Right	210	1	35	444	1	360
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	175	1	175	84	1	84
	Left-Through		0			0	
	Through	353	2	**134**	175	2	**85**
	Through-Right		1			1	
	Right	50	0	50	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	434	2	**239**	517	2	**284**
	Left-Through		0			0	
	Through	107	2	54	217	2	109
	Through-Right		0			0	
	Right	424	2	19	476	2	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	678		*North-South:*	734
			East-West:	373		*East-West:*	369
			SUM:	1051		*SUM:*	1103
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.802
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.664**			**0.702**
	LEVEL OF SERVICE (LOS):			**B**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
9	North-South Street:	Lincoln Boulevard	East-West Street:	Bluff Creek Drive
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2386	4	**597**	2328	4	**582**
	Through-Right		0			0	
	Right	99	1	0	191	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	2	**8**	38	2	**21**
	Left-Through		0			0	
	Through	1656	4	414	2384	4	596
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	239	2	**131**	160	2	**88**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	34	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	605		*North-South:*	603
			East-West:	131		*East-West:*	88
			SUM:	736		*SUM:*	691
	VOLUME/CAPACITY *(V/C)* RATIO:			0.516			0.485
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.416**			**0.385**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
10	North-South Street:	Lincoln Boulevard	East-West Street:	LMU Drive
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	16	1	**16**
	Left-Through		0			0	
	Through	2374	4	**594**	2306	4	577
	Through-Right		0			0	
	Right	195	1	170	103	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	208	2	**114**	106	2	58
	Left-Through		0			0	
	Through	1642	3	547	2297	3	**766**
	Through-Right		0			0	
	Right	10	1	0	19	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	1	**25**	19	1	**19**
	Left-Through		0			0	
	Through	0	0	15	1	0	14
	Through-Right		1			1	
	Right	15	0	0	13	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	**25**	141	1	**117**
	Left-Through		0			0	
	Through	2	0	25	1	0	117
	Through-Right		0			0	
	Right	35	1	0	208	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	708		*North-South:*	782
			East-West:	50		*East-West:*	136
			SUM:	758		*SUM:*	918
	VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.668
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.451**			**0.568**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
13	North-South Street:	Lincoln Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	15	2	8
	Left-Through		0			0	
	Through	1691	2	**568**	1805	2	**607**
	Through-Right		1			1	
	Right	12	0	12	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	**19**	39	1	**39**
	Left-Through		0			0	
	Through	1455	2	504	1656	2	573
	Through-Right		1			1	
	Right	58	0	58	62	0	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	23	79	1	44
	Left-Through		1			1	
	Through	5	0	23	8	0	44
	Through-Right		0			0	
	Right	47	1	**30**	65	1	**57**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		0			0	
	Through	3	0	**15**	2	0	**17**
	Through-Right		0			0	
	Right	2	0	0	5	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	587		*North-South:*	646
			East-West:	45		*East-West:*	74
			SUM:	632		*SUM:*	720
	VOLUME/CAPACITY *(V/C)* RATIO:			0.460			0.524
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.360**			**0.424**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
15	North-South Street:	Nicholsan Street	East-West Street:	Culver Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	0	**21**	42	0	**42**
	Left-Through		1			1	
	Through	0	0	21	0	0	42
	Through-Right		0			0	
	Right	1154	1	0	494	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**2**
	Through-Right		0			0	
	Right	0	0	0	2	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	1	1	1
	Left-Through		0			0	
	Through	1266	1	**636**	560	1	**294**
	Through-Right		1			1	
	Right	6	0	6	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	1	**307**	882	1	**882**
	Left-Through		0			0	
	Through	353	1	177	1042	1	522
	Through-Right		1			1	
	Right	0	0	0	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	21		*North-South:*	44
			East-West:	943		*East-West:*	1176
			SUM:	964		*SUM:*	1220
	VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.856
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.576**			**0.756**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
16	North-South Street:	Pershing Drive	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	31	1	31
	Left-Through		0			0	
	Through	795	2	**398**	395	2	**198**
	Through-Right		0			0	
	Right	120	1	52	131	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	**92**	26	1	**26**
	Left-Through		0			0	
	Through	219	1	114	51	1	37
	Through-Right		1			1	
	Right	9	0	9	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	1	**32**	265	1	265
	Left-Through		0			0	
	Through	10	1	10	597	1	**306**
	Through-Right		1			1	
	Right	19	0	8	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	110	1	110
	Left-Through		0			0	
	Through	30	1	30	40	1	40
	Through-Right		0			0	
	Right	341	1	**249**	190	1	**164**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	490		*North-South:*	224
			East-West:	281		*East-West:*	470
			SUM:	771		*SUM:*	694
	VOLUME/CAPACITY *(V/C)* RATIO:			0.561			0.505
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.461**			**0.405**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
17	North-South Street:	Pershing Drive	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	568	2	**284**	514	2	**257**
	Through-Right		0			0	
	Right	306	1	190	242	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	1	**91**	95	1	**95**
	Left-Through		0			0	
	Through	425	2	213	436	2	218
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	211	2	**116**	252	2	**139**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	1	0	148	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	375		*North-South:*	352
			East-West:	116		*East-West:*	139
			SUM:	491		*SUM:*	491
	VOLUME/CAPACITY *(V/C)* RATIO:			0.345			0.345
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.245**			**0.245**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
18	North-South Street:	Vista del Mar	East-West Street:	Imperial Highway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	5	1	**5**
	Left-Through		0			0	
	Through	1025	2	**513**	397	2	199
	Through-Right		0			0	
	Right	570	1	465	271	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	149	1	149
	Left-Through		0			0	
	Through	262	1	135	788	1	**398**
	Through-Right		1			1	
	Right	7	0	7	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	7	1	7
	Left-Through		0			0	
	Through	10	1	**10**	37	1	**37**
	Through-Right		0			0	
	Right	1	1	0	6	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	**105**	416	1	**227**
	Left-Through		1			1	
	Through	13	0	105	37	0	227
	Through-Right		0			0	
	Right	88	1	16	150	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	585		*North-South:*	403
			East-West:	115		*East-West:*	264
			SUM:	700		*SUM:*	667
	VOLUME/CAPACITY *(V/C)* RATIO:			0.509			0.485
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.409**			**0.385**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
19	North-South Street:	Pershing Drive	East-West Street:	Imperial Highway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	2	0	2
	Left-Through		0			0	
	Through	2	0	**5**	1	0	**9**
	Through-Right		0			0	
	Right	1	0	0	6	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	603	1	**302**	732	1	**367**
	Left-Through		1			1	
	Through	1	0	302	1	0	367
	Through-Right		0			0	
	Right	87	1	0	225	1	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	212	2	**117**	147	2	**81**
	Left-Through		0			0	
	Through	424	1	213	362	1	183
	Through-Right		1			1	
	Right	2	0	2	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	0	1	0
	Left-Through		0			0	
	Through	208	2	104	384	2	192
	Through-Right		0			0	
	Right	790	1	**488**	584	1	**217**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	307		*North-South:*	376
			East-West:	605		*East-West:*	298
			SUM:	912		*SUM:*	674
	VOLUME/CAPACITY *(V/C)* RATIO:			0.663			0.490
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.563**			**0.390**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
20	North-South Street:	Main Street	East-West Street:	Imperial Highway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	285	1	143	368	1	**184**
	Left-Through		1			1	
	Through	0	0	143	0	0	184
	Through-Right		0			0	
	Right	598	1	**506**	333	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	1	0	1
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**5**
	Through-Right		0			0	
	Right	0	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	853	2	**427**	791	2	**396**
	Through-Right		0			0	
	Right	131	1	60	349	1	257
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	336	2	**185**	570	2	**314**
	Left-Through		0			0	
	Through	788	1	395	578	1	289
	Through-Right		1			1	
	Right	1	0	1	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	506		*North-South:*	189
			East-West:	612		*East-West:*	710
			SUM:	1118		*SUM:*	899
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.713**			**0.554**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
21	North-South Street:	Vista del Mar	East-West Street:	Grand Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	2	1	**2**
	Left-Through		0			0	
	Through	1279	1	**713**	620	1	390
	Through-Right		1			1	
	Right	146	0	146	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	81	1	**81**	115	1	115
	Left-Through		0			0	
	Through	355	1	179	1063	1	**534**
	Through-Right		1			1	
	Right	2	0	2	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	2
	Left-Through		0			0	
	Through	0	0	**2**	9	0	**15**
	Through-Right		0			0	
	Right	2	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	74	1	41	159	1	**83**
	Left-Through		1			1	
	Through	8	0	41	6	0	83
	Through-Right		0			0	
	Right	126	1	**86**	100	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	794		*North-South:*	536
			East-West:	88		*East-West:*	98
			SUM:	882		*SUM:*	634
	VOLUME/CAPACITY *(V/C)* RATIO:			0.619			0.445
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.519**			**0.345**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
24	North-South Street:	Sepulveda Boulevard	East-West Street:	Howard Hughes Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1815	4	**454**	1518	4	380
	Through-Right		0			0	
	Right	761	1	0	446	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	2	**86**	533	2	293
	Left-Through		0			0	
	Through	768	3	256	2085	3	**695**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	539	3	**189**	698	3	**244**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	239	1	153	164	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	540		*North-South:*	695
			East-West:	189		*East-West:*	244
			SUM:	729		*SUM:*	939
	VOLUME/CAPACITY *(V/C)* RATIO:			0.512			0.659
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.412**			**0.559**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
25	North-South Street:	Sepulveda Boulevard	East-West Street:	76th Street/77th Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	64	1	**64**
	Left-Through		0			0	
	Through	1923	2	**645**	1802	2	612
	Through-Right		1			1	
	Right	12	0	12	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	166	1	166
	Left-Through		0			0	
	Through	1225	2	457	2202	2	**849**
	Through-Right		1			1	
	Right	147	0	147	345	0	345
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	498	2	**274**	205	2	**113**
	Left-Through		0			0	
	Through	36	1	36	44	1	44
	Through-Right		0			0	
	Right	70	1	54	51	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	42	1	42
	Left-Through		0			0	
	Through	30	1	30	48	1	**48**
	Through-Right		0			0	
	Right	155	1	**126**	67	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	704		*North-South:*	913
			East-West:	400		*East-West:*	161
			SUM:	1104		*SUM:*	1074
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.754
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.675**			**0.654**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
26	North-South Street:	Sepulveda Boulevard	East-West Street:	79th Street/80th Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	105	1	**105**
	Left-Through		0			0	
	Through	1728	2	**581**	1748	2	596
	Through-Right		1			1	
	Right	15	0	15	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	**21**	45	1	45
	Left-Through		0			0	
	Through	1273	3	424	2043	3	**681**
	Through-Right		0			0	
	Right	80	1	21	160	1	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	**119**	85	1	**85**
	Left-Through		0			0	
	Through	21	1	21	64	1	64
	Through-Right		0			0	
	Right	68	1	46	122	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	27	1	27
	Left-Through		0			0	
	Through	52	0	**118**	45	0	**75**
	Through-Right		1			1	
	Right	66	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	602		*North-South:*	786
			East-West:	237		*East-West:*	160
			SUM:	839		*SUM:*	946
	VOLUME/CAPACITY *(V/C)* RATIO:			0.559			0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.459**			**0.531**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
27	North-South Street:	Sepulveda Boulevard	East-West Street:	83rd Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	60	1	**60**
	Left-Through		0			0	
	Through	1625	2	**545**	1791	2	604
	Through-Right		1			1	
	Right	11	0	11	21	0	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	68	1	68
	Left-Through		0			0	
	Through	1316	2	447	2032	2	**693**
	Through-Right		1			1	
	Right	24	0	24	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	0	**83**	30	0	30
	Left-Through		0			0	
	Through	40	0	164	53	0	**120**
	Through-Right		0			0	
	Right	41	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	4	1	**4**
	Left-Through		0			0	
	Through	33	0	**107**	29	0	47
	Through-Right		1			1	
	Right	74	0	0	18	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	568		*North-South:*	753
			East-West:	190		*East-West:*	124
			SUM:	758		*SUM:*	877
	VOLUME/CAPACITY *(V/C)* RATIO:			0.505			0.585
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.405**			**0.485**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
28	North-South Street:	Sepulveda Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	137	1	137
	Left-Through		0			0	
	Through	1265	3	**422**	1552	3	**517**
	Through-Right		0			0	
	Right	55	1	16	102	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	234	1	**234**
	Left-Through		0			0	
	Through	1009	3	336	1515	3	505
	Through-Right		0			0	
	Right	170	1	125	289	1	225
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	2	**91**	232	2	128
	Left-Through		0			0	
	Through	468	2	234	783	2	**392**
	Through-Right		0			0	
	Right	59	1	21	74	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	2	39	89	2	**49**
	Left-Through		0			0	
	Through	808	2	**404**	576	2	288
	Through-Right		0			0	
	Right	322	1	265	180	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	536		*North-South:*	751
			East-West:	495		*East-West:*	441
			SUM:	1031		*SUM:*	1192
	VOLUME/CAPACITY *(V/C)* RATIO:			0.750			0.867
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.650**			**0.767**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
29	North-South Street:	Sepulveda Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	96	1	**96**
	Left-Through		0			0	
	Through	1455	3	**485**	1488	3	496
	Through-Right		0			0	
	Right	95	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	82	1	82
	Left-Through		0			0	
	Through	1026	3	342	1479	3	**493**
	Through-Right		0			0	
	Right	155	1	71	173	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	**84**	187	1	187
	Left-Through		0			0	
	Through	205	2	103	696	2	**348**
	Through-Right		0			0	
	Right	56	1	17	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	237	2	**130**
	Left-Through		0			0	
	Through	454	1	**241**	392	1	233
	Through-Right		1			1	
	Right	28	0	28	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	528		*North-South:*	589
			East-West:	325		*East-West:*	478
			SUM:	853		*SUM:*	1067
	VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.776
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			**0.676**
	LEVEL OF SERVICE (LOS):			**A**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
30	North-South Street:	Sepulveda Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	285	1	**285**	401	1	**401**
	Left-Through		0			0	
	Through	1389	3	463	1432	3	477
	Through-Right		0			0	
	Right	28	1	0	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	143	1	143
	Left-Through		0			0	
	Through	1042	3	**347**	1600	3	**533**
	Through-Right		0			0	
	Right	93	1	70	91	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	66	1	66
	Left-Through		0			0	
	Through	198	1	129	363	1	**255**
	Through-Right		1			1	
	Right	59	0	59	147	0	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	171	1	**171**
	Left-Through		0			0	
	Through	417	1	**270**	357	1	255
	Through-Right		1			1	
	Right	123	0	123	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	632		*North-South:*	934
			East-West:	293		*East-West:*	426
			SUM:	925		*SUM:*	1360
	VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.989
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.573**			**0.889**
	LEVEL OF SERVICE (LOS):			**A**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
31	North-South Street:	Sepulveda Boulevard	East-West Street:	Lincoln Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1770	0	0	1838	0	**0**
	Left-Through		0			0	
	Through	1616	4	**404**	1896	4	474
	Through-Right		0			0	
	Right	155	3	54	267	3	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1339	4	335	2036	4	**509**
	Through-Right		0			0	
	Right	14	0	0	27	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1457	0	0	1803	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	4	0	0	4	0
	Through-Right		0			0	
	Right	10	0	0	27	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	404		*North-South:*	509
			East-West:	0		*East-West:*	0
			SUM:	404		*SUM:*	509
	VOLUME/CAPACITY *(V/C)* RATIO:			0.269			0.339
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.169**			**0.239**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
32	North-South Street:	Sepulveda Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3467	4	**867**	3253	4	**813**
	Through-Right		0			0	
	Right	30	1	0	10	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1975	4	494	2922	4	731
	Through-Right		0			0	
	Right	155	1	155	173	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	1	**186**	603	1	**311**
	Left-Through		1			1	
	Through	43	0	186	18	0	311
	Through-Right		0			0	
	Right	306	2	168	270	2	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	867		*North-South:*	813
			East-West:	186		*East-West:*	311
			SUM:	1053		*SUM:*	1124
	VOLUME/CAPACITY *(V/C)* RATIO:			0.702			0.749
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.602**			**0.649**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: LAX Northside
North-South Street: Sepulveda Boulevard **East-West Street:** I-105 WB Ramps N/O Imperial Hwy
Scenario: Existing with Project with Mitigation
Count Date: Year 2012 **Analyst:** **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		2	EB -- 0	WB --	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2162	3	**721**	2500	3	**833**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1773	0	0	2366	0	0
	Through-Right		0			0	
	Right	1422	0	0	2212	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	751	0	0	694	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2294	3	**803**	1951	3	**683**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	721		*North-South:*	833
			East-West:	803		*East-West:*	683
			SUM:	1524		*SUM:*	1516
VOLUME/CAPACITY *(V/C)* RATIO:				1.016			1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.916**			**0.911**
LEVEL OF SERVICE (LOS):				**E**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
34	North-South Street:	Sepulveda Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	173	1	173
	Left-Through		0			0	
	Through	1583	3	**528**	1950	3	650
	Through-Right		0			0	
	Right	590	1	526	1002	1	**946**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	361	2	**199**	439	2	**241**
	Left-Through		0			0	
	Through	2288	3	576	2491	3	630
	Through-Right		1			1	
	Right	16	0	16	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	253	2	**139**	219	2	**120**
	Left-Through		0			0	
	Through	270	3	90	397	3	132
	Through-Right		0			0	
	Right	181	1	123	171	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	232	2	128	203	2	112
	Left-Through		0			0	
	Through	235	2	**118**	306	2	**153**
	Through-Right		0			0	
	Right	432	2	39	515	2	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	727		*North-South:*	1187
			East-West:	257		*East-West:*	273
			SUM:	984		*SUM:*	1460
	VOLUME/CAPACITY *(V/C)* RATIO:			0.716			1.062
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.616**			**0.962**
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
39	North-South Street:	La Tijera Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	30	1	30
	Left-Through		0			0	
	Through	259	2	130	608	2	**304**
	Through-Right		0			0	
	Right	99	1	0	378	1	287
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	27	1	**27**
	Left-Through		0			0	
	Through	559	2	**280**	472	2	236
	Through-Right		0			0	
	Right	243	1	178	203	1	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	311	1	**311**
	Left-Through		0			0	
	Through	457	2	229	884	2	442
	Through-Right		0			0	
	Right	24	1	5	32	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	267	1	267	182	1	182
	Left-Through		0			0	
	Through	827	2	**414**	659	2	**330**
	Through-Right		0			0	
	Right	13	1	2	17	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	319		*North-South:*	331
			East-West:	544		*East-West:*	641
			SUM:	863		*SUM:*	972
	VOLUME/CAPACITY *(V/C)* RATIO:			0.606			0.682
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.506**			**0.582**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
40	North-South Street:	Airport Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	20	0	20
	Left-Through		1			1	
	Through	89	0	**125**	43	0	**63**
	Through-Right		0			0	
	Right	366	2	0	538	2	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	0	63	43	0	43
	Left-Through		1			1	
	Through	44	0	**86**	61	0	**78**
	Through-Right		1			1	
	Right	42	0	0	17	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	11	36	1	36
	Left-Through		0			0	
	Through	473	2	**161**	932	2	**314**
	Through-Right		1			1	
	Right	9	0	9	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	589	2	**324**	477	2	**262**
	Left-Through		0			0	
	Through	847	1	428	705	1	362
	Through-Right		1			1	
	Right	8	0	8	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	211		*North-South:*	141
			East-West:	485		*East-West:*	576
			SUM:	696		*SUM:*	717
	VOLUME/CAPACITY *(V/C)* RATIO:			0.506			0.521
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.406**			**0.421**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
41	North-South Street:	I-405 SB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	2	NB -- 0	SB --	2
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	0	104	237	0	237
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	414	1	**259**	442	1	**340**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1052	3	**317**	1614	3	**446**
	Through-Right		1			1	
	Right	214	0	214	171	0	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	217	1	**217**	204	1	**204**
	Left-Through		0			0	
	Through	1160	3	387	1126	3	375
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	259		*North-South:*	340
			East-West:	534		*East-West:*	650
			SUM:	793		*SUM:*	990
VOLUME/CAPACITY *(V/C)* RATIO:				0.556			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.456**			**0.595**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
42	North-South Street:	I-405 NB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	186	1	186
	Left-Through		0			0	
	Through	3	0	0	3	0	0
	Through-Right		0			0	
	Right	198	1	**198**	313	1	**313**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	368	1	**368**	335	1	**335**
	Left-Through		0			0	
	Through	753	3	251	1600	3	533
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1286	3	**395**	1166	3	**320**
	Through-Right		1			1	
	Right	292	0	292	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	198		*North-South:*	313
			East-West:	763		*East-West:*	655
			SUM:	961		*SUM:*	968
	VOLUME/CAPACITY *(V/C)* RATIO:			0.674			0.679
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.574**			**0.579**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
43	North-South Street:	La Tijera Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	196	2	108
	Left-Through		0			0	
	Through	827	2	310	1328	2	**537**
	Through-Right		1			1	
	Right	104	0	104	284	0	284
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	31	123	1	**123**
	Left-Through		0			0	
	Through	961	2	**369**	887	2	331
	Through-Right		1			1	
	Right	145	0	145	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	199	1	**199**
	Left-Through		0			0	
	Through	346	2	135	752	2	267
	Through-Right		1			1	
	Right	58	0	58	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	164	1	164
	Left-Through		0			0	
	Through	984	2	**331**	839	2	**282**
	Through-Right		1			1	
	Right	9	0	9	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	454		*North-South:*	660
			East-West:	458		*East-West:*	481
			SUM:	912		*SUM:*	1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.663			0.830
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.563**			**0.730**
LEVEL OF SERVICE (LOS):				**A**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
44	North-South Street:	La Cienega Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2430	2	**841**	1803	2	670
	Through-Right		1			1	
	Right	92	0	92	207	0	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	2193	3	731	2244	3	**748**
	Through-Right		0			0	
	Right	1049	1	760	1040	1	622
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	826	3	**289**	1194	3	**418**
	Left-Through		0			0	
	Through	121	0	130	278	0	320
	Through-Right		1			1	
	Right	9	0	0	42	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	841		*North-South:*	748
			East-West:	289		*East-West:*	418
			SUM:	1130		*SUM:*	1166
	VOLUME/CAPACITY *(V/C)* RATIO:			0.753			0.777
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.653**			**0.677**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
45	North-South Street:	La Cienega Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	2	4	96	2	53
	Left-Through		0			0	
	Through	2280	2	**772**	1992	2	**707**
	Through-Right		1			1	
	Right	36	0	36	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	105	1	**105**	271	1	**271**
	Left-Through		0			0	
	Through	2043	2	686	1979	2	665
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	321	2	154	931	2	**374**
	Through-Right		1			1	
	Right	140	0	140	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	235	1	235	149	1	**149**
	Left-Through		0			0	
	Through	1122	2	**561**	814	2	407
	Through-Right		0			0	
	Right	194	1	142	117	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	877		*North-South:*	978
			East-West:	561		*East-West:*	523
			SUM:	1438		*SUM:*	1501
	VOLUME/CAPACITY *(V/C)* RATIO:			1.046			1.092
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.946**			**0.992**
	LEVEL OF SERVICE (LOS):			**E**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
46	North-South Street:	Airport Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	79	1	79
	Left-Through		0			0	
	Through	352	1	232	621	1	**417**
	Through-Right		1			1	
	Right	111	0	111	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	87	1	**87**
	Left-Through		0			0	
	Through	597	2	**299**	409	2	205
	Through-Right		0			0	
	Right	35	1	31	38	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	2	**8**	39	2	21
	Left-Through		0			0	
	Through	540	1	304	1290	1	**676**
	Through-Right		1			1	
	Right	68	0	68	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	2	76	128	2	**70**
	Left-Through		0			0	
	Through	1056	1	**584**	804	1	429
	Through-Right		1			1	
	Right	112	0	112	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	381		*North-South:*	504
			East-West:	592		*East-West:*	746
			SUM:	973		*SUM:*	1250
	VOLUME/CAPACITY *(V/C)* RATIO:			0.708			0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.608**			**0.809**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside			
47	North-South Street:	Florence Avenue/Aviati	East-West Street:	Manchester Avenue	
	Scenario:	Existing with Project with Mitigation			
	Count Date:	Year 2012	Analyst:	Date:	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	243	1	**243**	215	1	**215**
	Left-Through		0			0	
	Through	191	1	133	320	1	227
	Through-Right		1			1	
	Right	75	0	75	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	322	2	161	429	2	**215**
	Through-Right		0			0	
	Right	289	1	**207**	225	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	**164**	372	1	**372**
	Left-Through		0			0	
	Through	498	2	249	1019	2	510
	Through-Right		0			0	
	Right	99	1	0	230	1	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	37	1	37	75	1	75
	Left-Through		0			0	
	Through	822	2	**411**	632	2	**316**
	Through-Right		0			0	
	Right	6	1	6	10	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	450		*North-South:*	430
			East-West:	575		*East-West:*	688
			SUM:	1025		*SUM:*	1118
	VOLUME/CAPACITY *(V/C)* RATIO:			0.745			0.813
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.645**			**0.713**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
48	North-South Street:	La Cienega Boulevard	East-West Street:	Florence Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	19	1	19
	Left-Through		0			0	
	Through	336	1	**205**	483	1	**296**
	Through-Right		1			1	
	Right	74	0	74	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	307	1	**290**	574	1	**507**
	Left-Through		1			1	
	Through	562	1	290	947	1	507
	Through-Right		1			1	
	Right	177	0	134	179	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	187	1	187
	Left-Through		0			0	
	Through	268	1	143	585	1	**301**
	Through-Right		1			1	
	Right	18	0	18	16	0	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	196	1	196	255	1	**255**
	Left-Through		0			0	
	Through	716	1	**377**	396	1	230
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	495		*North-South:*	803
			East-West:	464		*East-West:*	556
			SUM:	959		*SUM:*	1359
	VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.988
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.988
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
49	North-South Street:	La Cienega Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	55	43	1	43
	Left-Through		0			0	
	Through	252	1	**229**	396	1	**251**
	Through-Right		1			1	
	Right	205	0	205	105	0	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	196	1	196	559	1	**402**
	Left-Through		1			1	
	Through	511	1	**199**	648	1	402
	Through-Right		1			1	
	Right	87	0	87	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	67	99	1	99
	Left-Through		0			0	
	Through	343	2	**130**	949	2	**341**
	Through-Right		1			1	
	Right	48	0	48	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	467	2	**257**	290	2	**160**
	Left-Through		0			0	
	Through	752	2	286	529	2	209
	Through-Right		1			1	
	Right	106	0	106	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	428		*North-South:*	653
			East-West:	387		*East-West:*	501
			SUM:	815		*SUM:*	1154
	VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.839
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.593			0.839
	LEVEL OF SERVICE (LOS):			A			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
50	North-South Street:	Ash Avenue/I-405 Ramp	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	500	1	**348**	414	1	**348**
	Left-Through		0			0	
	Through	195	0	348	205	0	348
	Through-Right		0			0	
	Right	208	1	208	425	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	20	0	20
	Left-Through		0			0	
	Through	0	0	**148**	0	0	**98**
	Through-Right		0			0	
	Right	139	0	0	78	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	16	1	16
	Left-Through		0			0	
	Through	481	1	241	1278	1	**639**
	Through-Right		1			1	
	Right	242	1	0	271	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1366	2	**459**	948	2	319
	Through-Right		1			1	
	Right	10	0	10	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	496		*North-South:*	446
			East-West:	464		*East-West:*	639
			SUM:	960		*SUM:*	1085
	VOLUME/CAPACITY *(V/C)* RATIO:			0.640			0.723
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.640			0.723
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
51	North-South Street:	Inglewood Avenue	East-West Street:	Manchester Ave
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	0	41	53	0	**53**
	Left-Through		1			1	
	Through	84	0	**125**	101	0	154
	Through-Right		0			0	
	Right	78	1	70	40	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	0	**12**	28	0	28
	Left-Through		1			1	
	Through	77	0	89	173	0	**201**
	Through-Right		0			0	
	Right	106	1	84	84	1	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	65	1	65
	Left-Through		0			0	
	Through	482	2	241	1217	2	**609**
	Through-Right		0			0	
	Right	44	1	44	115	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	1	17	52	1	**52**
	Left-Through		0			0	
	Through	1083	1	**547**	776	1	397
	Through-Right		1			1	
	Right	11	0	11	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	137		*North-South:*	254
			East-West:	591		*East-West:*	661
			SUM:	728		*SUM:*	915
	VOLUME/CAPACITY *(V/C)* RATIO:			0.485			0.610
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.485			0.610
	LEVEL OF SERVICE (LOS):			A			B

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
52	North-South Street:	La Brea Avenue	East-West Street:	Florence Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	13	1	13
	Left-Through		0			0	
	Through	742	2	**371**	857	2	**429**
	Through-Right		0			0	
	Right	58	1	2	110	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	186	1	**186**
	Left-Through		0			0	
	Through	503	2	252	944	2	472
	Through-Right		0			0	
	Right	84	1	53	96	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	136	1	136
	Left-Through		0			0	
	Through	328	1	187	884	1	**472**
	Through-Right		1			1	
	Right	46	0	46	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	113	1	113	98	1	**98**
	Left-Through		0			0	
	Through	715	1	**409**	439	1	313
	Through-Right		1			1	
	Right	102	0	102	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	443		*North-South:*	615
			East-West:	471		*East-West:*	570
			SUM:	914		*SUM:*	1185
	VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.862
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.862
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
53	North-South Street:	La Brea Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	106	1	**106**
	Left-Through		0			0	
	Through	612	1	**316**	538	1	288
	Through-Right		1			1	
	Right	19	0	19	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	**89**	212	1	212
	Left-Through		0			0	
	Through	410	2	205	820	2	**410**
	Through-Right		0			0	
	Right	86	1	12	70	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	148	1	**148**	139	1	139
	Left-Through		0			0	
	Through	352	2	176	924	2	**462**
	Through-Right		0			0	
	Right	56	1	0	94	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	54	1	**54**
	Left-Through		0			0	
	Through	812	2	**406**	594	2	297
	Through-Right		0			0	
	Right	186	1	142	137	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	405		*North-South:*	516
			East-West:	554		*East-West:*	516
			SUM:	959		*SUM:*	1032
	VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.751
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
54	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	19	0	19
	Left-Through		0			0	
	Through	113	0	**189**	186	0	**322**
	Through-Right		0			0	
	Right	53	0	0	117	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	145	0	**145**
	Left-Through		0			0	
	Through	11	0	85	20	0	272
	Through-Right		0			0	
	Right	52	0	0	107	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	53	1	**53**
	Left-Through		0			0	
	Through	303	1	158	556	1	282
	Through-Right		1			1	
	Right	12	0	12	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	9	1	9	14	1	14
	Left-Through		0			0	
	Through	560	1	**310**	575	1	**327**
	Through-Right		1			1	
	Right	60	0	60	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	211		*North-South:*	467
			East-West:	362		*East-West:*	380
			SUM:	573		*SUM:*	847
	VOLUME/CAPACITY *(V/C)* RATIO:			0.382			0.565
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.282**			**0.465**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
55	North-South Street:	Jenny Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	33	1	33
	Left-Through		0			0	
	Through	23	1	23	22	1	22
	Through-Right		0			0	
	Right	32	1	9	102	1	**73**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	20	1	**20**
	Left-Through		0			0	
	Through	19	1	**11**	19	1	11
	Through-Right		1			1	
	Right	2	0	2	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	**2**	3	1	3
	Left-Through		0			0	
	Through	316	2	158	648	2	**324**
	Through-Right		0			0	
	Right	53	1	41	48	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	58	1	**58**
	Left-Through		0			0	
	Through	572	2	**286**	596	2	298
	Through-Right		0			0	
	Right	7	1	2	40	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	36		*North-South:*	93
			East-West:	288		*East-West:*	382
			SUM:	324		*SUM:*	475
	VOLUME/CAPACITY *(V/C)* RATIO:			0.216			0.317
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.116**			**0.217**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
56	North-South Street:	Airport Boulevard	East-West Street:	Arbor Vitae Street/Westchester Pkv
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	**102**	146	1	146
	Left-Through		0			0	
	Through	459	2	230	845	2	**423**
	Through-Right		0			0	
	Right	97	1	24	142	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	58	117	1	**117**
	Left-Through		0			0	
	Through	645	3	**215**	524	3	175
	Through-Right		0			0	
	Right	77	1	37	83	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	88	1	88
	Left-Through		0			0	
	Through	178	2	89	532	2	**266**
	Through-Right		0			0	
	Right	102	1	0	157	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	119	1	**119**
	Left-Through		0			0	
	Through	428	1	**253**	458	1	278
	Through-Right		1			1	
	Right	77	0	77	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	317		*North-South:*	540
			East-West:	293		*East-West:*	385
			SUM:	610		*SUM:*	925
VOLUME/CAPACITY *(V/C)* RATIO:				0.444			0.673
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.344**			**0.573**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
57	North-South Street:	Aviation Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	267	1	**267**	225	1	**225**
	Left-Through		0			0	
	Through	433	2	217	513	2	257
	Through-Right		0			0	
	Right	73	1	29	99	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	34	66	1	66
	Left-Through		0			0	
	Through	349	1	**211**	424	1	**258**
	Through-Right		1			1	
	Right	72	0	72	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	96	1	96
	Left-Through		0			0	
	Through	198	2	99	564	2	**282**
	Through-Right		0			0	
	Right	90	1	0	199	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	475	1	**261**	380	1	208
	Through-Right		1			1	
	Right	47	0	47	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	478		*North-South:*	483
			East-West:	301		*East-West:*	405
			SUM:	779		*SUM:*	888
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.646
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.467**			**0.546**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
58	North-South Street:	La Cienega Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	2	EB -- 2	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	109	1	109
	Left-Through		0			0	
	Through	536	1	293	367	1	**299**
	Through-Right		1			1	
	Right	50	0	50	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	149	1	**149**
	Left-Through		0			0	
	Through	330	1	**182**	627	1	337
	Through-Right		1			1	
	Right	33	0	33	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	44	1	44
	Left-Through		0			0	
	Through	149	2	75	512	2	**256**
	Through-Right		0			0	
	Right	114	1	114	230	1	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	97	58	1	**58**
	Left-Through		0			0	
	Through	427	2	**214**	268	2	134
	Through-Right		0			0	
	Right	154	1	154	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	372		*North-South:*	448
			East-West:	268		*East-West:*	314
			SUM:	640		*SUM:*	762
	VOLUME/CAPACITY *(V/C)* RATIO:			0.427			0.508
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.427			0.508
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
59	North-South Street:	Inglewood Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	**172**	101	1	101
	Left-Through		0			0	
	Through	117	0	172	176	0	**283**
	Through-Right		1			1	
	Right	55	0	0	107	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	19	58	1	58
	Left-Through		0			0	
	Through	77	0	**115**	233	0	**272**
	Through-Right		1			1	
	Right	38	0	0	39	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	23	1	**23**	37	1	37
	Left-Through		0			0	
	Through	190	1	114	593	1	**360**
	Through-Right		1			1	
	Right	38	0	38	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	91	1	**91**
	Left-Through		0			0	
	Through	487	1	**263**	296	1	162
	Through-Right		1			1	
	Right	39	0	39	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	287		*North-South:*	555
			East-West:	286		*East-West:*	451
			SUM:	573		*SUM:*	1006
	VOLUME/CAPACITY *(V/C)* RATIO:			0.402			0.706
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.402			0.706
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
60	North-South Street:	La Brea Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	134	189	1	**189**
	Left-Through		0			0	
	Through	687	2	**235**	633	2	234
	Through-Right		1			1	
	Right	18	0	18	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	**54**	118	1	118
	Left-Through		0			0	
	Through	381	3	127	1016	3	**339**
	Through-Right		0			0	
	Right	59	1	28	67	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	63	115	1	115
	Left-Through		0			0	
	Through	141	1	**141**	355	1	**355**
	Through-Right		0			0	
	Right	95	1	28	219	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	**46**	66	1	**66**
	Left-Through		0			0	
	Through	241	2	121	262	2	131
	Through-Right		0			0	
	Right	67	1	40	81	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	289		*North-South:*	528
			East-West:	187		*East-West:*	421
			SUM:	476		*SUM:*	949
VOLUME/CAPACITY *(V/C)* RATIO:				0.346			0.690
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.346			0.690
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
61	North-South Street:	Airport Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	**17**	21	1	21
	Left-Through		0			0	
	Through	33	2	17	37	2	19
	Through-Right		0			0	
	Right	35	1	0	65	1	**42**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	77	514	2	180
	Left-Through		1			1	
	Through	18	1	18	17	1	17
	Through-Right		0			0	
	Right	242	1	**129**	386	1	**247**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	507	2	**279**
	Left-Through		0			0	
	Through	1178	4	295	1654	4	414
	Through-Right		0			0	
	Right	16	1	8	26	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	46	1	46
	Left-Through		0			0	
	Through	2100	4	**525**	1329	4	**332**
	Through-Right		0			0	
	Right	349	1	272	360	1	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	146		*North-South:*	289
			East-West:	751		*East-West:*	611
			SUM:	897		*SUM:*	900
	VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.655
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.552**			**0.555**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
62	North-South Street:	Aviation Boulevad	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	739	2	**406**	439	2	241
	Left-Through		0			0	
	Through	775	1	417	1233	1	**673**
	Through-Right		1			1	
	Right	59	0	59	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	2	54	108	2	**59**
	Left-Through		0			0	
	Through	400	2	**200**	540	2	270
	Through-Right		0			0	
	Right	119	1	0	112	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	165	1	**165**	353	1	**353**
	Left-Through		0			0	
	Through	1139	3	373	1764	3	523
	Through-Right		1			1	
	Right	353	0	353	326	0	326
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	109	1	109
	Left-Through		0			0	
	Through	1609	3	**439**	1129	3	**322**
	Through-Right		1			1	
	Right	147	0	147	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	606		*North-South:*	732
			East-West:	604		*East-West:*	675
			SUM:	1210		*SUM:*	1407
	VOLUME/CAPACITY *(V/C)* RATIO:			0.880			1.023
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.780**			**0.923**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
63	North-South Street:	La Cienega Boulevard	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	99	1	99
	Left-Through		0			0	
	Through	316	2	158	278	2	139
	Through-Right		0			0	
	Right	152	2	0	535	2	**224**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	119	1	119	364	1	**364**
	Left-Through		0			0	
	Through	433	2	217	684	2	342
	Through-Right		0			0	
	Right	602	2	**235**	392	2	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	96	1	**96**	156	1	156
	Left-Through		0			0	
	Through	665	3	222	1263	3	421
	Through-Right		0			0	
	Right	368	1	218	529	1	**430**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	249	1	249	70	1	**70**
	Left-Through		0			0	
	Through	1236	3	**403**	737	3	225
	Through-Right		1			1	
	Right	375	0	375	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	385		*North-South:*	588
			East-West:	499		*East-West:*	500
			SUM:	884		*SUM:*	1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.643			0.791
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.543**			**0.691**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
64	North-South Street:	I-405 NB Ramps	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 1	WB --	0	EB -- 1	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			0			0
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	837	2	**460**	380	2	209
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	128	1	128	363	1	**363**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	**20**	28	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	51	1	51
	Left-Through		0			0	
	Through	488	2	244	1410	2	**522**
	Through-Right		1			1	
	Right	486	1	0	678	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1285	2	**429**	939	2	315
	Through-Right		1			1	
	Right	2	0	2	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	363
			East-West:	444		*East-West:*	522
			SUM:	924		*SUM:*	885
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.590
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.616			0.590
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
65	North-South Street:	Inglewood Avenue	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	62	1	**62**
	Left-Through		0			0	
	Through	182	0	228	268	0	378
	Through-Right		1			1	
	Right	46	0	0	110	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	46	90	1	90
	Left-Through		0			0	
	Through	145	0	**232**	375	0	**460**
	Through-Right		1			1	
	Right	87	0	0	85	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	140	1	140
	Left-Through		0			0	
	Through	498	2	179	1496	2	**553**
	Through-Right		1			1	
	Right	38	0	38	163	0	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	88	1	**88**
	Left-Through		0			0	
	Through	1066	2	**379**	802	2	293
	Through-Right		1			1	
	Right	71	0	71	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	337		*North-South:*	522
			East-West:	435		*East-West:*	641
			SUM:	772		*SUM:*	1163
	VOLUME/CAPACITY *(V/C)* RATIO:			0.515			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.515			0.775
	LEVEL OF SERVICE (LOS):			A			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
66	North-South Street:	La Brea Avenue	East-West Street:	Century Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	149	163	1	**163**
	Left-Through		0			0	
	Through	759	3	**253**	829	3	276
	Through-Right		0			0	
	Right	56	1	16	135	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	**76**	214	1	214
	Left-Through		0			0	
	Through	458	3	153	1000	3	**333**
	Through-Right		0			0	
	Right	103	1	38	105	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	167	1	167
	Left-Through		0			0	
	Through	450	2	185	1193	2	**456**
	Through-Right		1			1	
	Right	105	0	105	175	0	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	120	1	**120**
	Left-Through		0			0	
	Through	860	2	**328**	678	2	270
	Through-Right		1			1	
	Right	124	0	124	132	0	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	329		*North-South:*	496
			East-West:	458		*East-West:*	576
			SUM:	787		*SUM:*	1072
	VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.780
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.572			0.780
	LEVEL OF SERVICE (LOS):			A			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
73	North-South Street:	Centinela Avenue	East-West Street:	Culver Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	28	1	28
	Left-Through		0			0	
	Through	1086	2	**543**	1107	2	**554**
	Through-Right		0			0	
	Right	156	1	94	118	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	168	1	**168**
	Left-Through		0			0	
	Through	726	2	363	1296	2	648
	Through-Right		0			0	
	Right	76	1	0	158	1	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	1	294	128	1	**128**
	Left-Through		0			0	
	Through	846	1	**430**	547	1	282
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	125	1	**125**	131	1	131
	Left-Through		0			0	
	Through	263	1	202	590	1	**384**
	Through-Right		1			1	
	Right	140	0	140	178	0	178
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	651		*North-South:*	722
			East-West:	555		*East-West:*	512
			SUM:	1206		*SUM:*	1234
	VOLUME/CAPACITY *(V/C)* RATIO:			0.804			0.823
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.704**			**0.723**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
74	North-South Street:	Centinela Avenue	East-West Street:	Sandford/SR-90 WB Ramps
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	18	1	**18**
	Left-Through		0			0	
	Through	606	2	303	750	2	375
	Through-Right		0			0	
	Right	46	1	0	89	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	960	2	**322**	1436	2	**485**
	Through-Right		1			1	
	Right	6	0	6	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	15	0	15
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	32	0	**44**	26	0	**41**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	345	1	**323**	247	1	247
	Left-Through		0			0	
	Through	7	0	323	14	0	**279**
	Through-Right		0			0	
	Right	618	1	0	544	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	332		*North-South:*	503
			East-West:	367		*East-West:*	320
			SUM:	699		*SUM:*	823
	VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.578
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.478**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
75	North-South Street:	Centinela Avenue	East-West Street:	SR-90 EB Ramps
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	671	3	224	837	3	**279**
	Through-Right		0			0	
	Right	303	1	**303**	185	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	358	2	**197**	708	2	**389**
	Left-Through		0			0	
	Through	960	2	480	1035	2	518
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	13	27	0	27
	Left-Through		0			0	
	Through	1	0	14	1	0	28
	Through-Right		0			0	
	Right	69	1	**69**	74	1	**74**
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	500		*North-South:*	668
			East-West:	69		*East-West:*	74
			SUM:	569		*SUM:*	742
	VOLUME/CAPACITY *(V/C)* RATIO:			0.399			0.521
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.299**			**0.421**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
76	North-South Street:	Centinela Avenue	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	2	**7**	15	2	8
	Left-Through		0			0	
	Through	14	3	5	16	3	5
	Through-Right		0			0	
	Right	7	1	3	19	1	**18**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	339	2	186	773	2	**425**
	Left-Through		0			0	
	Through	116	2	58	59	2	30
	Through-Right		0			0	
	Right	496	1	**247**	476	1	288
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	452	2	**249**	341	2	**188**
	Left-Through		0			0	
	Through	851	3	284	1042	3	347
	Through-Right		0			0	
	Right	9	1	2	8	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	5	2	3
	Left-Through		0			0	
	Through	963	3	**321**	1059	3	**353**
	Through-Right		0			0	
	Right	352	1	166	335	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	254		*North-South:*	443
			East-West:	570		*East-West:*	541
			SUM:	824		*SUM:*	984
	VOLUME/CAPACITY *(V/C)* RATIO:			0.599			0.716
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.499**			**0.616**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
81	North-South Street:	I-405 SB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	144	1	108
	Left-Through		0			0	
	Through	0	0	**152**	0	0	**108**
	Through-Right		0			0	
	Right	304	1	0	180	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	762	4	191	939	4	235
	Through-Right		0			0	
	Right	195	1	**195**	258	1	**258**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	**181**	550	2	**303**
	Left-Through		0			0	
	Through	547	2	274	943	2	472
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	152		*North-South:*	108
			East-West:	376		*East-West:*	561
			SUM:	528		*SUM:*	669
	VOLUME/CAPACITY *(V/C)* RATIO:			0.371			0.469
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.271**			**0.369**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
82	North-South Street:	I-405 NB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	289	1	289
	Left-Through		0			0	
	Through	42	0	**284**	37	0	**633**
	Through-Right		0			0	
	Right	242	0	0	596	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	254	2	**140**	172	2	**95**
	Left-Through		0			0	
	Through	666	2	333	890	2	445
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	871	2	**290**	1204	2	**401**
	Through-Right		1			1	
	Right	177	1	177	176	1	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	284		*North-South:*	633
			East-West:	430		*East-West:*	496
			SUM:	714		*SUM:*	1129
	VOLUME/CAPACITY *(V/C)* RATIO:			0.501			0.792
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.401**			**0.692**
	LEVEL OF SERVICE (LOS):			**A**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
91	North-South Street:	Falmouth Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	59	1	**59**
	Left-Through		0			0	
	Through	11	1	11	34	1	34
	Through-Right		0			0	
	Right	145	1	113	67	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	27	1	27
	Left-Through		0			0	
	Through	25	1	**25**	14	1	**14**
	Through-Right		0			0	
	Right	33	1	9	41	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	49	65	1	65
	Left-Through		0			0	
	Through	274	2	**137**	344	2	**172**
	Through-Right		0			0	
	Right	73	1	11	54	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	**64**	87	1	**87**
	Left-Through		0			0	
	Through	224	2	112	300	2	150
	Through-Right		0			0	
	Right	16	1	10	25	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	149		*North-South:*	73
			East-West:	201		*East-West:*	259
			SUM:	350		*SUM:*	332
	VOLUME/CAPACITY *(V/C)* RATIO:			0.233			0.221
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.133**			**0.121**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
92	North-South Street:	Falmouth Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	45	1	45
	Left-Through		0			0	
	Through	3	0	0	10	0	0
	Through-Right		0			0	
	Right	37	1	**23**	95	1	**91**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	326	2	**179**	95	2	**52**
	Left-Through		0			0	
	Through	2	0	0	0	0	0
	Through-Right		0			0	
	Right	137	1	80	38	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	114	1	**114**	84	1	**84**
	Left-Through		0			0	
	Through	407	2	204	282	2	141
	Through-Right		0			0	
	Right	67	1	57	16	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	9	1	9
	Left-Through		0			0	
	Through	186	2	93	342	2	171
	Through-Right		0			0	
	Right	301	1	**212**	229	1	**203**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	202		*North-South:*	143
			East-West:	326		*East-West:*	287
			SUM:	528		*SUM:*	430
	VOLUME/CAPACITY *(V/C)* RATIO:			0.384			0.313
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.284**			**0.213**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
93	North-South Street:	Lincoln Boulevard	East-West Street:	Loyola Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	**46**	67	1	**67**
	Left-Through		0			0	
	Through	2183	4	546	1844	4	461
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1493	2	**625**	1798	2	**666**
	Through-Right		1			1	
	Right	383	0	383	201	0	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	249	2	**137**	410	2	**226**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	15	1	0	30	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	671		*North-South:*	733
			East-West:	137		*East-West:*	226
			SUM:	808		*SUM:*	959
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.673
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.467**			**0.573**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
94	North-South Street:	Loyola Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	**61**	29	1	**29**
	Left-Through		0			0	
	Through	8	2	4	4	2	2
	Through-Right		0			0	
	Right	0	1	0	2	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	101	78	1	78
	Left-Through		0			0	
	Through	49	1	**49**	23	1	23
	Through-Right		0			0	
	Right	55	1	12	86	1	**53**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	66	1	66
	Left-Through		0			0	
	Through	519	2	260	729	2	**365**
	Through-Right		0			0	
	Right	207	1	177	258	1	244
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	2	1	**2**
	Left-Through		0			0	
	Through	1039	2	**520**	543	2	272
	Through-Right		0			0	
	Right	300	1	250	164	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	110		*North-South:*	82
			East-West:	607		*East-West:*	367
			SUM:	717		*SUM:*	449
	VOLUME/CAPACITY *(V/C)* RATIO:			0.478			0.299
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.378**			**0.199**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
95	North-South Street:	McConnell Avenue	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	329	1	**181**	161	1	**89**
	Left-Through		0			0	
	Through	1	0	0	1	0	0
	Through-Right		0			0	
	Right	5	1	0	17	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	54	0	0	79	0	0
	Left-Through		0			0	
	Through	17	0	**0**	25	0	**0**
	Through-Right		0			0	
	Right	6	0	0	9	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	0	**0**	19	0	0
	Left-Through		0			0	
	Through	667	2	229	823	2	**297**
	Through-Right		1			1	
	Right	20	0	20	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	2	48	164	2	**90**
	Left-Through		0			0	
	Through	985	3	**328**	551	3	184
	Through-Right		0			0	
	Right	86	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	181		*North-South:*	89
			East-West:	328		*East-West:*	387
			SUM:	509		*SUM:*	476
	VOLUME/CAPACITY *(V/C)* RATIO:			0.357			0.334
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.257**			**0.234**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
96	North-South Street:	Emerson Avenue	East-West Street:	Manchester Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	**88**	74	0	74
	Left-Through		1			1	
	Through	123	0	136	98	0	**112**
	Through-Right		1			1	
	Right	60	0	136	52	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	0	148	109	0	**109**
	Left-Through		1			1	
	Through	177	0	**210**	104	0	133
	Through-Right		1			1	
	Right	95	0	210	52	0	133
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	**56**	100	1	100
	Left-Through		0			0	
	Through	682	2	341	966	2	**483**
	Through-Right		0			0	
	Right	56	1	56	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	55	52	1	**52**
	Left-Through		0			0	
	Through	1034	2	**517**	706	2	353
	Through-Right		0			0	
	Right	133	1	133	138	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	298		*North-South:*	221
			East-West:	573		*East-West:*	535
			SUM:	871		*SUM:*	756
	VOLUME/CAPACITY *(V/C)* RATIO:			0.581			0.504
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.481**			**0.404**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
97	North-South Street:	La Tijera Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	2	**27**	117	2	**64**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	575	2	0	401	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	402	3	**141**	526	3	**184**
	Left-Through		0			0	
	Through	346	2	173	428	2	214
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	645	2	**323**	366	2	**183**
	Through-Right		0			0	
	Right	91	1	78	65	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	27		*North-South:*	64
			East-West:	464		*East-West:*	367
			SUM:	491		*SUM:*	431
	VOLUME/CAPACITY *(V/C)* RATIO:			0.345			0.302
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.245**			**0.202**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
98	North-South Street:	Sepulveda Westway	East-West Street:	La Tijera Boulevard
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	0	69	80	0	80
	Left-Through		0			0	
	Through	62	0	**183**	133	0	**429**
	Through-Right		0			0	
	Right	52	0	0	216	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	49	0	**49**	134	0	**134**
	Left-Through		0			0	
	Through	33	0	102	92	0	279
	Through-Right		0			0	
	Right	20	0	0	53	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	47	1	47
	Left-Through		0			0	
	Through	406	2	151	534	2	**191**
	Through-Right		1			1	
	Right	46	0	46	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	119	1	119	113	1	**113**
	Left-Through		0			0	
	Through	663	2	**245**	385	2	193
	Through-Right		1			1	
	Right	71	0	71	201	0	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	232		*North-South:*	563
			East-West:	281		*East-West:*	304
			SUM:	513		*SUM:*	867
	VOLUME/CAPACITY *(V/C)* RATIO:			0.342			0.578
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.242**			**0.478**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
99	North-South Street:	Sepulveda Westway	East-West Street:	Westchester Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	16	0	**16**
	Left-Through		0			0	
	Through	1	0	7	38	0	115
	Through-Right		0			0	
	Right	4	0	0	61	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	43	0	43	126	0	126
	Left-Through		1			1	
	Through	38	0	**81**	122	0	**248**
	Through-Right		0			0	
	Right	24	1	15	65	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	28	1	28
	Left-Through		0			0	
	Through	315	2	158	383	2	**192**
	Through-Right		0			0	
	Right	69	1	69	138	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	75	1	**75**
	Left-Through		0			0	
	Through	703	2	**298**	357	2	179
	Through-Right		1			1	
	Right	190	0	190	232	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	83		*North-South:*	264
			East-West:	316		*East-West:*	267
			SUM:	399		*SUM:*	531
	VOLUME/CAPACITY *(V/C)* RATIO:			0.266			0.354
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.166**			**0.254**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
100	North-South Street:	Airport Boulevard	East-West Street:	96th Street
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	**110**	108	1	108
	Left-Through		0			0	
	Through	517	2	259	938	2	**469**
	Through-Right		0			0	
	Right	27	1	14	24	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	54	1	54	54	1	**54**
	Left-Through		0			0	
	Through	630	3	**210**	604	3	201
	Through-Right		0			0	
	Right	231	1	0	177	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	2	**41**	135	2	**74**
	Left-Through		0			0	
	Through	35	1	35	42	1	42
	Through-Right		0			0	
	Right	43	1	0	81	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	27	1	27	32	1	32
	Left-Through		0			0	
	Through	29	1	29	21	1	21
	Through-Right		0			0	
	Right	59	1	**32**	85	1	**58**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	523
			East-West:	73		*East-West:*	132
			SUM:	393		*SUM:*	655
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.460
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.176**			**0.360**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
101	North-South Street:	Aviation Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	2	141	179	2	**98**
	Left-Through		0			0	
	Through	558	2	**279**	411	2	206
	Through-Right		0			0	
	Right	115	1	0	224	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	2	**125**	226	2	124
	Left-Through		0			0	
	Through	328	2	164	565	2	**283**
	Through-Right		0			0	
	Right	175	1	104	145	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	2	**71**	228	2	125
	Left-Through		0			0	
	Through	253	2	116	1140	2	**471**
	Through-Right		1			1	
	Right	94	0	94	273	0	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	214	2	118	254	2	**140**
	Left-Through		0			0	
	Through	859	3	286	386	3	129
	Through-Right		0			0	
	Right	679	1	**554**	397	1	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	404		*North-South:*	381
			East-West:	625		*East-West:*	611
			SUM:	1029		*SUM:*	992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.748			0.721
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.648**			**0.621**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
103	North-South Street:	Lincoln Boulevard	East-West Street:	Rose Avenue
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	101	1	**101**
	Left-Through		0			0	
	Through	1620	2	**810**	1232	2	616
	Through-Right		0			0	
	Right	42	1	18	44	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	87	1	**87**	84	1	84
	Left-Through		0			0	
	Through	1432	2	716	1714	2	**857**
	Through-Right		0			0	
	Right	76	1	0	103	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	187	1	**187**	169	1	169
	Left-Through		0			0	
	Through	230	1	230	361	1	**361**
	Through-Right		0			0	
	Right	117	1	64	134	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	48	1	48	54	1	**54**
	Left-Through		0			0	
	Through	382	1	**382**	200	1	200
	Through-Right		0			0	
	Right	152	1	109	74	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	897		*North-South:*	958
			East-West:	569		*East-West:*	415
			SUM:	1466		*SUM:*	1373
	VOLUME/CAPACITY *(V/C)* RATIO:			0.977			0.915
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.877**			**0.815**
	LEVEL OF SERVICE (LOS):			**D**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
104	North-South Street:	Culver Boulevard	East-West Street:	SR-90 WB Ramps
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	431	1	**431**	208	1	**208**
	Left-Through		0			0	
	Through	1214	2	607	591	2	296
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	260	2	130	857	2	**429**
	Through-Right		0			0	
	Right	365	1	**365**	269	1	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	141	1	141
	Left-Through		0			0	
	Through	108	0	**0**	0	0	0
	Through-Right		0			0	
	Right	160	1	0	480	1	**376**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	132	1	73	336	1	185
	Left-Through		1			1	
	Through	285	0	**358**	183	0	**217**
	Through-Right		1			1	
	Right	73	0	73	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	796		*North-South:*	637
			East-West:	358		*East-West:*	593
			SUM:	1154		*SUM:*	1230
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			0.895
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.739**			**0.795**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
105	North-South Street:	Culver Boulevard	East-West Street:	SR-90 EB Ramps
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1584	3	**528**	714	3	238
	Through-Right		0			0	
	Right	894	2	492	279	2	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	115	1	**115**	252	1	252
	Left-Through		0			0	
	Through	469	2	235	1413	2	**707**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	**86**	94	1	**94**
	Left-Through		0			0	
	Through	1	1	1	3	1	3
	Through-Right		1			1	
	Right	26	0	26	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	643		*North-South:*	707
			East-West:	86		*East-West:*	94
			SUM:	729		*SUM:*	801
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.562
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.412**			**0.462**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
106	North-South Street:	I-405 SB Ramps	East-West Street:	Howard Hughes Parkway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	1	24	13	1	13
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	852	2	**322**	581	2	**30**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	147	528	2	**290**
	Left-Through		0			0	
	Through	721	2	**361**	591	2	296
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	211	3	70	190	3	63
	Through-Right		0			0	
	Right	19	1	7	127	1	**121**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	322		*North-South:*	30
			East-West:	361		*East-West:*	411
			SUM:	683		*SUM:*	441
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.309
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.379**			**0.209**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
107	North-South Street:	Center Drive	East-West Street:	Howard Hughes Parkway/I-405 NB
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB --* 0	*SB --*	0	*NB --* 0	*SB --*	0
		EB -- 0	*WB --*	3	*EB --* 0	*WB --*	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	2	**12**	142	2	78
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	24	1	1	191	1	**182**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	47	18	1	18
	Left-Through		0			0	
	Through	753	2	**377**	588	2	**294**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	187	3	62	150	3	50
	Through-Right		0			0	
	Right	172	1	160	59	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	12		*North-South:*	182
			East-West:	377		*East-West:*	294
			SUM:	389		*SUM:*	476
	VOLUME/CAPACITY *(V/C)* RATIO:			0.273			0.334
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.173**			**0.234**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

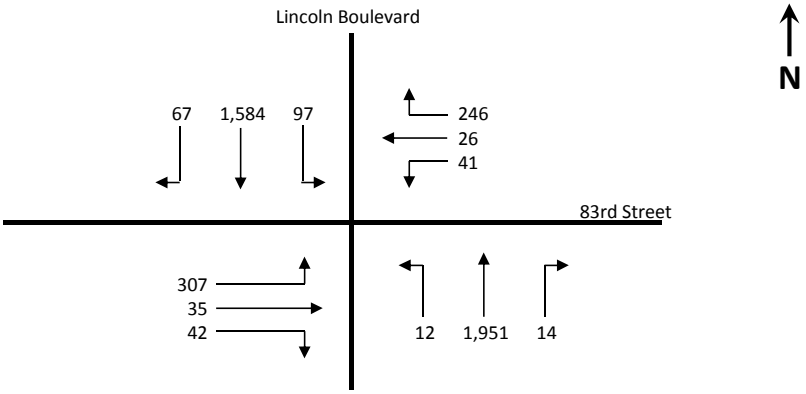
I/S #:	PROJECT TITLE:	LAX Northside		
108	North-South Street:	La Cienega Boulevard	East-West Street:	Imperial Highway
	Scenario:	Existing with Project with Mitigation		
	Count Date:	Year 2012	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	2	**49**	67	2	37
	Left-Through		0			0	
	Through	210	1	111	121	1	121
	Through-Right		1			1	
	Right	123	1	0	532	1	**278**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	2	29	385	2	**212**
	Left-Through		0			0	
	Through	238	1	**177**	507	1	287
	Through-Right		1			1	
	Right	294	1	0	354	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	2	**192**	213	2	117
	Left-Through		0			0	
	Through	218	3	73	1185	3	**395**
	Through-Right		0			0	
	Right	184	2	77	217	2	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	2	46	28	2	**15**
	Left-Through		0			0	
	Through	701	3	234	302	3	101
	Through-Right		0			0	
	Right	506	2	**264**	241	2	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	226		*North-South:*	490
			East-West:	456		*East-West:*	410
			SUM:	682		*SUM:*	900
	VOLUME/CAPACITY *(V/C)* RATIO:			0.496			0.655
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.396**			**0.555**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Intersection 11 - Lincoln Boulevard & 83rd Street

Existing with Project with Mitigation Conditions (Year 2012) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 97 and

Northbound Throughs + Rights:

$$\frac{1{,}951 + 14}{4} = \frac{1{,}965}{4} = 491$$

Total: 97 + 491 = 588 or

Northbound Lefts to 83rd Street: 12 and

Southbound Throughs and Rights:

$$\frac{1{,}584 + 67}{2.5} = \frac{1{,}651}{2.5} = 660$$

Total: 12 + 660 = 672

Critical Volume #1 (CV1): **672**

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 41 and

Eastbound Throughs + Rights:

$$\frac{35 + 42}{1} = \frac{77}{1} = 77$$

Total: 41 + 77 = 118 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{307}{2} \times 1.10 = 169$$

Westbound Throughs: 26 or

Westbound Rights:

Total Westbound Right-Turn Volume:	246
Volume Reduced by Overlapping Arrow:	97
Westbound Right-Turn Volume During Phase:	149

Total: 169 + 149 = 318

Critical Volume #2 (CV2): **318**

Critical Volume: 672 + 318 = **990**

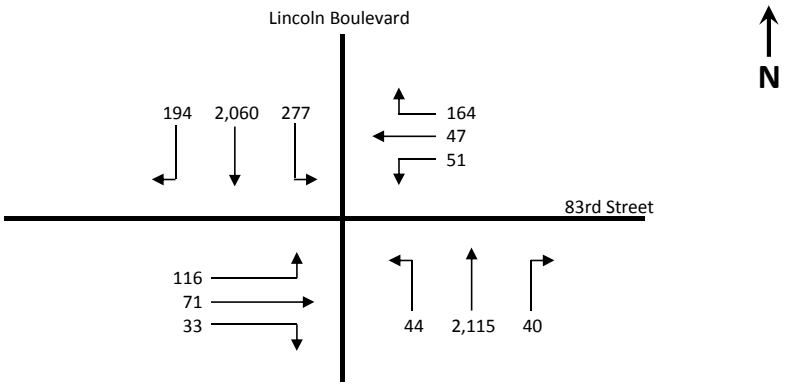
Intersection V/C: $\frac{990}{1375}$ = **0.720**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.620 **Intersection LOS: B**

Intersection 11 - Lincoln Boulevard & 83rd Street

Existing with Project with Mitigation Conditions (Year 2012) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 277 and

Northbound Throughs + Rights:

$$\frac{2{,}115 + 40}{3.5} = \frac{2{,}155}{3.5} = 616$$

Total: 277 + 616 = 893 or

Northbound Lefts to 83rd Street: 44 and

Southbound Throughs + Rights:

$$\frac{2{,}060 + 194}{3} = \frac{2{,}254}{3} = 751$$

Total: 44 + 751 = 795

Critical Volume #1 (CV1): **893**

0

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 51 and

Eastbound Throughs + Rights:

$$\frac{71 + 33}{1} = \frac{104}{1} = 104$$

Total: 51 + 104 = 155 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{116}{2} = 58$$

Westbound Throughs: 47 or

Westbound Rights:

Total Westbound Right-Turn Volume:	164
Volume Reduced by Overlapping Arrow:	277
Westbound Right-Turn Volume During Phase:	0

Total: 58 + 47 = 105

Critical Volume #2 (CV2): **155**

Critical Volume: 893 + 155 = **1048**

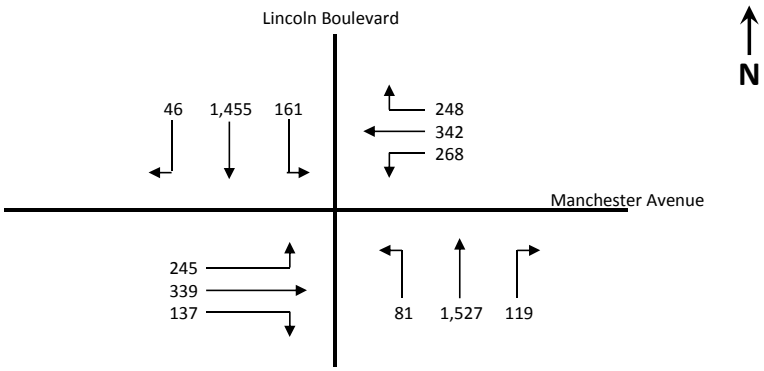
Intersection V/C: $\frac{1048}{1375}$ = **0.762**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.662 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Existing with Project with Mitigation Conditions (Year 2012) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 161 and

Northbound Throughs + Rights:

$$\frac{1{,}527 + 119}{4} = \frac{1{,}646}{4} = 412$$

Total: 161 + 412 = 573 or

Northbound Lefts to Manchester Avenue: 81 and

Southbound Throughs + Rights:

$$\frac{1{,}455 + 46}{3} = \frac{1{,}501}{3} = 500$$

Total: 81 + 500 = 581

Critical Volume #1 (CV1): **581**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: and

$$\frac{268}{2} \times 1.10 = 147$$

Eastbound Throughs: $\frac{339}{2} = 170$ or

Total Eastbound Right-Turn Volume:	137
Volume Reduced by Overlapping Arrow:	81
Eastbound Right-Turn Volume During Phase:	56

Total: 147 + 170 = 317 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{245}{2} \times 1.10 = 135$$

Westbound Throughs: $\frac{342}{2} = 171$ or

Total Westbound Right-Turn Volume:	248
Volume Reduced by Overlapping Arrow:	161
Westbound Right-Turn Volume During Phase:	87

Total: 135 + 171 = 306

Critical Volume #2 (CV2): **317**

Critical Volume: 581 + 317 = **898**

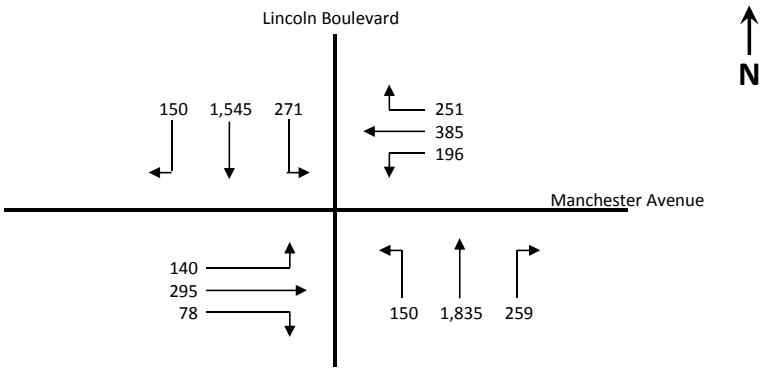
Intersection V/C: $\frac{898}{1375} =$ **0.653**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.553 **Intersection LOS: A**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Existing with Project with Mitigation Conditions (Year 2012) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 271 and

Northbound Throughs + Rights:

$$\frac{1{,}835 + 259}{3.75} = \frac{2{,}094}{3.75} = 558$$

Total: 271 + 558 = 829 or

Northbound Lefts to Manchester Avenue: 150 and

Southbound Throughs + Rights:

$$\frac{1{,}545 + 150}{3} = \frac{1{,}695}{3} = 565$$

Total: 150 + 565 = 715

Critical Volume #1 (CV1): **829**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: and

$$\frac{196}{2} \times 1.10 = 108$$

Eastbound Throughs: $\frac{295}{2} = 148$ or

Total Eastbound Right-Turn Volume: 78
Volume Reduced by Overlapping Arrow: 150
Eastbound Right-Turn Volume During Phase: 0

Total: 108 + 148 = 256 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{140}{2} \times 1.10 = 77$$

Westbound Throughs: $\frac{385}{2} = 193$ or

Total Westbound Right-Turn Volume: 251
Volume Reduced by Overlapping Arrow: 271
Westbound Right-Turn Volume During Phase: 0

Total: 77 + 193 = 270

Critical Volume #2 (CV2): **270**

Critical Volume: 829 + 270 = **1099**

Intersection V/C: $\frac{1099}{1375} =$ **0.799**

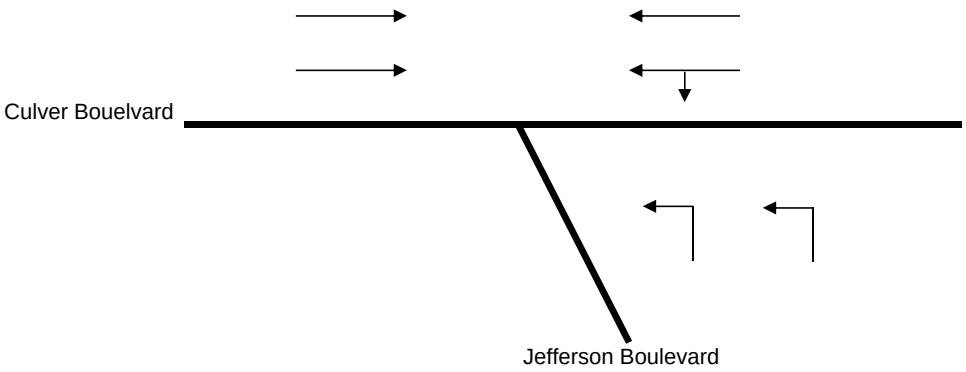
ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.699 **Intersection LOS: B**

Intersection 14

Culver Boulevard & Jefferson Boulevard

Existing with Project with Mitigation (Year 2012) Conditions - AM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	353	23	2	0	308	545	2033	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

308 x 55% = 169

Critical Volume: 169

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{2033}{2} + \frac{23}{1} \right\} = 1040$ *or*

2. PCE Factor = 1

$$\left\{ \frac{353}{2} + \frac{(23 \times 1)}{1} \right\} = 200$$

Critical Volume: 1040

Critical Volume = 169 + 1040 = **1209**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1209}{1500}$ = 0.806

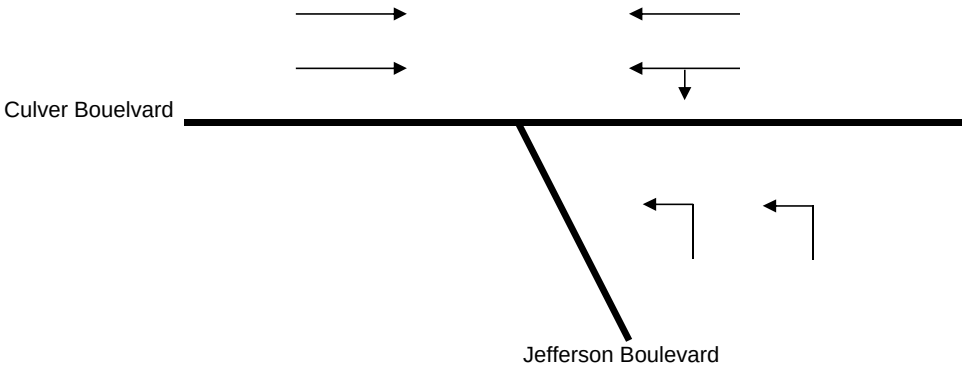
ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.706
Intersection LOS: C

Intersection 14

Culver Boulevard & Jefferson Boulevard

Existing with Project with Mitigation (Year 2012) Conditions - PM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	1214	57	8	0	790	225	827	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

790 x 55% = 435

Critical Volume: 435

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{827}{2} + \frac{57}{1} \right\} = 471$ *or*

2. PCE Factor = 2

$$\left\{ \frac{1214}{2} + \frac{(57 \times 2)}{1} \right\} = 721$$

Critical Volume: 721

Critical Volume = 435 + 721 = **1156**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1156}{1500}$ = 0.771

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.671
Intersection LOS: B

LAX Northside

Intersection Capacity Utilization Analysis

22. HIGHLAND AVENUE & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	W		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	14	0.000	N/S 1:	0.398 *
Southbound	Through	1.00	1,600	246	0.154	N/S 2:	0.155
	Left	1.00	1,600	217	0.136 *	E/W 1:	0.179
	Right	1.00	1,600	574	0.223 *	E/W 2:	0.297 *
Westbound	Through	1.00	1,600	51	0.032		
	Left	1.00	1,600	65	0.041	V/C Ratio:	0.695
	Right	0.00	0	80	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	758	0.262 *	ITS:	0.000
	Left	1.00	1,600	2	0.001		
	Right	0.00	0	12	0.000	ICU:	0.795
Eastbound	Through	1.00	1,600	89	0.138		
	Left	0.00	1,600	119	0.074 *	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	42	0.013	N/S 1:	0.377
Southbound	Through	1.00	1,600	691	0.432 *	N/S 2:	0.438 *
	Left	1.00	1,600	355	0.222	E/W 1:	0.169 *
	Right	1.00	1,600	336	0.000	E/W 2:	0.103
Westbound	Through	1.00	1,600	120	0.075		
	Left	1.00	1,600	154	0.096 *	V/C Ratio:	0.607
	Right	0.00	0	92	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	405	0.155	ITS:	0.000
	Left	1.00	1,600	10	0.006 *		
	Right	0.00	0	12	0.000	ICU:	0.707
Eastbound	Through	1.00	1,600	61	0.073 *		
	Left	0.00	1,600	44	0.028	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

23. SEPULVEDA BOULEVARD & CENTINELA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	51	0.014		N/S 1:	0.306
Southbound	Through	3.00	4,800	757	0.158	*	N/S 2:	0.415 *
	Left	2.00	2,560	45	0.018		E/W 1:	0.162
	Right	0.00	0	216	0.000		E/W 2:	0.313 *
Westbound	Through	2.00	3,200	670	0.277	*		
	Left	2.00	2,560	305	0.119		V/C Ratio:	0.728
	Right	1.00	1,600	232	0.085		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,383	0.288		ITS:	-0.070
	Left	2.00	2,560	658	0.257	*		
	Right	2.00	3,200	354	0.000		ICU:	0.758
Eastbound	Through	3.00	4,800	206	0.043			
	Left	1.00	1,600	57	0.036	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	49	0.000		N/S 1:	0.349
Southbound	Through	3.00	4,800	1,393	0.290	*	N/S 2:	0.487 *
	Left	2.00	2,560	169	0.066		E/W 1:	0.263 *
	Right	0.00	0	168	0.000		E/W 2:	0.241
Westbound	Through	2.00	3,200	389	0.174			
	Left	2.00	2,560	350	0.137	*	V/C Ratio:	0.750
	Right	1.00	1,600	254	0.090		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,360	0.283		ITS:	-0.070
	Left	2.00	2,560	505	0.197	*		
	Right	2.00	3,200	741	0.034		ICU:	0.780
Eastbound	Through	3.00	4,800	603	0.126	*		
	Left	1.00	1,600	107	0.067		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

35. SEPULVEDA BOULEVARD & MARIPOSA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	67	0.000		N/S 1:	0.503 *
Southbound	Through	4.00	6,400	1,837	0.298		N/S 2:	0.343
	Left	2.00	2,560	355	0.139	*	E/W 1:	0.145 *
	Right	1.00	1,600	75	0.000		E/W 2:	0.110
Westbound	Through	1.00	1,600	68	0.043			
	Left	1.00	1,600	62	0.039	*	V/C Ratio:	0.648
	Right	1.00	1,600	128	0.061		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,331	0.364	*	ITS:	0.000
	Left	1.00	1,600	72	0.045			
	Right	0.00	0	43	0.000		ICU:	0.748
Eastbound	Through	1.00	1,600	127	0.106	*		
	Left	1.00	1,600	107	0.067		LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	119	0.000		N/S 1:	0.443
Southbound	Through	4.00	6,400	2,410	0.395	*	N/S 2:	0.476 *
	Left	2.00	2,560	193	0.075		E/W 1:	0.205 *
	Right	1.00	1,600	254	0.121		E/W 2:	0.195
Westbound	Through	1.00	1,600	194	0.121			
	Left	1.00	1,600	150	0.094	*	V/C Ratio:	0.681
	Right	1.00	1,600	147	0.045		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,357	0.368		ITS:	0.000
	Left	1.00	1,600	130	0.081	*		
	Right	0.00	0	48	0.000		ICU:	0.781
Eastbound	Through	1.00	1,600	130	0.111	*		
	Left	1.00	1,600	119	0.074		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

36. SEPULVEDA BOULEVARD & GRAND AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	213	0.000		N/S 1:	0.573 *
Southbound	Through	4.00	6,400	1,255	0.229		N/S 2:	0.287
	Left	1.00	1,600	351	0.219	*	E/W 1:	0.110 *
	Right	1.00	1,600	65	0.000		E/W 2:	0.000
Westbound	Through	2.00	3,200	33	0.010			
	Left	2.00	2,560	43	0.017	*	V/C Ratio:	0.683
	Right	1.00	1,600	393	0.229		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,266	0.354	*	ITS:	0.000
	Left	1.00	1,600	92	0.058			
	Right	0.00	0	71	0.000		ICU:	0.783
Eastbound	Through	1.77	2,829	140	0.075			
	Left	1.23	1,577	147	0.093	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	124	0.000		N/S 1:	0.391
Southbound	Through	4.00	6,400	2,392	0.393	*	N/S 2:	0.494 *
	Left	1.00	1,600	115	0.072		E/W 1:	0.284 *
	Right	1.00	1,600	300	0.152		E/W 2:	0.000
Westbound	Through	2.00	3,200	235	0.073			
	Left	2.00	2,560	430	0.168	*	V/C Ratio:	0.778
	Right	1.00	1,600	102	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,039	0.319		ITS:	0.000
	Left	1.00	1,600	162	0.101	*		
	Right	0.00	1,600	150	0.094		ICU:	0.878
Eastbound	Through	1.54	862	80	0.093			
	Left	1.46	1,870	217	0.116	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

37. SEPULVEDA BOULEVARD & EL SEGUNDO AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	132	0.041		N/S 1:	0.513	*
Southbound	Through	4.00	6,400	959	0.150		N/S 2:	0.235	
	Left	2.00	2,560	230	0.090	*	E/W 1:	0.147	
	Right	1.00	1,600	193	0.076		E/W 2:	0.172	*
Westbound	Through	2.00	3,200	286	0.089	*			
	Left	2.00	2,560	132	0.052		V/C Ratio:	0.685	
	Right	0.00	0	201	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,507	0.423	*	ITS:	0.000	
	Left	2.00	2,560	217	0.085				
	Right	1.00	1,600	220	0.095		ICU:	0.785	
Eastbound	Through	2.00	3,200	249	0.078				
	Left	1.00	1,600	133	0.083	*	LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	88	0.011		N/S 1:	0.367	
Southbound	Through	4.00	6,400	2,574	0.402	*	N/S 2:	0.508	*
	Left	2.00	2,560	229	0.089		E/W 1:	0.382	*
	Right	1.00	1,600	321	0.156		E/W 2:	0.245	
Westbound	Through	2.00	3,200	344	0.108				
	Left	2.00	2,560	485	0.189	*	V/C Ratio:	0.890	
	Right	0.00	0	177	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	1,600	0.278		ITS:	0.000	
	Left	2.00	2,560	271	0.106	*			
	Right	1.00	1,600	393	0.193	*	ICU:	0.990	
Eastbound	Through	2.00	3,200	402	0.126				
	Left	1.00	1,600	142	0.089		LOS:	E	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

38. SEPULVEDA BOULEVARD & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	100	0.016		N/S 1:	0.527 *
Southbound	Through	3.00	4,800	967	0.201		N/S 2:	0.285
	Left	2.00	2,560	267	0.104	*	E/W 1:	0.157
	Right [1]	1.00	1,600	522	0.000		E/W 2:	0.178 *
Westbound	Through	2.00	3,200	273	0.085	*		
	Left	2.00	2,560	0	0.000		V/C Ratio:	0.705
	Right	1.00	1,600	321	0.201		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,706	0.423	*	ITS:	0.000
	Left	2.00	2,560	215	0.084			
	Right	1.00	1,600	96	0.018		ICU:	0.805
Eastbound	Through	3.00	4,800	752	0.157			
	Left	2.00	2,560	239	0.093	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	456	0.211		N/S 1:	0.457
Southbound	Through	3.00	4,800	2,448	0.510	*	N/S 2:	0.684 *
	Left	2.00	2,560	480	0.188		E/W 1:	0.172
	Right [1]	1.00	1,600	752	0.000		E/W 2:	0.330 *
Westbound	Through	2.00	3,200	581	0.182	*		
	Left	2.00	2,560	0	0.000		V/C Ratio:	1.014
	Right	1.00	1,600	431	0.269		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,270	0.198		ITS:	0.000
	Left	2.00	2,560	446	0.174	*		
	Right [2]	1.00	1,600	275	0.172		ICU:	1.114
Eastbound	Through	3.00	4,800	640	0.133			
	Left	2.00	2,560	380	0.148	*	LOS:	F

* Critical Movement [1] Free Right Turn [2] No Right Turn on Red (P.M. Peak Hour only)

LAX Northside

Intersection Capacity Utilization Analysis

67. INGLEWOOD AVENUE & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	25	0.000	N/S 1:	0.220 *
Southbound	Through	1.00	1,600	221	0.154	N/S 2:	0.189
	Left	1.00	1,600	34	0.021 *	E/W 1:	0.106
	Right	0.00	0	39	0.000	E/W 2:	0.114 *
Westbound	Through	1.00	1,600	137	0.110 *		
	Left	1.00	1,600	40	0.025	V/C Ratio:	0.334
	Right	0.00	0	68	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	250	0.199 *	ITS:	0.000
	Left	1.00	1,600	56	0.035		
	Right	0.00	0	38	0.000	ICU:	0.434
Eastbound	Through	1.00	1,600	91	0.081		
	Left	1.00	1,600	7	0.004 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	31	0.000	N/S 1:	0.339
Southbound	Through	1.00	1,600	476	0.317 *	N/S 2:	0.351 *
	Left	1.00	1,600	67	0.042	E/W 1:	0.274 *
	Right	0.00	0	34	0.000	E/W 2:	0.112
Westbound	Through	1.00	1,600	108	0.089		
	Left	1.00	1,600	91	0.057 *	V/C Ratio:	0.625
	Right	0.00	0	135	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	340	0.297	ITS:	0.000
	Left	1.00	1,600	54	0.034 *		
	Right	0.00	0	67	0.000	ICU:	0.725
Eastbound	Through	1.00	1,600	280	0.217 *		
	Left	1.00	1,600	36	0.023	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

68. HAWTHORNE BOULEVARD & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	25	0.000	N/S 1:	0.182
Southbound	Through	3.00	4,800	651	0.141 *	N/S 2:	0.202 *
	Left	1.00	1,600	36	0.023	E/W 1:	0.107 *
	Right	1.00	1,600	77	0.037	E/W 2:	0.096
Westbound	Through	1.00	1,600	108	0.068		
	Left	1.00	1,600	50	0.031 *	V/C Ratio:	0.309
	Right	1.00	1,600	46	0.013	Loss Time:	0.100
Northbound	Through	3.00	4,800	765	0.159	ITS:	0.000
	Left	1.00	1,600	97	0.061 *		
	Right	0.00	1,600	122	0.076 *	ICU:	0.409
Eastbound	Through	2.00	1,600	75	0.047		
	Left	1.00	1,600	44	0.028	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	77	0.000	N/S 1:	0.281
Southbound	Through	3.00	4,800	1,226	0.271 *	N/S 2:	0.425 *
	Left	1.00	1,600	90	0.056	E/W 1:	0.212 *
	Right	1.00	1,600	56	0.007	E/W 2:	0.179
Westbound	Through	1.00	1,600	172	0.108		
	Left	1.00	1,600	108	0.068 *	V/C Ratio:	0.637
	Right	1.00	1,600	109	0.034	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,080	0.225	ITS:	0.000
	Left	1.00	1,600	247	0.154 *		
	Right	0.00	0	160	0.000	ICU:	0.737
Eastbound	Through	2.00	3,200	300	0.144 *		
	Left	1.00	1,600	114	0.071	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

69. INGLEWOOD AVENUE & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	165	0.084		N/S 1:	0.195
Southbound	Through	1.00	1,600	234	0.146	*	N/S 2:	0.273 *
	Left	1.00	1,600	107	0.067		E/W 1:	0.114
	Right	0.00	0	80	0.000		E/W 2:	0.268 *
Westbound	Through	3.00	4,800	1,019	0.229	*		
	Left	1.00	1,600	79	0.049		V/C Ratio:	0.541
	Right	1.00	1,600	102	0.039		Loss Time:	0.100
Northbound	Through	1.00	1,600	205	0.128		ITS:	0.000
	Left	1.00	1,600	203	0.127	*		
	Right	0.00	0	38	0.000		ICU:	0.641
Eastbound	Through	3.00	4,800	274	0.065			
	Left	1.00	1,600	62	0.039	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	68	0.000		N/S 1:	0.402
Southbound	Through	1.00	1,600	900	0.563	*	N/S 2:	0.622 *
	Left	1.00	1,600	189	0.118		E/W 1:	0.456 *
	Right	0.00	0	193	0.000		E/W 2:	0.290
Westbound	Through	3.00	4,800	400	0.124			
	Left	1.00	1,600	143	0.089	*	V/C Ratio:	1.078
	Right	1.00	1,600	169	0.061		Loss Time:	0.100
Northbound	Through	1.00	1,600	454	0.284		ITS:	0.000
	Left	1.00	1,600	94	0.059	*		
	Right	0.00	0	149	0.000		ICU:	1.178
Eastbound	Through	3.00	4,800	1,613	0.367	*		
	Left	1.00	1,600	266	0.166		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

70. HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	138	0.000	N/S 1:	0.176
Southbound	Through	3.00	4,800	577	0.149 *	N/S 2:	0.220 *
	Left	1.00	1,600	111	0.069	E/W 1:	0.174
	Right	0.00	0	113	0.000	E/W 2:	0.259 *
Westbound	Through	3.00	4,800	827	0.196 *		
	Left	1.00	1,600	147	0.092	V/C Ratio:	0.479
	Right	1.00	1,600	191	0.073	Loss Time:	0.100
Northbound	Through	3.00	4,800	512	0.107	ITS:	0.000
	Left	2.00	2,560	181	0.071 *		
	Right	0.00	0	67	0.000	ICU:	0.579
Eastbound	Through	3.00	4,800	327	0.082		
	Left	1.00	1,600	101	0.063 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	157	0.000	N/S 1:	0.267
Southbound	Through	3.00	4,800	1,092	0.260 *	N/S 2:	0.329 *
	Left	1.00	1,600	201	0.126	E/W 1:	0.441 *
	Right	0.00	0	101	0.000	E/W 2:	0.182
Westbound	Through	3.00	4,800	364	0.097		
	Left	1.00	1,600	117	0.073 *	V/C Ratio:	0.770
	Right	1.00	1,600	279	0.138	Loss Time:	0.100
Northbound	Through	3.00	4,800	679	0.141	ITS:	0.000
	Left	2.00	2,560	176	0.069 *		
	Right	0.00	0	179	0.000	ICU:	0.870
Eastbound	Through	3.00	4,800	1,587	0.368 *		
	Left	1.00	1,600	136	0.085	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

71. INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	85	0.000		N/S 1:	0.161
Southbound	Through	2.00	3,200	279	0.114	*	N/S 2:	0.239 *
	Left	1.00	1,600	34	0.021		E/W 1:	0.149
	Right	0.00	0	78	0.000		E/W 2:	0.259 *
Westbound	Through	3.00	4,800	987	0.222	*		
	Left	1.00	1,600	108	0.068		V/C Ratio:	0.498
	Right	0.00	0	72	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	375	0.140		ITS:	0.000
	Left	1.00	1,600	200	0.125	*		
	Right	0.00	0	79	0.000		ICU:	0.598
Eastbound	Through	3.00	4,800	312	0.081			
	Left	1.00	1,600	59	0.037	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	81	0.000		N/S 1:	0.280
Southbound	Through	2.00	3,200	730	0.253	*	N/S 2:	0.325 *
	Left	1.00	1,600	85	0.053		E/W 1:	0.554 *
	Right	0.00	0	159	0.000		E/W 2:	0.280
Westbound	Through	3.00	4,800	576	0.153			
	Left	1.00	1,600	178	0.111	*	V/C Ratio:	0.879
	Right	0.00	0	130	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	596	0.227		ITS:	0.000
	Left	1.00	1,600	115	0.072	*		
	Right	0.00	0	285	0.000		ICU:	0.979
Eastbound	Through	3.00	4,800	1,839	0.443	*		
	Left	1.00	1,600	203	0.127		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

72. HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	52	0.009		N/S 1:	0.190
Southbound	Through	3.00	4,800	676	0.141	*	N/S 2:	0.239 *
	Left	2.00	2,560	182	0.071		E/W 1:	0.189
	Right	0.00	0	184	0.000		E/W 2:	0.283 *
Westbound	Through	3.00	4,800	948	0.236	*		
	Left	1.00	1,600	136	0.085		V/C Ratio:	0.522
	Right	0.00	0	106	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	656	0.119		ITS:	0.000
	Left	2.00	2,560	252	0.098	*		
	Right	0.00	0	104	0.000		ICU:	0.622
Eastbound	Through	3.00	4,800	393	0.104			
	Left	1.00	1,600	75	0.047	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	107	0.019		N/S 1:	0.312
Southbound	Through	3.00	4,800	1,816	0.378	*	N/S 2:	0.457 *
	Left	2.00	2,560	338	0.132		E/W 1:	0.623 *
	Right	0.00	0	163	0.000		E/W 2:	0.260
Westbound	Through	3.00	4,800	624	0.164			
	Left	1.00	1,600	147	0.092	*	V/C Ratio:	1.080
	Right	0.00	0	203	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	951	0.180		ITS:	0.000
	Left	2.00	2,560	202	0.079	*		
	Right	0.00	0	420	0.000		ICU:	1.180
Eastbound	Through	3.00	4,800	2,131	0.531	*		
	Left	1.00	1,600	154	0.096		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

77. SEPULVEDA BOULEVARD & WASHINGTON PLACE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	67	0.000	N/S 1:	0.341 *
Southbound	Through	2.00	3,200	379	0.118	N/S 2:	0.169
	Left	1.00	1,600	20	0.013 *	E/W 1:	0.239
	Right	1.00	1,600	46	0.023	E/W 2:	0.256 *
Westbound	Through	2.00	3,200	447	0.140 *		
	Left	1.00	1,600	75	0.047	V/C Ratio:	0.597
	Right	0.00	0	87	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	963	0.328 *	ITS:	-0.070
	Left	1.00	1,600	82	0.051		
	Right	1.00	1,600	77	0.023	ICU:	0.627
Eastbound	Through	2.00	3,200	614	0.192		
	Left	1.00	1,600	185	0.116 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	125	0.038	N/S 1:	0.358 *
Southbound	Through	2.00	3,200	833	0.260	N/S 2:	0.332
	Left	1.00	1,600	47	0.029 *	E/W 1:	0.252
	Right	1.00	1,600	79	0.035	E/W 2:	0.258 *
Westbound	Through	2.00	3,200	565	0.177 *		
	Left	1.00	1,600	111	0.069	V/C Ratio:	0.616
	Right	0.00	0	88	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	965	0.329 *	ITS:	-0.070
	Left	1.00	1,600	115	0.072		
	Right	1.00	1,600	113	0.035	ICU:	0.646
Eastbound	Through	2.00	3,200	584	0.183		
	Left	1.00	1,600	129	0.081 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

78. SEPULVEDA BOULEVARD & WASHINGTON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	65	0.000	N/S 1:	0.343 *
Southbound	Through	2.00	3,200	415	0.150	N/S 2:	0.173
	Left	1.00	1,600	10	0.006 *	E/W 1:	0.184
	Right	0.00	0	62	0.000	E/W 2:	0.300 *
Westbound	Through	2.00	3,200	404	0.146 *		
	Left	1.00	1,600	22	0.014	V/C Ratio:	0.643
	Right	0.00	0	23	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,056	0.337 *	ITS:	-0.070
	Left	1.00	1,600	36	0.023		
	Right	0.00	0	36	0.000	ICU:	0.673
Eastbound	Through	2.00	3,200	509	0.170		
	Left	1.00	1,600	246	0.154 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	88	0.000	N/S 1:	0.349 *
Southbound	Through	2.00	3,200	899	0.308	N/S 2:	0.346
	Left	1.00	1,600	20	0.013 *	E/W 1:	0.214
	Right	0.00	0	56	0.000	E/W 2:	0.286 *
Westbound	Through	2.00	3,200	518	0.179 *		
	Left	1.00	1,600	30	0.019	V/C Ratio:	0.635
	Right	0.00	0	40	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,034	0.336 *	ITS:	-0.070
	Left	1.00	1,600	61	0.038		
	Right	0.00	0	70	0.000	ICU:	0.665
Eastbound	Through	2.00	3,200	555	0.195		
	Left	1.00	1,600	171	0.107 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

79. SAWTELLE BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	79	0.000		N/S 1:	0.248	*
Southbound	Through	2.00	3,200	290	0.115		N/S 2:	0.143	
	Left	1.00	1,600	184	0.115	*	E/W 1:	0.339	*
	Right	0.00	0	140	0.000		E/W 2:	0.299	
Westbound	Through	2.00	3,200	590	0.228				
	Left	1.00	1,600	186	0.116	*	V/C Ratio:	0.587	
	Right	0.00	0	158	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	267	0.133	*	ITS:	-0.070	
	Left	1.00	1,600	44	0.028				
	Right	0.00	0	62	0.000		ICU:	0.617	
Eastbound	Through	3.00	4,800	1,008	0.223	*			
	Left	1.00	1,600	113	0.071		LOS:	B	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	223	0.000		N/S 1:	0.188	
Southbound	Through	2.00	3,200	771	0.311	*	N/S 2:	0.357	*
	Left	1.00	1,600	106	0.066		E/W 1:	0.383	
	Right	0.00	0	187	0.000		E/W 2:	0.393	*
Westbound	Through	2.00	3,200	901	0.340	*			
	Left	1.00	1,600	314	0.196		V/C Ratio:	0.750	
	Right	0.00	0	70	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	319	0.122		ITS:	-0.070	
	Left	1.00	1,600	73	0.046	*			
	Right	0.00	0	78	0.000		ICU:	0.780	
Eastbound	Through	3.00	4,800	820	0.187				
	Left	1.00	1,600	85	0.053	*	LOS:	C	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

80. SEPULVEDA BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	76	0.000		N/S 1:	0.269	*
Southbound	Through	2.00	3,200	399	0.125		N/S 2:	0.171	
	Left	1.00	1,600	34	0.021	*	E/W 1:	0.391	*
	Right	0.00	0	56	0.000		E/W 2:	0.264	
Westbound	Through	3.00	4,800	707	0.159				
	Left	2.00	2,560	81	0.032	*	V/C Ratio:	0.660	
	Right	1.00	1,600	146	0.075		Loss Time:	0.100	
Northbound	Through	2.00	3,200	793	0.248	*	ITS:	-0.070	
	Left	2.00	2,560	118	0.046				
	Right	0.00	0	64	0.000		ICU:	0.690	
Eastbound	Through	2.00	3,200	1,086	0.359	*			
	Left	2.00	2,560	269	0.105		LOS:	B	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	202	0.067		N/S 1:	0.292	
Southbound	Through	2.00	3,200	797	0.249	*	N/S 2:	0.300	*
	Left	1.00	1,600	73	0.046		E/W 1:	0.272	
	Right	0.00	0	44	0.000		E/W 2:	0.348	*
Westbound	Through	3.00	4,800	1,059	0.230	*			
	Left	2.00	2,560	139	0.054		V/C Ratio:	0.648	
	Right	1.00	1,600	139	0.060		Loss Time:	0.100	
Northbound	Through	2.00	3,200	787	0.246		ITS:	-0.070	
	Left	2.00	2,560	130	0.051	*			
	Right	0.00	0	116	0.000		ICU:	0.678	
Eastbound	Through	2.00	3,200	581	0.218				
	Left	2.00	2,560	303	0.118	*	LOS:	B	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

83. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	5	0.000	N/S 1:	0.232 *
Southbound	Through	3.00	4,800	482	0.101	N/S 2:	0.102
	Left	0.00	0	0	0.000 *	E/W 1:	0.212 *
	Right	0.00	1,600	8	0.005	E/W 2:	0.005
Westbound	Through	3.00	3,200	2	0.001		
	Left	2.96	3,793	803	0.212 *	V/C Ratio:	0.444
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,110	0.232 *	ITS:	-0.070
	Left	0.00	1,600	2	0.001		
	Right	0.00	0	0	0.000	ICU:	0.474
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	10	0.000	N/S 1:	0.262 *
Southbound	Through	3.00	4,800	1,015	0.214	N/S 2:	0.223
	Left	0.00	0	0	0.000 *	E/W 1:	0.211 *
	Right	0.00	1,600	26	0.016	E/W 2:	0.016
Westbound	Through	3.00	3,200	14	0.004		
	Left	2.85	3,651	771	0.211 *	V/C Ratio:	0.473
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,241	0.262 *	ITS:	-0.070
	Left	0.00	1,600	15	0.009		
	Right	0.00	0	0	0.000	ICU:	0.503
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

84. SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	67	0.000		N/S 1:	0.354	*
Southbound	Through	3.00	4,800	1,138	0.251		N/S 2:	0.342	
	Left	1.00	1,600	44	0.028	*	E/W 1:	0.074	
	Right	0.00	0	59	0.000		E/W 2:	0.095	*
Westbound	Through	2.00	3,200	65	0.039	*			
	Left	1.00	1,600	61	0.038		V/C Ratio:	0.449	
	Right	0.00	0	19	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,068	0.326	*	ITS:	-0.070	
	Left	1.00	1,600	146	0.091				
	Right	0.00	0	52	0.000		ICU:	0.479	
Eastbound	Through	2.00	3,200	62	0.036				
	Left	1.00	1,600	89	0.056	*	LOS:	A	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	148	0.000		N/S 1:	0.440	
Southbound	Through	3.00	4,800	1,611	0.366	*	N/S 2:	0.450	*
	Left	1.00	1,600	119	0.074		E/W 1:	0.144	
	Right	0.00	0	106	0.000		E/W 2:	0.159	*
Westbound	Through	2.00	3,200	170	0.086	*			
	Left	1.00	1,600	84	0.053		V/C Ratio:	0.609	
	Right	0.00	0	88	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,254	0.366		ITS:	-0.070	
	Left	1.00	1,600	135	0.084	*			
	Right	0.00	0	136	0.000		ICU:	0.639	
Eastbound	Through	2.00	3,200	156	0.091				
	Left	1.00	1,600	116	0.073	*	LOS:	B	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

85. SLAUSON AVENUE & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	39	0.012		N/S 1:	0.034
Southbound	Through	1.00	1,600	24	0.015	*	N/S 2:	0.139 *
	Left	1.00	1,600	5	0.003		E/W 1:	0.146
	Right	0.00	0	5	0.000		E/W 2:	0.179 *
Westbound	Through	3.00	4,800	734	0.154	*		
	Left	1.00	1,600	15	0.009		V/C Ratio:	0.318
	Right	0.00	0	25	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	25	0.031		ITS:	-0.070
	Left	2.00	2,560	318	0.124	*		
	Right	1.00	1,600	169	0.000		ICU:	0.348
Eastbound	Through	3.00	4,800	656	0.137			
	Left	1.00	1,600	40	0.025	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	54	0.011		N/S 1:	0.066
Southbound	Through	1.00	1,600	19	0.012	*	N/S 2:	0.197 *
	Left	1.00	1,600	7	0.004		E/W 1:	0.236 *
	Right	0.00	0	6	0.000		E/W 2:	0.215
Westbound	Through	3.00	4,800	804	0.169			
	Left	1.00	1,600	49	0.031	*	V/C Ratio:	0.433
	Right	0.00	0	33	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	66	0.062		ITS:	-0.070
	Left	2.00	2,560	474	0.185	*		
	Right	1.00	1,600	416	0.075		ICU:	0.463
Eastbound	Through	3.00	4,800	986	0.205	*		
	Left	1.00	1,600	74	0.046		LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

86. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD / PLAYA STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	488	0.067		N/S 1:	0.384 *
Southbound	Through	2.00	3,200	754	0.236		N/S 2:	0.260
	Left	1.00	1,600	50	0.031	*	E/W 1:	0.123
	Right	0.00	1,600	181	0.113	*	E/W 2:	0.285 *
Westbound	Through	3.00	3,200	278	0.087			
	Left	2.00	2,560	113	0.044		V/C Ratio:	0.669
	Right	0.00	0	140	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,554	0.353	*	ITS:	-0.070
	Left	1.00	1,600	38	0.024			
	Right	0.00	0	14	0.000		ICU:	0.699
Eastbound	Through	2.00	3,200	240	0.079			
	Left	2.00	2,560	440	0.172	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	493	0.060		N/S 1:	0.483 *
Southbound	Through	2.00	3,200	1,208	0.378		N/S 2:	0.414
	Left	1.00	1,600	100	0.063	*	E/W 1:	0.287
	Right	0.00	1,600	196	0.123	*	E/W 2:	0.312 *
Westbound	Through	3.00	3,200	269	0.084			
	Left	2.00	2,560	282	0.110		V/C Ratio:	0.795
	Right	0.00	0	210	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,806	0.420	*	ITS:	-0.070
	Left	1.00	1,600	57	0.036			
	Right	0.00	0	16	0.000		ICU:	0.825
Eastbound	Through	2.00	3,200	549	0.177			
	Left	2.00	2,560	484	0.189	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

87. SEPULVEDA BOULEVARD & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	13	0.000		N/S 1:	0.367 *
Southbound	Through	2.00	3,200	652	0.208		N/S 2:	0.247
	Left	2.00	2,560	99	0.039	*	E/W 1:	0.079
	Right	1.00	1,600	190	0.099	*	E/W 2:	0.107 *
Westbound	Through	2.00	3,200	254	0.079			
	Left	2.00	2,560	78	0.030		V/C Ratio:	0.474
	Right	0.00	0	59	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,515	0.328	*	ITS:	-0.070
	Left	2.00	2,560	101	0.039			
	Right	1.00	1,600	58	0.017		ICU:	0.504
Eastbound	Through	2.00	3,200	157	0.049			
	Left	1.00	1,600	13	0.008	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	40	0.000		N/S 1:	0.515 *
Southbound	Through	2.00	3,200	1,252	0.404		N/S 2:	0.475
	Left	2.00	2,560	337	0.132	*	E/W 1:	0.189 *
	Right	1.00	1,600	243	0.086		E/W 2:	0.128
Westbound	Through	2.00	3,200	274	0.086			
	Left	2.00	2,560	231	0.090	*	V/C Ratio:	0.704
	Right	0.00	0	106	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,730	0.383	*	ITS:	-0.070
	Left	2.00	2,560	182	0.071			
	Right	1.00	1,600	120	0.039		ICU:	0.734
Eastbound	Through	2.00	3,200	317	0.099	*		
	Left	1.00	1,600	67	0.042		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

88. LA CIENEGA BOULEVARD & STOCKER STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.653 *
Southbound	Through	2.00	3,200	0	0.000	N/S 2:	0.000
	Left	1.00	1,600	117	0.073 *	E/W 1:	0.530 *
	Right	1.00	1,600	124	0.041	E/W 2:	0.041
Westbound	Through	0.00	0	0	0.000		
	Left	2.00	2,560	1,357	0.530 *	V/C Ratio:	1.183
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	2,786	0.580 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	1.283
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.719 *
Southbound	Through	2.00	3,200	0	0.000	N/S 2:	0.000
	Left	1.00	1,600	287	0.179 *	E/W 1:	0.365 *
	Right	1.00	1,600	88	0.000	E/W 2:	0.000
Westbound	Through	0.00	0	0	0.000		
	Left	2.00	2,560	935	0.365 *	V/C Ratio:	1.084
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	2,592	0.540 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	1.184
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

89. LA CIENEGA BOULEVARD SB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.78	2,847	605	0.213 *	N/S 1:	0.045
Southbound	Through	2.00	1,600	3	0.047	N/S 2:	0.213 *
	Left	0.00	1,600	72	0.045	E/W 1:	0.290
	Right	0.00	0	0	0.000	E/W 2:	0.382 *
Westbound	Through	3.00	4,800	1,834	0.382 *		
	Left	1.00	1,600	214	0.134	V/C Ratio:	0.595
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	103	0.000	ICU:	0.695
Eastbound	Through	5.00	8,000	1,143	0.156		
	Left	0.00	0	0	0.000 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.53	2,447	572	0.234 *	N/S 1:	0.108
Southbound	Through	2.00	1,600	4	0.110	N/S 2:	0.234 *
	Left	0.00	1,600	172	0.108	E/W 1:	0.475 *
	Right	0.00	0	0	0.000	E/W 2:	0.241
Westbound	Through	3.00	4,800	1,157	0.241		
	Left	1.00	1,600	261	0.163 *	V/C Ratio:	0.709
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	132	0.000	ICU:	0.809
Eastbound	Through	5.00	8,000	2,361	0.312 *		
	Left	0.00	0	0	0.000	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

90. LA CIENEGA BOULEVARD NB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.109
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.204 *
	Left	0.00	0	0	0.000	E/W 1:	0.167
	Right	1.00	1,600	129	0.081	E/W 2:	0.420 *
Westbound	Through	4.00	6,400	1,860	0.291 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.624
	Right	0.00	1,600	175	0.109	Loss Time:	0.100
Northbound	Through	2.00	1,600	5	0.003	ITS:	0.000
	Left	1.31	1,679	343	0.204 *		
	Right	0.00	0	0	0.000	ICU:	0.724
Eastbound	Through	3.00	4,800	803	0.167		
	Left	2.00	2,560	329	0.129 *	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.161 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.084
	Left	0.00	0	0	0.000 *	E/W 1:	0.397
	Right	1.00	1,600	110	0.069	E/W 2:	0.454 *
Westbound	Through	4.00	6,400	1,307	0.204 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.615
	Right	0.00	1,600	257	0.161 *	Loss Time:	0.100
Northbound	Through	2.00	1,600	5	0.003	ITS:	0.000
	Left	1.00	1,600	134	0.084		
	Right	0.00	0	0	0.000	ICU:	0.715
Eastbound	Through	3.00	4,800	1,904	0.397		
	Left	2.00	2,560	639	0.250 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

102. AVIATION BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	208	0.106	N/S 1:	0.329
Southbound	Through	2.00	3,200	733	0.229 *	N/S 2:	0.440 *
	Left	1.00	1,600	63	0.039	E/W 1:	0.191
	Right	0.00	0	52	0.000	E/W 2:	0.422 *
Westbound	Through	3.00	4,800	1,736	0.373 *		
	Left	2.00	2,560	306	0.120	V/C Ratio:	0.862
	Right	0.00	0	128	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	799	0.290	ITS:	0.000
	Left	1.00	1,600	338	0.211 *		
	Right	1.00	1,600	66	0.000	ICU:	0.962
Eastbound	Through	3.00	4,800	343	0.071		
	Left	1.00	1,600	78	0.049 *	LOS:	E

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	67	0.000	N/S 1:	0.321 *
Southbound	Through	2.00	3,200	252	0.079	N/S 2:	0.206
	Left	1.00	1,600	63	0.039 *	E/W 1:	0.463 *
	Right	0.00	0	78	0.000	E/W 2:	0.290
Westbound	Through	3.00	4,800	640	0.150		
	Left	2.00	2,560	212	0.083 *	V/C Ratio:	0.784
	Right	0.00	0	314	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	589	0.282 *	ITS:	0.000
	Left	1.00	1,600	203	0.127		
	Right	1.00	1,600	506	0.253	ICU:	0.884
Eastbound	Through	3.00	4,800	1,824	0.380 *		
	Left	1.00	1,600	224	0.140	LOS:	D

* Critical Movement

Future without Project Conditions (Year 2022)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
1	North-South Street:	Lincoln Boulevard	East-West Street:	Venice Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	2	74	188	2	103
	Left-Through		0			0	
	Through	1379	1	**750**	1398	1	**766**
	Through-Right		1			1	
	Right	121	0	121	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	213	2	**117**	334	2	**184**
	Left-Through		0			0	
	Through	1448	1	748	1596	1	828
	Through-Right		1			1	
	Right	48	0	48	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	2	38	89	2	**49**
	Left-Through		0			0	
	Through	851	3	**284**	904	3	301
	Through-Right		0			0	
	Right	141	1	67	212	1	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	287	2	**158**	306	2	168
	Left-Through		0			0	
	Through	623	2	312	957	2	**479**
	Through-Right		0			0	
	Right	265	1	148	233	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	867		*North-South:*	950
			East-West:	442		*East-West:*	528
			SUM:	1309		*SUM:*	1478
	VOLUME/CAPACITY *(V/C)* RATIO:			0.952			1.075
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.852**			**0.975**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
2	North-South Street:	Lincoln Boulevard	East-West Street:	Washington Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	436	2	**240**	489	2	**269**
	Left-Through		0			0	
	Through	1528	2	548	1311	2	506
	Through-Right		1			1	
	Right	115	0	115	206	0	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	261	2	144
	Left-Through		0			0	
	Through	1415	2	**522**	1466	2	**534**
	Through-Right		1			1	
	Right	150	0	150	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	2	**54**	130	2	72
	Left-Through		0			0	
	Through	667	2	334	791	2	**396**
	Through-Right		0			0	
	Right	442	1	202	454	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	104	545	2	**300**
	Left-Through		0			0	
	Through	771	2	**386**	701	2	351
	Through-Right		0			0	
	Right	229	1	87	368	1	224
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	762		*North-South:*	803
			East-West:	440		*East-West:*	696
			SUM:	1202		*SUM:*	1499
	VOLUME/CAPACITY *(V/C)* RATIO:			0.874			1.090
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.774**			**0.990**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
3	North-South Street:	Lincoln Boulevard	East-West Street:	Maxella Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	145	2	80
	Left-Through		0			0	
	Through	1799	3	**600**	2035	3	**678**
	Through-Right		0			0	
	Right	199	1	97	358	1	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	2	**72**	121	2	**67**
	Left-Through		0			0	
	Through	1643	3	418	2139	3	563
	Through-Right		1			1	
	Right	30	0	30	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	79	69	1	69
	Left-Through		0			0	
	Through	80	1	80	79	1	**79**
	Through-Right		0			0	
	Right	188	1	**152**	97	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**102**	297	1	**199**
	Left-Through		1			1	
	Through	29	0	102	100	0	199
	Through-Right		0			0	
	Right	148	1	76	209	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	672		*North-South:*	745
			East-West:	254		*East-West:*	278
			SUM:	926		*SUM:*	1023
	VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.573**			**0.644**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
4	North-South Street:	Lincoln Boulevard	East-West Street:	SR-90 Ramps
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1456	3	**485**	1689	3	**563**
	Through-Right		0			0	
	Right	287	1	0	239	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	840	2	**462**	948	2	**521**
	Left-Through		0			0	
	Through	1200	3	400	1796	3	599
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	**88**	240	2	**132**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	764	2	0	753	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	947		*North-South:*	1084
			East-West:	88		*East-West:*	132
			SUM:	1035		*SUM:*	1216
	VOLUME/CAPACITY *(V/C)* RATIO:			0.726			0.853
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.726			0.853
	LEVEL OF SERVICE (LOS):			C			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
5	North-South Street:	Lincoln Boulevard	East-West Street:	Bali Way
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	**115**	177	1	**177**
	Left-Through		0			0	
	Through	1361	2	463	1462	2	490
	Through-Right		1			1	
	Right	28	0	28	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	39	1	39
	Left-Through		0			0	
	Through	1194	2	**499**	1730	2	**761**
	Through-Right		1			1	
	Right	304	0	304	553	0	553
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**178**	460	1	**230**
	Left-Through		1			1	
	Through	7	0	178	0	0	230
	Through-Right		0			0	
	Right	108	1	51	51	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	6	0	6
	Left-Through		0			0	
	Through	2	0	**22**	9	0	**54**
	Through-Right		0			0	
	Right	10	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	614		*North-South:*	938
			East-West:	200		*East-West:*	284
			SUM:	814		*SUM:*	1222
VOLUME/CAPACITY *(V/C)* RATIO:				0.592			0.889
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.492**			**0.789**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
6	North-South Street:	Lincoln Boulevard	East-West Street:	Mindanao Way
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	104	1	104
	Left-Through		0			0	
	Through	1482	3	**494**	1573	3	**524**
	Through-Right		0			0	
	Right	340	1	211	301	1	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	**148**	213	1	**213**
	Left-Through		0			0	
	Through	1183	2	404	1545	2	547
	Through-Right		1			1	
	Right	30	0	30	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	576	1	**312**	512	1	**311**
	Through-Right		1			1	
	Right	48	0	48	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	2	**129**	395	2	**217**
	Left-Through		0			0	
	Through	425	1	252	638	1	353
	Through-Right		1			1	
	Right	78	0	78	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	642		*North-South:*	737
			East-West:	441		*East-West:*	528
			SUM:	1083		*SUM:*	1265
	VOLUME/CAPACITY *(V/C)* RATIO:			0.788			0.920
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.688**			**0.820**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
7	North-South Street:	Lincoln Boulevard	East-West Street:	Fiji Way
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	588	2	**323**	805	2	**443**
	Left-Through		0			0	
	Through	1868	2	638	1951	2	667
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	60	1	60
	Left-Through		0			0	
	Through	1305	2	**460**	1773	2	**647**
	Through-Right		1			1	
	Right	76	0	76	167	0	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	120	1	**120**
	Left-Through		0			0	
	Through	20	1	20	28	1	28
	Through-Right		0			0	
	Right	596	1	0	882	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	0	29	45	0	45
	Left-Through		1			1	
	Through	18	0	**67**	25	0	**53**
	Through-Right		1			1	
	Right	49	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	783		*North-South:*	1090
			East-West:	146		*East-West:*	173
			SUM:	929		*SUM:*	1263
	VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.886
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.552**			**0.786**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
8	North-South Street:	Lincoln Boulevard	East-West Street:	Jefferson Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	28	1	28
	Left-Through		0			0	
	Through	1789	4	**447**	1634	4	**409**
	Through-Right		0			0	
	Right	416	1	223	300	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	423	2	**233**	536	2	**295**
	Left-Through		0			0	
	Through	1311	4	328	1639	4	410
	Through-Right		0			0	
	Right	249	1	70	466	1	353
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	179	1	179	113	1	113
	Left-Through		0			0	
	Through	368	2	**136**	192	2	**90**
	Through-Right		1			1	
	Right	40	0	40	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	350	2	**193**	473	2	**260**
	Left-Through		0			0	
	Through	107	2	54	221	2	111
	Through-Right		0			0	
	Right	424	2	0	549	2	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	680		*North-South:*	704
			East-West:	329		*East-West:*	350
			SUM:	1009		*SUM:*	1054
	VOLUME/CAPACITY *(V/C)* RATIO:			0.734			0.767
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.634**			**0.667**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
9	North-South Street:	Lincoln Boulevard	East-West Street:	Bluff Creek Drive
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2304	4	**576**	1987	4	497
	Through-Right		0			0	
	Right	206	1	0	363	1	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	2	**10**	40	2	22
	Left-Through		0			0	
	Through	1459	4	365	2285	4	**571**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	381	2	**210**	302	2	**166**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	38	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	586		*North-South:*	571
			East-West:	210		*East-West:*	166
			SUM:	796		*SUM:*	737
	VOLUME/CAPACITY *(V/C)* RATIO:			0.559			0.517
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.459**			**0.417**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
10	North-South Street:	Lincoln Boulevard	East-West Street:	LMU Drive
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	16	1	**16**
	Left-Through		0			0	
	Through	2388	4	**597**	2205	4	551
	Through-Right		0			0	
	Right	198	1	166	98	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	2	**133**	146	2	80
	Left-Through		0			0	
	Through	1611	3	537	2192	3	**731**
	Through-Right		0			0	
	Right	10	1	0	20	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	**29**	20	1	**20**
	Left-Through		0			0	
	Through	0	0	19	2	0	15
	Through-Right		1			1	
	Right	19	0	0	13	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	**32**	138	1	138
	Left-Through		0			0	
	Through	4	0	32	1	0	**142**
	Through-Right		0			0	
	Right	55	1	0	283	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	730		*North-South:*	747
			East-West:	61		*East-West:*	162
			SUM:	791		*SUM:*	909
	VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.661
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.475**			**0.561**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
13	North-South Street:	Lincoln Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	15	2	8
	Left-Through		0			0	
	Through	1682	2	**566**	1579	2	**532**
	Through-Right		1			1	
	Right	16	0	16	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	47	1	**47**
	Left-Through		0			0	
	Through	1270	2	443	1534	2	539
	Through-Right		1			1	
	Right	58	0	58	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	**38**	95	1	52
	Left-Through		1			1	
	Through	8	0	38	8	0	52
	Through-Right		0			0	
	Right	49	1	32	65	1	**57**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		0			0	
	Through	5	0	**19**	4	0	**23**
	Through-Right		0			0	
	Right	4	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	592		*North-South:*	579
			East-West:	57		*East-West:*	80
			SUM:	649		*SUM:*	659
	VOLUME/CAPACITY *(V/C)* RATIO:			0.472			0.479
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.372**			**0.379**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
15	North-South Street:	Nicholsan Street	East-West Street:	Culver Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	**22**	42	0	**42**
	Left-Through		1			1	
	Through	0	0	22	0	0	42
	Through-Right		0			0	
	Right	1144	1	0	476	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**7**
	Through-Right		0			0	
	Right	0	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	5	1	5
	Left-Through		0			0	
	Through	1264	1	**636**	644	1	**337**
	Through-Right		1			1	
	Right	7	0	7	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	327	1	**327**	864	1	**864**
	Left-Through		0			0	
	Through	403	1	202	1072	1	538
	Through-Right		1			1	
	Right	0	0	0	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	22		*North-South:*	49
			East-West:	963		*East-West:*	1201
			SUM:	985		*SUM:*	1250
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.877
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.777**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
16	North-South Street:	Pershing Drive	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	37	1	37
	Left-Through		0			0	
	Through	786	2	**393**	386	2	**193**
	Through-Right		0			0	
	Right	135	1	58	146	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	109	1	**109**	35	1	**35**
	Left-Through		0			0	
	Through	250	1	130	46	1	37
	Through-Right		1			1	
	Right	10	0	10	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	265	1	265
	Left-Through		0			0	
	Through	20	1	20	630	1	**323**
	Through-Right		1			1	
	Right	27	0	13	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	154	122	1	122
	Left-Through		0			0	
	Through	46	1	46	53	1	53
	Through-Right		0			0	
	Right	340	1	**231**	187	1	**152**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	502		*North-South:*	228
			East-West:	269		*East-West:*	475
			SUM:	771		*SUM:*	703
	VOLUME/CAPACITY *(V/C)* RATIO:			0.561			0.511
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.461**			**0.411**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
17	North-South Street:	Pershing Drive	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --		0	NB -- 3	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	576	2	**288**	565	2	**283**
	Through-Right		0			0	
	Right	238	1	123	214	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	**57**	67	1	**67**
	Left-Through		0			0	
	Through	475	2	238	477	2	239
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	2	**115**	182	2	**100**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	105	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	350
			East-West:	115		*East-West:*	100
			SUM:	460		*SUM:*	450
VOLUME/CAPACITY *(V/C)* RATIO:				0.323			0.316
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.223**			**0.216**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
18	North-South Street:	Vista del Mar	East-West Street:	Imperial Highway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	7	1	**7**
	Left-Through		0			0	
	Through	1026	2	**513**	466	2	233
	Through-Right		0			0	
	Right	527	1	424	263	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	149	1	149
	Left-Through		0			0	
	Through	353	1	181	828	1	**418**
	Through-Right		1			1	
	Right	9	0	9	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	8	1	8
	Left-Through		0			0	
	Through	10	1	**10**	39	1	**39**
	Through-Right		0			0	
	Right	2	1	0	7	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	1	**103**	386	1	**213**
	Left-Through		1			1	
	Through	17	0	103	39	0	213
	Through-Right		0			0	
	Right	89	1	11	159	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	591		*North-South:*	425
			East-West:	113		*East-West:*	252
			SUM:	704		*SUM:*	677
	VOLUME/CAPACITY *(V/C)* RATIO:			0.512			0.492
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.412**			**0.392**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
19	North-South Street:	Pershing Drive	East-West Street:	Imperial Highway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	5	0	5
	Left-Through		0			0	
	Through	7	0	**18**	3	0	**17**
	Through-Right		0			0	
	Right	4	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	701	1	**353**	715	1	**360**
	Left-Through		1			1	
	Through	5	0	353	4	0	360
	Through-Right		0			0	
	Right	79	1	0	189	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	177	2	**97**	149	2	**82**
	Left-Through		0			0	
	Through	419	1	213	381	1	195
	Through-Right		1			1	
	Right	7	0	7	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	1	0
	Left-Through		0			0	
	Through	230	2	115	394	2	197
	Through-Right		0			0	
	Right	774	1	**421**	670	1	**310**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	371		*North-South:*	377
			East-West:	518		*East-West:*	392
			SUM:	889		*SUM:*	769
	VOLUME/CAPACITY *(V/C)* RATIO:			0.647			0.559
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.547**			**0.459**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
20	North-South Street:	Main Street	East-West Street:	Imperial Highway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	292	1	146	426	1	**213**
	Left-Through		1			1	
	Through	0	0	146	0	0	213
	Through-Right		0			0	
	Right	575	1	**482**	328	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	3	0	3
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**11**
	Through-Right		0			0	
	Right	0	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	918	2	**459**	800	2	**400**
	Through-Right		0			0	
	Right	154	1	81	339	1	233
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	338	2	**186**	544	2	**299**
	Left-Through		0			0	
	Through	804	1	404	624	1	312
	Through-Right		1			1	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	482		*North-South:*	224
			East-West:	645		*East-West:*	699
			SUM:	1127		*SUM:*	923
	VOLUME/CAPACITY *(V/C)* RATIO:			0.820			0.671
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.720**			**0.571**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
21	North-South Street:	Vista del Mar	East-West Street:	Grand Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	4	1	**4**
	Left-Through		0			0	
	Through	1296	1	**723**	693	1	427
	Through-Right		1			1	
	Right	149	0	149	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	**104**	106	1	106
	Left-Through		0			0	
	Through	389	1	197	1079	1	**544**
	Through-Right		1			1	
	Right	5	0	5	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	4	0	4
	Left-Through		0			0	
	Through	0	0	**7**	10	0	**21**
	Through-Right		0			0	
	Right	7	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	74	1	42	167	1	**88**
	Left-Through		1			1	
	Through	10	0	42	9	0	88
	Through-Right		0			0	
	Right	120	1	**68**	99	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	827		*North-South:*	548
			East-West:	75		*East-West:*	109
			SUM:	902		*SUM:*	657
	VOLUME/CAPACITY *(V/C)* RATIO:			0.633			0.461
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.533**			**0.361**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
24	North-South Street:	Sepulveda Boulevard	East-West Street:	Howard Hughes Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1794	4	**449**	1532	4	**383**
	Through-Right		0			0	
	Right	843	1	0	469	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	599	2	**329**
	Left-Through		0			0	
	Through	822	3	274	2048	3	683
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	538	3	**188**	721	3	**252**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	148	177	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	541		*North-South:*	712
			East-West:	188		*East-West:*	252
			SUM:	729		*SUM:*	964
	VOLUME/CAPACITY *(V/C)* RATIO:			0.512			0.676
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.412**			**0.576**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
25	North-South Street:	Sepulveda Boulevard	East-West Street:	76th Street/77th Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	67	1	**67**
	Left-Through		0			0	
	Through	1884	2	**633**	1771	2	600
	Through-Right		1			1	
	Right	14	0	14	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	169	1	169
	Left-Through		0			0	
	Through	1262	2	487	2132	2	**832**
	Through-Right		1			1	
	Right	200	0	200	364	0	364
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	515	2	**283**	224	2	**123**
	Left-Through		0			0	
	Through	45	1	45	58	1	58
	Through-Right		0			0	
	Right	73	1	54	57	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	46	1	46	40	1	40
	Left-Through		0			0	
	Through	40	1	40	62	1	**62**
	Through-Right		0			0	
	Right	159	1	**126**	69	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	699		*North-South:*	899
			East-West:	409		*East-West:*	185
			SUM:	1108		*SUM:*	1084
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.678**			**0.661**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
26	North-South Street:	Sepulveda Boulevard	East-West Street:	79th Street/80th Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	106	1	**106**
	Left-Through		0			0	
	Through	1687	2	**568**	1714	2	584
	Through-Right		1			1	
	Right	18	0	18	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	49	1	49
	Left-Through		0			0	
	Through	1285	3	428	1969	3	**656**
	Through-Right		0			0	
	Right	88	1	25	163	1	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	101	1	**101**
	Left-Through		0			0	
	Through	28	1	28	80	1	80
	Through-Right		0			0	
	Right	69	1	45	128	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	34	1	34
	Left-Through		0			0	
	Through	79	0	**148**	49	0	**79**
	Through-Right		1			1	
	Right	69	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	598		*North-South:*	762
			East-West:	274		*East-West:*	180
			SUM:	872		*SUM:*	942
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.628
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.481**			**0.528**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
27	North-South Street:	Sepulveda Boulevard	East-West Street:	83rd Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	59	1	**59**
	Left-Through		0			0	
	Through	1611	2	**540**	1728	2	582
	Through-Right		1			1	
	Right	10	0	10	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	70	1	70
	Left-Through		0			0	
	Through	1254	2	427	1981	2	**677**
	Through-Right		1			1	
	Right	28	0	28	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	0	**88**	30	0	30
	Left-Through		0			0	
	Through	57	0	184	76	0	**145**
	Through-Right		0			0	
	Right	39	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	5	1	**5**
	Left-Through		0			0	
	Through	61	0	**140**	69	0	89
	Through-Right		1			1	
	Right	79	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	568		*North-South:*	736
			East-West:	228		*East-West:*	150
			SUM:	796		*SUM:*	886
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.431**			**0.491**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
28	North-South Street:	Sepulveda Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	147	1	147
	Left-Through		0			0	
	Through	1248	3	**416**	1556	3	**519**
	Through-Right		0			0	
	Right	55	1	0	113	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	239	1	**239**
	Left-Through		0			0	
	Through	999	3	333	1500	3	500
	Through-Right		0			0	
	Right	130	1	87	279	1	227
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	159	2	**87**	190	2	**105**
	Left-Through		0			0	
	Through	521	2	261	777	2	389
	Through-Right		0			0	
	Right	73	1	32	74	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	99	1	99
	Left-Through		0			0	
	Through	831	1	**577**	654	1	**421**
	Through-Right		1			1	
	Right	322	0	322	188	0	188
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	530		*North-South:*	758
			East-West:	664		*East-West:*	526
			SUM:	1194		*SUM:*	1284
	VOLUME/CAPACITY *(V/C)* RATIO:			0.868			0.934
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.768**			**0.834**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
29	North-South Street:	Sepulveda Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	96	1	**96**
	Left-Through		0			0	
	Through	1520	3	**507**	1618	3	539
	Through-Right		0			0	
	Right	95	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	84	1	84
	Left-Through		0			0	
	Through	1058	3	353	1586	3	**529**
	Through-Right		0			0	
	Right	140	1	81	115	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	78	1	78
	Left-Through		0			0	
	Through	130	2	**65**	376	2	**188**
	Through-Right		0			0	
	Right	58	1	11	54	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	250	1	**250**
	Left-Through		0			0	
	Through	256	1	142	256	1	169
	Through-Right		1			1	
	Right	28	0	28	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	550		*North-South:*	625
			East-West:	305		*East-West:*	438
			SUM:	855		*SUM:*	1063
	VOLUME/CAPACITY *(V/C)* RATIO:			0.622			0.773
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.522**			**0.673**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
30	North-South Street:	Sepulveda Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	263	1	**263**
	Left-Through		0			0	
	Through	1405	3	**468**	1434	3	478
	Through-Right		0			0	
	Right	28	1	0	99	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	150	1	150
	Left-Through		0			0	
	Through	1102	3	367	1804	3	**601**
	Through-Right		0			0	
	Right	59	1	40	83	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	33	1	33
	Left-Through		0			0	
	Through	164	1	113	190	1	**151**
	Through-Right		1			1	
	Right	61	0	61	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	293	1	**293**
	Left-Through		0			0	
	Through	370	1	**256**	297	1	229
	Through-Right		1			1	
	Right	142	0	142	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	558		*North-South:*	864
			East-West:	275		*East-West:*	444
			SUM:	833		*SUM:*	1308
	VOLUME/CAPACITY *(V/C)* RATIO:			0.606			0.951
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.506**			**0.851**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
31	North-South Street:	Sepulveda Boulevard	East-West Street:	Lincoln Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1570	0	0	2063	0	**0**
	Left-Through		0			0	
	Through	1542	4	**386**	1756	4	439
	Through-Right		0			0	
	Right	169	3	59	267	3	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1294	4	324	1997	4	**499**
	Through-Right		0			0	
	Right	18	0	0	29	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1405	0	0	1601	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	4	0	0	4	0
	Through-Right		0			0	
	Right	10	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	386		*North-South:*	499
			East-West:	0		*East-West:*	0
			SUM:	386		*SUM:*	499
	VOLUME/CAPACITY *(V/C)* RATIO:			0.257			0.333
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.157**			**0.233**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
32	North-South Street:	Sepulveda Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3151	4	**788**	3123	4	**781**
	Through-Right		0			0	
	Right	57	1	0	27	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1873	4	468	2498	4	625
	Through-Right		0			0	
	Right	159	1	159	186	1	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	1	**187**	608	1	**326**
	Left-Through		1			1	
	Through	44	0	187	44	0	326
	Through-Right		0			0	
	Right	269	2	148	249	2	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	788		*North-South:*	781
			East-West:	187		*East-West:*	326
			SUM:	975		*SUM:*	1107
	VOLUME/CAPACITY *(V/C)* RATIO:			0.650			0.738
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.550**			**0.638**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: LAX Northside
North-South Street: Sepulveda Boulevard **East-West Street:** I-105 WB Ramps N/O Imperial Hwy
Scenario: Future without Project Conditions
Count Date: Year 2022 **Analyst:** **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		2	EB -- 0	WB --	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2010	3	**670**	2452	3	**817**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1754	0	0	2208	0	0
	Through-Right		0			0	
	Right	1378	0	0	2043	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	759	0	0	716	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2150	3	**753**	1872	3	**655**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	817
			East-West:	753		*East-West:*	655
			SUM:	1423		*SUM:*	1472
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.981
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.849**			**0.881**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
34	North-South Street:	Sepulveda Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	169	1	169
	Left-Through		0			0	
	Through	1469	3	490	2006	3	669
	Through-Right		0			0	
	Right	590	1	**519**	1077	1	**1014**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	447	2	**246**	436	2	**240**
	Left-Through		0			0	
	Through	2320	3	584	2361	3	597
	Through-Right		1			1	
	Right	17	0	17	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	279	2	**153**	254	2	**140**
	Left-Through		0			0	
	Through	307	3	102	501	3	167
	Through-Right		0			0	
	Right	193	1	140	175	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	143	229	2	126
	Left-Through		0			0	
	Through	220	3	73	300	3	100
	Through-Right		0			0	
	Right	528	1	**282**	573	1	**333**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	765		*North-South:*	1254
			East-West:	435		*East-West:*	473
			SUM:	1200		*SUM:*	1727
	VOLUME/CAPACITY *(V/C)* RATIO:			0.873			1.256
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.773**			**1.156**
	LEVEL OF SERVICE (LOS):			**C**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
39	North-South Street:	La Tijera Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	30	1	30
	Left-Through		0			0	
	Through	220	2	110	482	2	**241**
	Through-Right		0			0	
	Right	63	1	0	231	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	29	1	**29**
	Left-Through		0			0	
	Through	523	2	**262**	435	2	218
	Through-Right		0			0	
	Right	218	1	153	240	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	131	1	**131**	320	1	**320**
	Left-Through		0			0	
	Through	484	2	242	938	2	469
	Through-Right		0			0	
	Right	28	1	0	32	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	174	1	174	117	1	117
	Left-Through		0			0	
	Through	841	2	**421**	682	2	**341**
	Through-Right		0			0	
	Right	13	1	2	19	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	325		*North-South:*	270
			East-West:	552		*East-West:*	661
			SUM:	877		*SUM:*	931
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.653
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.553**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
40	North-South Street:	Airport Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	0	49	22	0	22
	Left-Through		1			1	
	Through	89	0	**138**	46	0	**68**
	Through-Right		0			0	
	Right	442	2	0	560	2	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	0	68	48	0	48
	Left-Through		1			1	
	Through	44	0	**76**	68	0	**83**
	Through-Right		1			1	
	Right	32	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	17	1	17
	Left-Through		0			0	
	Through	461	2	157	984	2	**332**
	Through-Right		1			1	
	Right	9	0	9	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	626	2	344	481	2	**265**
	Left-Through		0			0	
	Through	1024	1	**517**	941	1	481
	Through-Right		1			1	
	Right	9	0	9	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	214		*North-South:*	151
			East-West:	523		*East-West:*	597
			SUM:	737		*SUM:*	748
	VOLUME/CAPACITY *(V/C)* RATIO:			0.536			0.544
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.436**			**0.444**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
41	North-South Street:	I-405 SB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		2	NB -- 0	SB --	2
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	0	107	239	0	239
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	434	1	**271**	428	1	**334**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1102	3	**334**	1678	3	**462**
	Through-Right		1			1	
	Right	232	0	232	171	0	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	209	1	**209**
	Left-Through		0			0	
	Through	1223	3	408	1292	3	431
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	271		*North-South:*	334
			East-West:	553		*East-West:*	671
			SUM:	824		*SUM:*	1005
VOLUME/CAPACITY *(V/C)* RATIO:				0.578			0.705
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.478**			**0.605**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
42	North-South Street:	I-405 NB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	1	142	202	1	202
	Left-Through		0			0	
	Through	3	0	0	3	0	0
	Through-Right		0			0	
	Right	200	1	**200**	318	1	**318**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	430	1	**430**	332	1	**332**
	Left-Through		0			0	
	Through	762	3	254	1594	3	531
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1287	3	**396**	1250	3	**344**
	Through-Right		1			1	
	Right	298	0	298	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	318
			East-West:	826		*East-West:*	676
			SUM:	1026		*SUM:*	994
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.698
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.620**			**0.598**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
43	North-South Street:	La Tijera Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	2	**86**	196	2	108
	Left-Through		0			0	
	Through	801	2	304	1294	2	**523**
	Through-Right		1			1	
	Right	111	0	111	274	0	274
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	128	1	**128**
	Left-Through		0			0	
	Through	1046	2	**407**	976	2	367
	Through-Right		1			1	
	Right	176	0	176	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	215	1	**215**
	Left-Through		0			0	
	Through	431	2	164	841	2	297
	Through-Right		1			1	
	Right	60	0	60	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	168	1	168	169	1	169
	Left-Through		0			0	
	Through	1065	2	**358**	938	2	**316**
	Through-Right		1			1	
	Right	9	0	9	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	493		*North-South:*	651
			East-West:	487		*East-West:*	531
			SUM:	980		*SUM:*	1182
	VOLUME/CAPACITY *(V/C)* RATIO:			0.713			0.860
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.613**			**0.760**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
44	North-South Street:	La Cienega Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2430	2	**863**	2063	2	**786**
	Through-Right		1			1	
	Right	159	0	159	296	0	296
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2335	3	778	2268	3	756
	Through-Right		0			0	
	Right	952	1	672	992	1	611
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	800	3	**280**	1089	3	381
	Left-Through		0			0	
	Through	216	0	226	466	0	**511**
	Through-Right		1			1	
	Right	10	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	863		*North-South:*	786
			East-West:	280		*East-West:*	511
			SUM:	1143		*SUM:*	1297
	VOLUME/CAPACITY *(V/C)* RATIO:			0.762			0.865
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.662**			**0.765**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
45	North-South Street:	La Cienega Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	2	5	104	2	57
	Left-Through		0			0	
	Through	2395	2	**811**	2112	2	**750**
	Through-Right		1			1	
	Right	39	0	39	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	283	1	**283**
	Left-Through		0			0	
	Through	2087	2	700	2063	2	694
	Through-Right		1			1	
	Right	14	0	14	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	372	2	181	1036	2	**416**
	Through-Right		1			1	
	Right	171	0	171	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	239	1	239	157	1	**157**
	Left-Through		0			0	
	Through	1185	2	**593**	888	2	444
	Through-Right		0			0	
	Right	207	1	153	128	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	919		*North-South:*	1033
			East-West:	593		*East-West:*	573
			SUM:	1512		*SUM:*	1606
	VOLUME/CAPACITY *(V/C)* RATIO:			1.100			1.168
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.000**			**1.068**
	LEVEL OF SERVICE (LOS):			**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
46	North-South Street:	Airport Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	91	1	91
	Left-Through		0			0	
	Through	468	1	290	721	1	**477**
	Through-Right		1			1	
	Right	111	0	111	233	0	233
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	89	1	**89**
	Left-Through		0			0	
	Through	675	1	**358**	496	1	267
	Through-Right		1			1	
	Right	40	0	40	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	**10**	24	1	24
	Left-Through		0			0	
	Through	586	1	348	1316	1	**691**
	Through-Right		1			1	
	Right	110	0	110	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	141	1	**141**
	Left-Through		0			0	
	Through	1049	1	**581**	840	1	449
	Through-Right		1			1	
	Right	112	0	112	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	445		*North-South:*	566
			East-West:	591		*East-West:*	832
			SUM:	1036		*SUM:*	1398
	VOLUME/CAPACITY *(V/C)* RATIO:			0.753			1.017
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.653**			**0.917**
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside			
47	North-South Street:	Florence Avenue/Aviati	East-West Street:	Manchester Avenue	
	Scenario:	Future without Project Conditions			
	Count Date:	Year 2022	Analyst:	Date:	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	263	1	**263**	249	1	**249**
	Left-Through		0			0	
	Through	265	1	170	421	1	280
	Through-Right		1			1	
	Right	75	0	75	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	381	2	**191**	542	2	**271**
	Through-Right		0			0	
	Right	293	1	179	286	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	228	1	**228**	441	1	**441**
	Left-Through		0			0	
	Through	511	2	256	956	2	478
	Through-Right		0			0	
	Right	100	1	0	246	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	75	1	75
	Left-Through		0			0	
	Through	792	2	**396**	652	2	**326**
	Through-Right		0			0	
	Right	8	1	8	10	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	454		*North-South:*	520
			East-West:	624		*East-West:*	767
			SUM:	1078		*SUM:*	1287
	VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.936
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.684**			**0.836**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
48	North-South Street:	La Cienega Boulevard	East-West Street:	Florence Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	20	1	20
	Left-Through		0			0	
	Through	384	1	**229**	593	1	**361**
	Through-Right		1			1	
	Right	74	0	74	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	307	1	307	579	1	**551**
	Left-Through		1			1	
	Through	747	1	**316**	1074	1	551
	Through-Right		1			1	
	Right	200	0	200	218	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	1	**161**	229	1	229
	Left-Through		0			0	
	Through	334	1	177	642	1	**331**
	Through-Right		1			1	
	Right	20	0	20	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	304	1	**304**
	Left-Through		0			0	
	Through	827	1	**433**	552	1	311
	Through-Right		1			1	
	Right	39	0	39	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	545		*North-South:*	912
			East-West:	594		*East-West:*	635
			SUM:	1139		*SUM:*	1547
	VOLUME/CAPACITY *(V/C)* RATIO:			0.828			1.125
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.828			1.125
	LEVEL OF SERVICE (LOS):			D			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
49	North-South Street:	La Cienega Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	46	1	46
	Left-Through		0			0	
	Through	258	1	**242**	459	1	**287**
	Through-Right		1			1	
	Right	225	0	225	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	278	1	278	705	1	**452**
	Left-Through		1			1	
	Through	622	1	**311**	650	1	452
	Through-Right		1			1	
	Right	124	0	87	58	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	113	1	113
	Left-Through		0			0	
	Through	367	2	**138**	969	2	**347**
	Through-Right		1			1	
	Right	48	0	48	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	485	2	**267**	304	2	**167**
	Left-Through		0			0	
	Through	776	2	301	610	2	244
	Through-Right		1			1	
	Right	128	0	128	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	553		*North-South:*	739
			East-West:	405		*East-West:*	514
			SUM:	958		*SUM:*	1253
	VOLUME/CAPACITY *(V/C)* RATIO:			0.697			0.911
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.911
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
50	North-South Street:	Ash Avenue/I-405 Ramp	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	487	1	**343**	418	1	**352**
	Left-Through		0			0	
	Through	199	0	343	209	0	352
	Through-Right		0			0	
	Right	217	1	217	429	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	20	0	20
	Left-Through		0			0	
	Through	0	0	**149**	0	0	**99**
	Through-Right		0			0	
	Right	140	0	0	79	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	19	1	19
	Left-Through		0			0	
	Through	585	1	293	1422	1	**711**
	Through-Right		1			1	
	Right	239	1	0	250	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1545	2	**518**	1109	2	373
	Through-Right		1			1	
	Right	10	0	10	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	492		*North-South:*	451
			East-West:	524		*East-West:*	711
			SUM:	1016		*SUM:*	1162
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.775
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.677			0.775
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
51	North-South Street:	Inglewood Avenue	East-West Street:	Manchester Ave
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	0	28	53	0	**53**
	Left-Through		1			1	
	Through	95	0	**123**	103	0	156
	Through-Right		0			0	
	Right	94	1	82	40	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	30	0	30
	Left-Through		1			1	
	Through	76	0	89	177	0	**207**
	Through-Right		0			0	
	Right	109	1	85	91	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	69	1	69
	Left-Through		0			0	
	Through	601	2	301	1394	2	**697**
	Through-Right		0			0	
	Right	47	1	47	108	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	24	62	1	**62**
	Left-Through		0			0	
	Through	1254	1	**634**	944	1	482
	Through-Right		1			1	
	Right	13	0	13	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	136		*North-South:*	260
			East-West:	683		*East-West:*	759
			SUM:	819		*SUM:*	1019
	VOLUME/CAPACITY *(V/C)* RATIO:			0.546			0.679
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.546			0.679
	LEVEL OF SERVICE (LOS):			A			B

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
52	North-South Street:	La Brea Avenue	East-West Street:	Florence Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	18	1	18
	Left-Through		0			0	
	Through	830	2	**415**	1006	2	**503**
	Through-Right		0			0	
	Right	86	1	1	181	1	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	189	1	**189**
	Left-Through		0			0	
	Through	668	2	334	1164	2	582
	Through-Right		0			0	
	Right	84	1	54	98	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	127	1	127
	Left-Through		0			0	
	Through	359	1	209	991	1	**529**
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	171	1	171	151	1	**151**
	Left-Through		0			0	
	Through	824	1	**466**	573	1	381
	Through-Right		1			1	
	Right	108	0	108	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	493		*North-South:*	692
			East-West:	526		*East-West:*	680
			SUM:	1019		*SUM:*	1372
	VOLUME/CAPACITY *(V/C)* RATIO:			0.741			0.998
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.741			0.998
	LEVEL OF SERVICE (LOS):			C			E

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
53	North-South Street:	La Brea Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	100	1	**100**
	Left-Through		0			0	
	Through	695	1	**358**	665	1	352
	Through-Right		1			1	
	Right	20	0	20	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	218	1	218
	Left-Through		0			0	
	Through	543	2	272	992	2	**496**
	Through-Right		0			0	
	Right	88	1	14	70	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	149	1	**149**	139	1	139
	Left-Through		0			0	
	Through	445	2	223	1082	2	**541**
	Through-Right		0			0	
	Right	58	1	0	80	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	59	1	**59**
	Left-Through		0			0	
	Through	988	2	**494**	762	2	381
	Through-Right		0			0	
	Right	197	1	152	147	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	448		*North-South:*	596
			East-West:	643		*East-West:*	600
			SUM:	1091		*SUM:*	1196
	VOLUME/CAPACITY *(V/C)* RATIO:			0.793			0.870
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.793			0.870
	LEVEL OF SERVICE (LOS):			C			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
54	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	0	77	20	0	20
	Left-Through		0			0	
	Through	118	0	**258**	211	0	**458**
	Through-Right		0			0	
	Right	63	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	149	0	**149**
	Left-Through		0			0	
	Through	45	0	140	34	0	290
	Through-Right		0			0	
	Right	73	0	0	107	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	53	1	**53**
	Left-Through		0			0	
	Through	261	1	187	460	1	246
	Through-Right		1			1	
	Right	113	0	113	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	65	1	65
	Left-Through		0			0	
	Through	489	1	**275**	539	1	**309**
	Through-Right		1			1	
	Right	60	0	60	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	280		*North-South:*	607
			East-West:	327		*East-West:*	362
			SUM:	607		*SUM:*	969
	VOLUME/CAPACITY *(V/C)* RATIO:			0.405			0.646
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.305**			**0.546**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
55	North-South Street:	Jenny Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	29	1	29
	Left-Through		0			0	
	Through	28	1	28	22	1	22
	Through-Right		0			0	
	Right	113	1	**44**	191	1	**81**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	20	1	**20**
	Left-Through		0			0	
	Through	20	1	11	20	1	12
	Through-Right		1			1	
	Right	2	0	2	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	3	1	3
	Left-Through		0			0	
	Through	277	2	**139**	590	2	**295**
	Through-Right		0			0	
	Right	72	1	53	47	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	221	1	**221**
	Left-Through		0			0	
	Through	543	2	272	565	2	283
	Through-Right		0			0	
	Right	7	1	2	40	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	55		*North-South:*	101
			East-West:	277		*East-West:*	516
			SUM:	332		*SUM:*	617
	VOLUME/CAPACITY *(V/C)* RATIO:			0.221			0.411
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.121**			**0.311**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
56	North-South Street:	Airport Boulevard	East-West Street:	Arbor Vitae Street/Westchester Pkv
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	148	1	148
	Left-Through		0			0	
	Through	491	2	246	866	2	**433**
	Through-Right		0			0	
	Right	97	1	24	148	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	119	1	**119**
	Left-Through		0			0	
	Through	695	3	**232**	618	3	206
	Through-Right		0			0	
	Right	167	1	77	110	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	100	1	**100**
	Left-Through		0			0	
	Through	202	2	101	515	2	258
	Through-Right		0			0	
	Right	99	1	19	130	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	139	1	139
	Left-Through		0			0	
	Through	466	1	**273**	511	1	**306**
	Through-Right		1			1	
	Right	79	0	79	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	312		*North-South:*	552
			East-West:	363		*East-West:*	406
			SUM:	675		*SUM:*	958
	VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.697
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.597**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
57	North-South Street:	Aviation Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	218	1	**218**
	Left-Through		0			0	
	Through	433	2	217	606	2	303
	Through-Right		0			0	
	Right	109	1	32	133	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	69	1	69
	Left-Through		0			0	
	Through	388	1	**234**	429	1	**278**
	Through-Right		1			1	
	Right	80	0	80	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	118	1	118
	Left-Through		0			0	
	Through	288	1	189	621	1	**405**
	Through-Right		1			1	
	Right	89	0	89	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	157	1	**157**
	Left-Through		0			0	
	Through	647	1	**348**	556	1	298
	Through-Right		1			1	
	Right	49	0	49	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	474		*North-South:*	496
			East-West:	388		*East-West:*	562
			SUM:	862		*SUM:*	1058
	VOLUME/CAPACITY *(V/C)* RATIO:			0.627			0.769
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.527**			**0.669**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
58	North-South Street:	La Cienega Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 2	WB --		2	EB -- 2	WB --	2
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	**283**	153	1	**153**
	Left-Through		0			0	
	Through	539	1	295	401	1	316
	Through-Right		1			1	
	Right	50	0	50	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	149	1	149
	Left-Through		0			0	
	Through	330	1	**184**	629	1	**339**
	Through-Right		1			1	
	Right	38	0	38	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	49	1	49
	Left-Through		0			0	
	Through	183	1	175	594	1	**479**
	Through-Right		1			1	
	Right	167	0	167	364	0	364
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	60	1	**60**
	Left-Through		0			0	
	Through	464	2	**232**	307	2	154
	Through-Right		0			0	
	Right	154	1	154	79	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	492
			East-West:	291		*East-West:*	539
			SUM:	758		*SUM:*	1031
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.505			0.687
LEVEL OF SERVICE (LOS):				A			B

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
59	North-South Street:	Inglewood Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0		SB -- / WB --	0 / 0	NB -- 0 / EB -- 0		SB -- / WB --	0 / 0
ATSAC-1 or ATSAC+ATCS-2?				0				0
Override Capacity				0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	106	1	106
	Left-Through		0			0	
	Through	122	0	**180**	202	0	**311**
	Through-Right		1			1	
	Right	58	0	0	109	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	67	1	67
	Left-Through		0			0	
	Through	94	0	**123**	246	0	**287**
	Through-Right		1			1	
	Right	29	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	1	**27**	26	1	26
	Left-Through		0			0	
	Through	249	1	148	646	1	**378**
	Through-Right		1			1	
	Right	46	0	46	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	98	1	**98**
	Left-Through		0			0	
	Through	514	1	**277**	359	1	195
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	303		*North-South:*	598
			East-West:	304		*East-West:*	476
			SUM:	607		*SUM:*	1074
VOLUME/CAPACITY *(V/C)* RATIO:				0.426			0.754
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.426			0.754
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
60	North-South Street:	La Brea Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	215	1	**215**
	Left-Through		0			0	
	Through	687	2	**236**	657	2	242
	Through-Right		1			1	
	Right	20	0	20	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	118	1	118
	Left-Through		0			0	
	Through	442	3	147	1042	3	**347**
	Through-Right		0			0	
	Right	49	1	19	60	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	100	1	100
	Left-Through		0			0	
	Through	156	1	**156**	369	1	**369**
	Through-Right		0			0	
	Right	98	1	31	234	1	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	**49**	69	1	**69**
	Left-Through		0			0	
	Through	281	2	141	296	2	148
	Through-Right		0			0	
	Right	69	1	40	84	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	295		*North-South:*	562
			East-West:	205		*East-West:*	438
			SUM:	500		*SUM:*	1000
	VOLUME/CAPACITY *(V/C)* RATIO:			0.364			0.727
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.364			0.727
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
61	North-South Street:	Airport Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	19	1	19
	Left-Through		0			0	
	Through	33	2	**17**	38	2	19
	Through-Right		0			0	
	Right	38	1	0	68	1	**44**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	219	2	77	509	2	178
	Left-Through		1			1	
	Through	20	1	20	17	1	17
	Through-Right		0			0	
	Right	324	1	**180**	485	1	**299**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	524	2	**288**	679	2	**373**
	Left-Through		0			0	
	Through	1645	4	411	2134	4	534
	Through-Right		0			0	
	Right	18	1	13	19	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	49	1	49
	Left-Through		0			0	
	Through	2584	4	**646**	1903	4	**476**
	Through-Right		0			0	
	Right	343	1	266	359	1	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	197		*North-South:*	343
			East-West:	934		*East-West:*	849
			SUM:	1131		*SUM:*	1192
	VOLUME/CAPACITY *(V/C)* RATIO:			0.823			0.867
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.723**			**0.767**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
62	North-South Street:	Aviation Boulevad	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	789	2	**434**	503	2	277
	Left-Through		0			0	
	Through	769	1	414	1237	1	**677**
	Through-Right		1			1	
	Right	59	0	59	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	55	109	2	**60**
	Left-Through		0			0	
	Through	460	2	**230**	559	2	280
	Through-Right		0			0	
	Right	151	1	0	144	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	1	**235**	397	1	**397**
	Left-Through		0			0	
	Through	1421	3	472	1949	3	569
	Through-Right		1			1	
	Right	468	0	468	328	0	328
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	110	1	110
	Left-Through		0			0	
	Through	1990	3	**530**	1722	3	**468**
	Through-Right		1			1	
	Right	130	0	130	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	664		*North-South:*	737
			East-West:	765		*East-West:*	865
			SUM:	1429		*SUM:*	1602
	VOLUME/CAPACITY *(V/C)* RATIO:			1.039			1.165
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.939**			**1.065**
	LEVEL OF SERVICE (LOS):			**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
63	North-South Street:	La Cienega Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	**198**	147	1	147
	Left-Through		0			0	
	Through	319	2	160	280	2	140
	Through-Right		0			0	
	Right	158	2	0	539	2	**226**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	126	424	1	**424**
	Left-Through		0			0	
	Through	493	2	247	789	2	395
	Through-Right		0			0	
	Right	728	2	**266**	494	2	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	200	1	200
	Left-Through		0			0	
	Through	853	3	284	1437	3	**479**
	Through-Right		0			0	
	Right	506	1	308	520	1	373
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	70	1	**70**
	Left-Through		0			0	
	Through	1430	3	**452**	1014	3	296
	Through-Right		1			1	
	Right	379	0	379	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	464		*North-South:*	650
			East-West:	586		*East-West:*	549
			SUM:	1050		*SUM:*	1199
	VOLUME/CAPACITY *(V/C)* RATIO:			0.764			0.872
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.664**			**0.772**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
64	North-South Street:	I-405 NB Ramps	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	819	2	**450**	369	2	203
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	130	368	1	**368**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	**20**	28	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	51	1	51
	Left-Through		0			0	
	Through	665	2	296	1609	2	**579**
	Through-Right		1			1	
	Right	518	1	0	708	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1587	2	**530**	1321	2	443
	Through-Right		1			1	
	Right	3	0	3	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	470		*North-South:*	368
			East-West:	545		*East-West:*	579
			SUM:	1015		*SUM:*	947
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.677			0.631
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
65	North-South Street:	Inglewood Avenue	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	68	1	**68**
	Left-Through		0			0	
	Through	172	0	225	275	0	400
	Through-Right		1			1	
	Right	53	0	0	125	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	100	1	100
	Left-Through		0			0	
	Through	163	0	**260**	379	0	**468**
	Through-Right		1			1	
	Right	97	0	0	89	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	144	1	144
	Left-Through		0			0	
	Through	683	2	241	1678	2	**618**
	Through-Right		1			1	
	Right	40	0	40	176	0	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	97	1	**97**
	Left-Through		0			0	
	Through	1368	2	**482**	1191	2	423
	Through-Right		1			1	
	Right	79	0	79	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	384		*North-South:*	536
			East-West:	541		*East-West:*	715
			SUM:	925		*SUM:*	1251
	VOLUME/CAPACITY *(V/C)* RATIO:			0.617			0.834
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.617			0.834
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
66	North-South Street:	La Brea Avenue	East-West Street:	Century Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	213	1	**213**	253	1	**253**
	Left-Through		0			0	
	Through	757	3	252	897	3	299
	Through-Right		0			0	
	Right	58	1	15	139	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	212	1	212
	Left-Through		0			0	
	Through	526	3	**175**	1073	3	**358**
	Through-Right		0			0	
	Right	108	1	44	108	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	169	1	169
	Left-Through		0			0	
	Through	591	2	265	1402	2	**545**
	Through-Right		1			1	
	Right	204	0	204	232	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	128	1	**128**
	Left-Through		0			0	
	Through	1091	2	**404**	946	2	362
	Through-Right		1			1	
	Right	122	0	122	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	388		*North-South:*	611
			East-West:	533		*East-West:*	673
			SUM:	921		*SUM:*	1284
	VOLUME/CAPACITY *(V/C)* RATIO:			0.670			0.934
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.670			0.934
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
73	North-South Street:	Centinela Avenue	East-West Street:	Culver Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	30	1	30
	Left-Through		0			0	
	Through	1135	2	**568**	1304	2	**652**
	Through-Right		0			0	
	Right	166	1	114	173	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	170	1	**170**
	Left-Through		0			0	
	Through	853	2	427	1360	2	680
	Through-Right		0			0	
	Right	92	1	0	166	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	291	1	291	113	1	**113**
	Left-Through		0			0	
	Through	835	1	**425**	553	1	285
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	105	1	**105**	119	1	119
	Left-Through		0			0	
	Through	303	1	226	609	1	**395**
	Through-Right		1			1	
	Right	148	0	148	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	822
			East-West:	530		*East-West:*	508
			SUM:	1228		*SUM:*	1330
	VOLUME/CAPACITY *(V/C)* RATIO:			0.819			0.887
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.719**			**0.787**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
74	North-South Street:	Centinela Avenue	East-West Street:	Sandford/SR-90 WB Ramps
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	20	1	20
	Left-Through		0			0	
	Through	662	2	331	1025	2	**513**
	Through-Right		0			0	
	Right	49	1	0	97	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1138	2	**382**	1451	2	490
	Through-Right		1			1	
	Right	8	0	8	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	0	**50**	29	0	**29**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	285	1	285	209	1	209
	Left-Through		0			0	
	Through	8	0	**314**	15	0	**305**
	Through-Right		0			0	
	Right	619	1	0	594	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	392		*North-South:*	513
			East-West:	364		*East-West:*	334
			SUM:	756		*SUM:*	847
	VOLUME/CAPACITY *(V/C)* RATIO:			0.531			0.594
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.431**			**0.494**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
75	North-South Street:	Centinela Avenue	East-West Street:	SR-90 EB Ramps
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	745	3	248	1103	3	**368**
	Through-Right		0			0	
	Right	308	1	**308**	227	1	227
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	382	2	**210**	710	2	**391**
	Left-Through		0			0	
	Through	997	2	499	1045	2	523
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	29	0	29
	Left-Through		0			0	
	Through	1	0	19	1	0	30
	Through-Right		0			0	
	Right	126	1	**126**	82	1	**82**
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	759
			East-West:	126		*East-West:*	82
			SUM:	644		*SUM:*	841
VOLUME/CAPACITY *(V/C)* RATIO:				0.452			0.590
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.352**			**0.490**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
76	North-South Street:	Centinela Avenue	East-West Street:	Jefferson Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	2	**9**	17	2	9
	Left-Through		0			0	
	Through	18	3	6	19	3	6
	Through-Right		0			0	
	Right	9	1	5	20	1	**19**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	403	2	222	773	2	**425**
	Left-Through		0			0	
	Through	19	2	10	10	2	5
	Through-Right		0			0	
	Right	615	1	**334**	477	1	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	511	2	**281**	511	2	**281**
	Left-Through		0			0	
	Through	843	3	281	1062	3	354
	Through-Right		0			0	
	Right	10	1	1	10	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	6	2	3
	Left-Through		0			0	
	Through	998	3	**333**	1113	3	**371**
	Through-Right		0			0	
	Right	371	1	149	413	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	343		*North-South:*	444
			East-West:	614		*East-West:*	652
			SUM:	957		*SUM:*	1096
	VOLUME/CAPACITY *(V/C)* RATIO:			0.696			0.797
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.596**			**0.697**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
81	North-South Street:	I-405 SB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	149	1	122
	Left-Through		0			0	
	Through	0	0	**169**	0	0	**122**
	Through-Right		0			0	
	Right	337	1	0	218	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	915	4	**229**	1143	4	286
	Through-Right		0			0	
	Right	219	1	219	312	1	**312**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	588	2	**323**
	Left-Through		0			0	
	Through	724	2	362	1088	2	544
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	169		*North-South:*	122
			East-West:	411		*East-West:*	635
			SUM:	580		*SUM:*	757
VOLUME/CAPACITY *(V/C)* RATIO:				0.407			0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.307**			**0.431**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
82	North-South Street:	I-405 NB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	149	294	1	294
	Left-Through		0			0	
	Through	42	0	**310**	37	0	**635**
	Through-Right		0			0	
	Right	268	0	0	598	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	264	2	**145**	203	2	**112**
	Left-Through		0			0	
	Through	780	2	390	1032	2	516
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1055	2	**352**	1375	2	**458**
	Through-Right		1			1	
	Right	179	1	179	187	1	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	310		*North-South:*	635
			East-West:	497		*East-West:*	570
			SUM:	807		*SUM:*	1205
	VOLUME/CAPACITY *(V/C)* RATIO:			0.566			0.846
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.466**			**0.746**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
91	North-South Street:	Falmouth Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	64	1	**64**
	Left-Through		0			0	
	Through	9	1	9	23	1	23
	Through-Right		0			0	
	Right	157	1	123	59	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	10	27	1	27
	Left-Through		0			0	
	Through	15	1	**15**	10	1	**10**
	Through-Right		0			0	
	Right	36	1	9	45	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	71	1	71
	Left-Through		0			0	
	Through	298	2	**149**	375	2	**188**
	Through-Right		0			0	
	Right	80	1	12	59	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	**69**	80	1	**80**
	Left-Through		0			0	
	Through	252	2	126	311	2	156
	Through-Right		0			0	
	Right	15	1	10	23	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	151		*North-South:*	74
			East-West:	218		*East-West:*	268
			SUM:	369		*SUM:*	342
	VOLUME/CAPACITY *(V/C)* RATIO:			0.246			0.228
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.146**			**0.128**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
92	North-South Street:	Falmouth Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	44	1	**44**
	Left-Through		0			0	
	Through	1	0	0	2	0	0
	Through-Right		0			0	
	Right	26	1	10	42	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	345	2	**190**	96	2	**53**
	Left-Through		0			0	
	Through	2	0	0	0	0	0
	Through-Right		0			0	
	Right	150	1	88	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	91	1	**91**
	Left-Through		0			0	
	Through	326	2	163	249	2	125
	Through-Right		0			0	
	Right	73	1	63	18	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	10	1	10
	Left-Through		0			0	
	Through	172	2	86	235	2	118
	Through-Right		0			0	
	Right	326	1	**231**	232	1	**206**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	211		*North-South:*	97
			East-West:	356		*East-West:*	297
			SUM:	567		*SUM:*	394
	VOLUME/CAPACITY *(V/C)* RATIO:			0.412			0.287
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.312**			**0.187**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
93	North-South Street:	Lincoln Boulevard	East-West Street:	Loyola Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	73	1	**73**
	Left-Through		0			0	
	Through	2316	4	**579**	1767	4	442
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1433	2	522	1836	2	**666**
	Through-Right		1			1	
	Right	133	0	133	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	**120**	187	2	**103**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	16	1	0	33	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	579		*North-South:*	739
			East-West:	120		*East-West:*	103
			SUM:	699		*SUM:*	842
	VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.491**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
94	North-South Street:	Loyola Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	7	14	1	14
	Left-Through		0			0	
	Through	9	2	**5**	4	2	**2**
	Through-Right		0			0	
	Right	0	1	0	2	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	1	**111**	85	1	**85**
	Left-Through		0			0	
	Through	54	1	54	25	1	25
	Through-Right		0			0	
	Right	60	1	13	89	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	70	1	**70**
	Left-Through		0			0	
	Through	423	2	212	280	2	140
	Through-Right		0			0	
	Right	176	1	173	43	1	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	2	1	2
	Left-Through		0			0	
	Through	480	2	240	368	2	**184**
	Through-Right		0			0	
	Right	329	1	**274**	180	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	116		*North-South:*	87
			East-West:	369		*East-West:*	254
			SUM:	485		*SUM:*	341
	VOLUME/CAPACITY *(V/C)* RATIO:			0.323			0.227
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.223**			**0.127**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
95	North-South Street:	McConnell Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	**64**	131	1	**72**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	5	1	0	19	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	525	2	177	368	2	**124**
	Through-Right		1			1	
	Right	5	0	5	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	2	36	46	2	**25**
	Left-Through		0			0	
	Through	671	3	**224**	432	3	144
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	64		*North-South:*	72
			East-West:	224		*East-West:*	149
			SUM:	288		*SUM:*	221
	VOLUME/CAPACITY *(V/C)* RATIO:			0.202			0.155
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.102**			**0.078**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
96	North-South Street:	Emerson Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	96	81	0	81
	Left-Through		1			1	
	Through	134	0	**148**	102	0	**120**
	Through-Right		1			1	
	Right	66	0	148	57	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	0	**160**	114	0	**114**
	Left-Through		1			1	
	Through	180	0	205	104	0	133
	Through-Right		1			1	
	Right	70	0	205	47	0	133
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	76	1	76
	Left-Through		0			0	
	Through	756	2	378	993	2	**497**
	Through-Right		0			0	
	Right	61	1	61	79	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	57	1	**57**
	Left-Through		0			0	
	Through	1074	2	**537**	762	2	381
	Through-Right		0			0	
	Right	141	1	141	134	1	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	308		*North-South:*	234
			East-West:	591		*East-West:*	554
			SUM:	899		*SUM:*	788
	VOLUME/CAPACITY *(V/C)* RATIO:			0.599			0.525
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.499**			**0.425**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
97	North-South Street:	La Tijera Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	2	**18**	11	2	**6**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	326	2	0	203	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	256	3	**90**	200	3	**70**
	Left-Through		0			0	
	Through	301	2	151	203	2	102
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	452	2	**226**	283	2	**142**
	Through-Right		0			0	
	Right	10	1	1	7	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	18		*North-South:*	6
			East-West:	316		*East-West:*	212
			SUM:	334		*SUM:*	218
	VOLUME/CAPACITY *(V/C)* RATIO:			0.234			0.153
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.134**			**0.076**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
98	North-South Street:	Sepulveda Westway	East-West Street:	La Tijera Boulevard
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	0	74	82	0	82
	Left-Through		0			0	
	Through	66	0	**150**	137	0	**315**
	Through-Right		0			0	
	Right	10	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	**54**	147	0	**147**
	Left-Through		0			0	
	Through	32	0	108	87	0	292
	Through-Right		0			0	
	Right	22	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	35	1	**35**	34	1	**34**
	Left-Through		0			0	
	Through	378	2	143	249	2	97
	Through-Right		1			1	
	Right	50	0	50	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	35	1	35
	Left-Through		0			0	
	Through	416	2	**165**	296	2	148
	Through-Right		1			1	
	Right	78	0	78	220	0	**220**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	204		*North-South:*	462
			East-West:	200		*East-West:*	254
			SUM:	404		*SUM:*	716
	VOLUME/CAPACITY *(V/C)* RATIO:			0.269			0.477
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.169**			**0.377**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
99	North-South Street:	Sepulveda Westway	East-West Street:	Westchester Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	18	0	18
	Left-Through		0			0	
	Through	1	0	7	42	0	**127**
	Through-Right		0			0	
	Right	4	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	42	0	42	110	0	**110**
	Left-Through		1			1	
	Through	31	0	**73**	78	0	188
	Through-Right		0			0	
	Right	22	1	16	51	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	**13**	12	1	**12**
	Left-Through		0			0	
	Through	286	2	143	164	2	82
	Through-Right		0			0	
	Right	43	1	43	42	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	82	1	82
	Left-Through		0			0	
	Through	430	2	**204**	228	2	114
	Through-Right		1			1	
	Right	181	0	181	173	0	**173**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	75		*North-South:*	237
			East-West:	217		*East-West:*	185
			SUM:	292		*SUM:*	422
	VOLUME/CAPACITY *(V/C)* RATIO:			0.195			0.281
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.097**			**0.181**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
100	North-South Street:	Airport Boulevard	East-West Street:	96th Street
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	118	1	118
	Left-Through		0			0	
	Through	550	2	275	1020	2	**510**
	Through-Right		0			0	
	Right	30	1	15	27	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	48	1	**48**
	Left-Through		0			0	
	Through	686	3	**229**	643	3	214
	Through-Right		0			0	
	Right	253	1	0	194	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	2	**45**	148	2	**81**
	Left-Through		0			0	
	Through	36	1	36	36	1	36
	Through-Right		0			0	
	Right	47	1	0	89	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	35	1	35
	Left-Through		0			0	
	Through	23	1	23	19	1	19
	Through-Right		0			0	
	Right	55	1	**27**	89	1	**65**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	349		*North-South:*	558
			East-West:	72		*East-West:*	146
			SUM:	421		*SUM:*	704
	VOLUME/CAPACITY *(V/C)* RATIO:			0.295			0.494
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.195**			**0.394**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
101	North-South Street:	Aviation Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	281	2	155	196	2	**108**
	Left-Through		0			0	
	Through	592	2	**296**	441	2	221
	Through-Right		0			0	
	Right	126	1	0	245	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	2	**136**	247	2	136
	Left-Through		0			0	
	Through	354	2	177	598	2	**299**
	Through-Right		0			0	
	Right	192	1	114	159	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	2	**78**	249	2	137
	Left-Through		0			0	
	Through	267	2	123	1208	2	**502**
	Through-Right		1			1	
	Right	102	0	102	298	0	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	2	129	278	2	**153**
	Left-Through		0			0	
	Through	905	3	302	405	3	135
	Through-Right		0			0	
	Right	744	1	**608**	434	1	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	432		*North-South:*	407
			East-West:	686		*East-West:*	655
			SUM:	1118		*SUM:*	1062
	VOLUME/CAPACITY *(V/C)* RATIO:			0.813			0.772
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.713**			**0.672**
	LEVEL OF SERVICE (LOS):			**C**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
103	North-South Street:	Lincoln Boulevard	East-West Street:	Rose Avenue
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	110	1	**110**
	Left-Through		0			0	
	Through	1767	2	**884**	1321	2	661
	Through-Right		0			0	
	Right	46	1	20	48	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	**96**	92	1	92
	Left-Through		0			0	
	Through	1544	2	772	1865	2	**933**
	Through-Right		0			0	
	Right	84	1	0	112	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	205	1	**205**	185	1	185
	Left-Through		0			0	
	Through	252	1	252	395	1	**395**
	Through-Right		0			0	
	Right	128	1	70	147	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	59	1	**59**
	Left-Through		0			0	
	Through	419	1	**419**	219	1	219
	Through-Right		0			0	
	Right	166	1	118	81	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	980		*North-South:*	1043
			East-West:	624		*East-West:*	454
			SUM:	1604		*SUM:*	1497
	VOLUME/CAPACITY *(V/C)* RATIO:			1.069			0.998
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.969**			**0.898**
	LEVEL OF SERVICE (LOS):			**E**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
104	North-South Street:	Culver Boulevard	East-West Street:	SR-90 WB Ramps
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	472	1	**472**	228	1	**228**
	Left-Through		0			0	
	Through	1311	2	656	568	2	284
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	279	2	140	935	2	**468**
	Through-Right		0			0	
	Right	400	1	**400**	295	1	218
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	154	1	154
	Left-Through		0			0	
	Through	118	0	**0**	0	0	0
	Through-Right		0			0	
	Right	175	1	0	526	1	**412**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	129	1	71	360	1	198
	Left-Through		1			1	
	Through	312	0	**392**	200	0	**237**
	Through-Right		1			1	
	Right	80	0	80	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	872		*North-South:*	696
			East-West:	392		*East-West:*	649
			SUM:	1264		*SUM:*	1345
	VOLUME/CAPACITY *(V/C)* RATIO:			0.919			0.978
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.819**			**0.878**
	LEVEL OF SERVICE (LOS):			**D**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
105	North-South Street:	Culver Boulevard	East-West Street:	SR-90 EB Ramps
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1716	3	**572**	703	3	234
	Through-Right		0			0	
	Right	950	2	523	181	2	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	276	1	276
	Left-Through		0			0	
	Through	492	2	246	1537	2	**769**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	103	1	**103**
	Left-Through		0			0	
	Through	1	1	1	3	1	3
	Through-Right		1			1	
	Right	28	0	28	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	769
			East-West:	94		*East-West:*	103
			SUM:	792		*SUM:*	872
	VOLUME/CAPACITY *(V/C)* RATIO:			0.556			0.612
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.456**			**0.512**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
106	North-South Street:	I-405 SB Ramps	East-West Street:	Howard Hughes Parkway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		3	NB -- 0	SB --	3
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	14	1	**14**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	860	2	**311**	600	2	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	2	162	578	2	**318**
	Left-Through		0			0	
	Through	770	2	**385**	564	2	282
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	231	3	77	208	3	69
	Through-Right		0			0	
	Right	21	1	8	139	1	**132**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	311		*North-South:*	14
			East-West:	385		*East-West:*	450
			SUM:	696		*SUM:*	464
VOLUME/CAPACITY *(V/C)* RATIO:				0.488			0.326
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.388**			**0.226**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
107	North-South Street:	Center Drive	East-West Street:	Howard Hughes Parkway/I-405 NB
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	2	**13**	156	2	86
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	1	1	209	1	**199**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	20	1	20
	Left-Through		0			0	
	Through	805	2	**403**	561	2	**281**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	205	3	68	164	3	55
	Through-Right		0			0	
	Right	188	1	175	65	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	13		*North-South:*	199
			East-West:	403		*East-West:*	281
			SUM:	416		*SUM:*	480
	VOLUME/CAPACITY *(V/C)* RATIO:			0.292			0.337
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.192**			**0.237**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

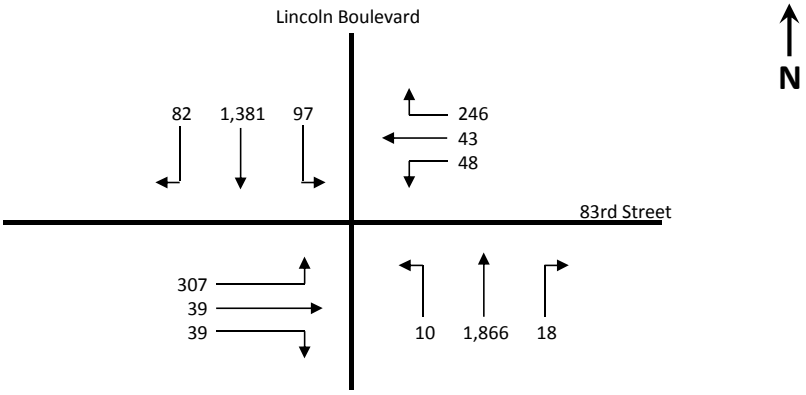
I/S #:	PROJECT TITLE:	LAX Northside		
108	North-South Street:	La Cienega Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future without Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	2	**54**	74	2	41
	Left-Through		0			0	
	Through	231	1	122	133	1	133
	Through-Right		1			1	
	Right	135	1	0	582	1	**303**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	2	31	422	2	**232**
	Left-Through		0			0	
	Through	261	1	**194**	556	1	315
	Through-Right		1			1	
	Right	322	1	0	388	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	382	2	**210**	233	2	128
	Left-Through		0			0	
	Through	229	3	76	1257	3	**419**
	Through-Right		0			0	
	Right	202	2	84	237	2	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	2	50	31	2	**17**
	Left-Through		0			0	
	Through	733	3	244	313	3	104
	Through-Right		0			0	
	Right	555	2	**290**	264	2	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	248		*North-South:*	535
			East-West:	500		*East-West:*	436
			SUM:	748		*SUM:*	971
	VOLUME/CAPACITY *(V/C)* RATIO:			0.544			0.706
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.444**			**0.606**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Intersection 11 - Lincoln Boulevard & 83rd Street

Future without Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 97 and

Northbound Throughs + Rights:

$$\frac{1{,}866 + 18}{4} = \frac{1{,}884}{4} = 471$$

Total: 97 + 471 = 568 or

Northbound Lefts to 83rd Street: 10 and

Southbound Throughs and Rights:

$$\frac{1{,}381 + 82}{2.5} = \frac{1{,}463}{2.5} = 585$$

Total: 10 + 585 = 595

Critical Volume #1 (CV1): **595**

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 48 and

Eastbound Throughs + Rights:

$$\frac{39 + 39}{1} = \frac{78}{1} = 78$$

Total: 48 + 78 = 126 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{307}{2} \times 1.10 = 169$$

Westbound Throughs: 43 or

Westbound Rights:

Total Westbound Right-Turn Volume:	246
Volume Reduced by Overlapping Arrow:	97
Westbound Right-Turn Volume During Phase:	149

Total: 169 + 149 = 318

Critical Volume #2 (CV2): **318**

Critical Volume: 595 + 318 = **913**

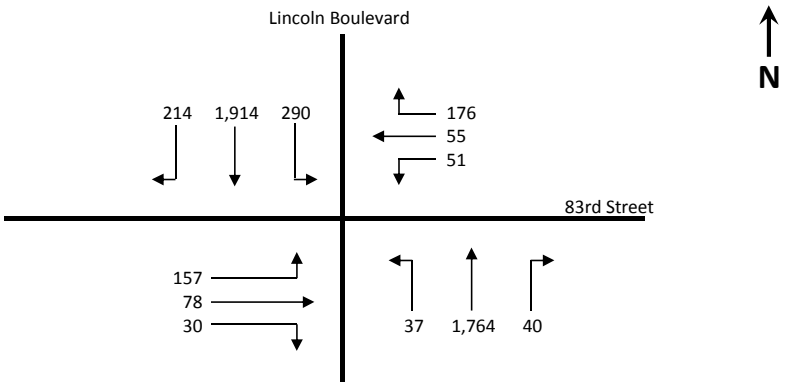
Intersection V/C: $\frac{913}{1375}$ = **0.664**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.564 **Intersection LOS: A**

Intersection 11 - Lincoln Boulevard & 83rd Street

Future without Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 290 and

Northbound Throughs + Rights:

$$\frac{1{,}764 + 40}{3.5} = \frac{1{,}804}{3.5} = 515$$

Total: 290 + 515 = 805 or

Northbound Lefts to 83rd Street: 37 and

Southbound Throughs + Rights:

$$\frac{1{,}914 + 214}{3} = \frac{2{,}128}{3} = 709$$

Total: 37 + 709 = 746

Critical Volume #1 (CV1): **805**

0

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 51 and

Eastbound Throughs + Rights:

$$\frac{78 + 30}{1} = \frac{108}{1} = 108$$

Total: 51 + 108 = 159 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{157}{2} = 79$$

Westbound Throughs: 55 or

Westbound Rights:

Total Westbound Right-Turn Volume:	176
Volume Reduced by Overlapping Arrow:	290
Westbound Right-Turn Volume During Phase:	0

Total: 79 + 55 = 134

Critical Volume #2 (CV2): **159**

Critical Volume: 805 + 159 = **964**

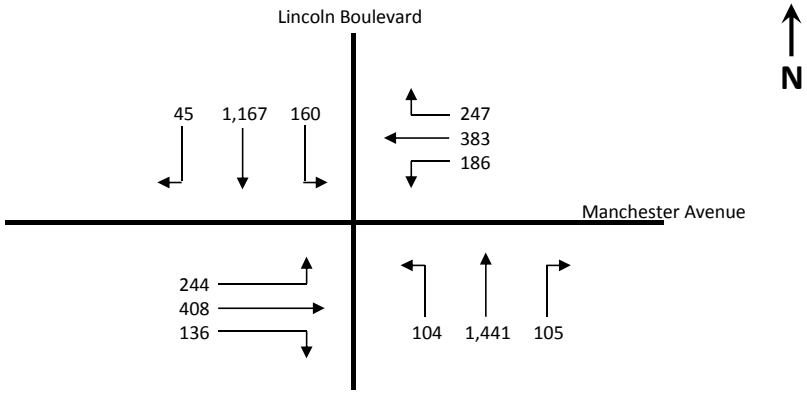
Intersection V/C: $\frac{964}{1375}$ = **0.701**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.601 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Future without Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 160 and

Northbound Throughs + Rights:

$$\frac{1{,}441 + 105}{4} = \frac{1{,}546}{4} = 387$$

Total: 160 + 387 = 547 or

Northbound Lefts to Manchester Avenue: 104 and

Southbound Throughs + Rights:

$$\frac{1{,}167 + 45}{3} = \frac{1{,}212}{3} = 404$$

Total: 104 + 404 = 508

Critical Volume #1 (CV1): **547**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 186 and

Eastbound Throughs: $\frac{408}{2} = 204$ or

Total Eastbound Right-Turn Volume:	136
Volume Reduced by Overlapping Arrow:	104
Eastbound Right-Turn Volume During Phase:	32

Total: 186 + 204 = 390 or

Estbound Lefts to Lincoln Boulevard: 244 and

Westbound Throughs: $\frac{383}{2} = 192$ or

Total Westbound Right-Turn Volume:	247
Volume Reduced by Overlapping Arrow:	160
Westbound Right-Turn Volume During Phase:	87

Total: 244 + 192 = 436

Critical Volume #2 (CV2): **436**

Critical Volume: 547 + 436 = **983**

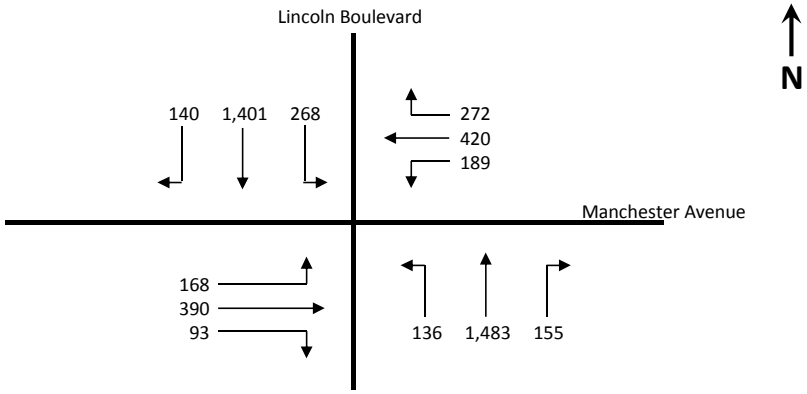
Intersection V/C: $\frac{983}{1375} =$ **0.715**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.615 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Future without Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 268 and

Northbound Throughs + Rights:

$$\frac{\frac{1{,}483 + 155}{3.75}}{3.75} = \frac{1{,}638}{3.75} = 437$$

Total: 268 + 437 = 705 or

Northbound Lefts to Manchester Avenue: 136 and

Southbound Throughs + Rights:

$$\frac{\frac{1{,}401 + 140}{3}}{3} = \frac{1{,}541}{3} = 514$$

Total: 136 + 514 = 650

Critical Volume #1 (CV1): **705**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 189 and

Eastbound Throughs: $\frac{390}{2} = 195$ or

Total Eastbound Right-Turn Volume:	93
Volume Reduced by Overlapping Arrow:	136
Eastbound Right-Turn Volume During Phase:	0

Total: 189 + 195 = 384 or

Estbound Lefts to Lincoln Boulevard: 168 and

Westbound Throughs: $\frac{420}{2} = 210$ or

Total Westbound Right-Turn Volume:	272
Volume Reduced by Overlapping Arrow:	268
Westbound Right-Turn Volume During Phase:	4

Total: 168 + 210 = 378

Critical Volume #2 (CV2): **384**

Critical Volume: 705 + 384 = **1089**

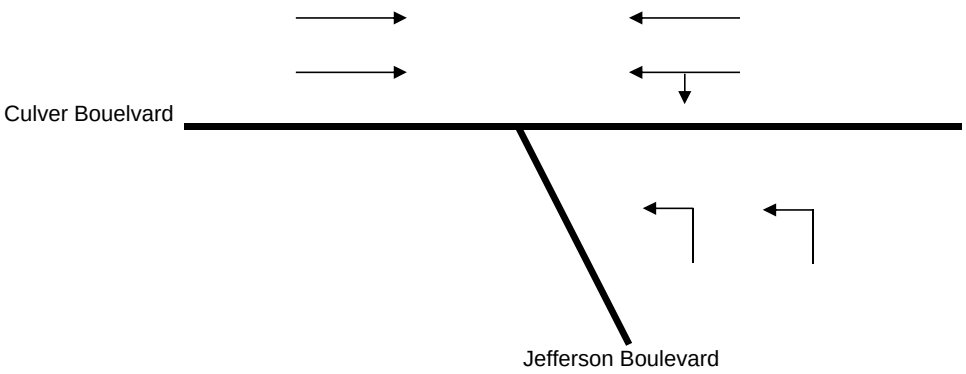
Intersection V/C: $\frac{1089}{1375} =$ **0.792**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.692 **Intersection LOS: B**

Intersection 14

Culver Boulevard & Jefferson Boulevard
Future without Project (Year 2022) Conditions - AM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	405	20	3	0	385	550	2029	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

385 x 55% = 212

Critical Volume: 212

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{2029}{2} + \frac{20}{1} \right\} = 1035$ *or*

2. PCE Factor = 1

$$\left\{ \frac{405}{2} + \frac{(\ 20 \times 1\ )}{1} \right\} = 223$$

Critical Volume: 1035

Critical Volume = 212 + 1035 = **1247**
Intersection Capacity = 1500 (2-phase)

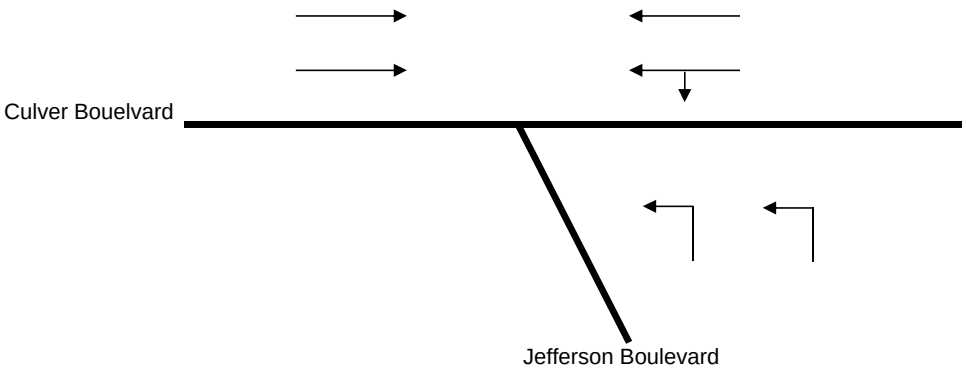
Intersection V/C = $\frac{1247}{1500}$ = 0.831

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.731
Intersection LOS: C

Intersection 14

Culver Boulevard & Jefferson Boulevard
Future without Project (Year 2022) Conditions - PM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	1240	59	8	0	827	306	844	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

827 x 55% = 455

Critical Volume: 455

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{844}{2} + \frac{59}{1} \right\} = 481$ *or*

2. PCE Factor = 2

$$\left\{ \frac{1240}{2} + \frac{(59 \times 2)}{1} \right\} = 738$$

Critical Volume: 738

Critical Volume = 455 + 738 = **1193**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1193}{1500}$ = 0.795

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.695
Intersection LOS: B

LAX Northside

Intersection Capacity Utilization Analysis

22. HIGHLAND AVENUE & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	W		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	15	0.000		N/S 1:	0.422 *
Southbound	Through	1.00	1,600	273	0.171		N/S 2:	0.172
	Left	1.00	1,600	254	0.159	*	E/W 1:	0.174
	Right	1.00	1,600	622	0.230	*	E/W 2:	0.304 *
Westbound	Through	1.00	1,600	50	0.031			
	Left	1.00	1,600	69	0.043		V/C Ratio:	0.726
	Right	0.00	0	83	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	760	0.263	*	ITS:	0.000
	Left	1.00	1,600	2	0.001			
	Right	0.00	0	12	0.000		ICU:	0.826
Eastbound	Through	1.00	1,600	80	0.131			
	Left	0.00	1,600	118	0.074	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	34	0.009		N/S 1:	0.414
Southbound	Through	1.00	1,600	701	0.438	*	N/S 2:	0.444 *
	Left	1.00	1,600	399	0.249		E/W 1:	0.169 *
	Right	1.00	1,600	399	0.000		E/W 2:	0.094
Westbound	Through	1.00	1,600	110	0.069			
	Left	1.00	1,600	159	0.099	*	V/C Ratio:	0.613
	Right	0.00	0	107	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	422	0.165		ITS:	0.000
	Left	1.00	1,600	10	0.006	*		
	Right	0.00	0	13	0.000		ICU:	0.713
Eastbound	Through	1.00	1,600	59	0.070	*		
	Left	0.00	1,600	40	0.025		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

23. SEPULVEDA BOULEVARD & CENTINELA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	65	0.018		N/S 1:	0.303
Southbound	Through	3.00	4,800	869	0.181	*	N/S 2:	0.437 *
	Left	2.00	2,560	49	0.019		E/W 1:	0.179
	Right	0.00	0	232	0.000		E/W 2:	0.344 *
Westbound	Through	2.00	3,200	720	0.298	*		
	Left	2.00	2,560	317	0.124		V/C Ratio:	0.781
	Right	1.00	1,600	232	0.083		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,365	0.284		ITS:	-0.070
	Left	2.00	2,560	656	0.256	*		
	Right	2.00	3,200	402	0.000		ICU:	0.811
Eastbound	Through	3.00	4,800	264	0.055			
	Left	1.00	1,600	73	0.046	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	65	0.000		N/S 1:	0.347
Southbound	Through	3.00	4,800	1,459	0.304	*	N/S 2:	0.499 *
	Left	2.00	2,560	177	0.069		E/W 1:	0.281
	Right	0.00	0	185	0.000		E/W 2:	0.286 *
Westbound	Through	2.00	3,200	457	0.201	*		
	Left	2.00	2,560	350	0.137		V/C Ratio:	0.785
	Right	1.00	1,600	254	0.090		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,334	0.278		ITS:	-0.070
	Left	2.00	2,560	499	0.195	*		
	Right	2.00	3,200	792	0.053		ICU:	0.815
Eastbound	Through	3.00	4,800	691	0.144			
	Left	1.00	1,600	136	0.085	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

35. SEPULVEDA BOULEVARD & MARIPOSA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	71	0.000		N/S 1:	0.505	*
Southbound	Through	4.00	6,400	1,812	0.294		N/S 2:	0.342	
	Left	2.00	2,560	396	0.155	*	E/W 1:	0.180	*
	Right	1.00	1,600	84	0.000		E/W 2:	0.123	
Westbound	Through	1.00	1,600	98	0.061				
	Left	1.00	1,600	84	0.053	*	V/C Ratio:	0.685	
	Right	1.00	1,600	139	0.061		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,242	0.350	*	ITS:	0.000	
	Left	1.00	1,600	76	0.048				
	Right	0.00	0	46	0.000		ICU:	0.785	
Eastbound	Through	1.00	1,600	157	0.127	*			
	Left	1.00	1,600	99	0.062		LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	106	0.000		N/S 1:	0.458	*
Southbound	Through	4.00	6,400	2,308	0.377	*	N/S 2:	0.458	
	Left	2.00	2,560	203	0.079	*	E/W 1:	0.247	*
	Right	1.00	1,600	281	0.136		E/W 2:	0.207	
Westbound	Through	1.00	1,600	206	0.129				
	Left	1.00	1,600	178	0.111	*	V/C Ratio:	0.705	
	Right	1.00	1,600	201	0.070		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,423	0.379	*	ITS:	0.000	
	Left	1.00	1,600	130	0.081	*			
	Right	0.00	0	50	0.000		ICU:	0.805	
Eastbound	Through	1.00	1,600	167	0.136	*			
	Left	1.00	1,600	113	0.071		LOS:	D	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

36. SEPULVEDA BOULEVARD & GRAND AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	218	0.000		N/S 1:	0.570	*
Southbound	Through	4.00	6,400	1,265	0.232		N/S 2:	0.295	
	Left	1.00	1,600	359	0.224	*	E/W 1:	0.120	*
	Right	1.00	1,600	85	0.000		E/W 2:	0.000	
Westbound	Through	2.00	3,200	38	0.012				
	Left	2.00	2,560	56	0.022	*	V/C Ratio:	0.690	
	Right	1.00	1,600	393	0.224		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,217	0.346	*	ITS:	0.000	
	Left	1.00	1,600	101	0.063				
	Right	0.00	0	80	0.000		ICU:	0.790	
Eastbound	Through	1.76	2,809	140	0.078				
	Left	1.24	1,593	156	0.098	*	LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	128	0.000		N/S 1:	0.396	
Southbound	Through	4.00	6,400	2,343	0.386	*	N/S 2:	0.500	*
	Left	1.00	1,600	132	0.083		E/W 1:	0.308	*
	Right	1.00	1,600	305	0.149		E/W 2:	0.000	
Westbound	Through	2.00	3,200	239	0.075				
	Left	2.00	2,560	464	0.181	*	V/C Ratio:	0.808	
	Right	1.00	1,600	123	0.000		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,006	0.313		ITS:	0.000	
	Left	1.00	1,600	182	0.114	*			
	Right	0.00	1,600	181	0.113		ICU:	0.908	
Eastbound	Through	1.49	788	80	0.102				
	Left	1.51	1,930	245	0.127	*	LOS:	E	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

37. SEPULVEDA BOULEVARD & EL SEGUNDO AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	130	0.041		N/S 1:	0.511 *
Southbound	Through	4.00	6,400	1,023	0.160		N/S 2:	0.245
	Left	2.00	2,560	247	0.096	*	E/W 1:	0.153
	Right	1.00	1,600	208	0.082		E/W 2:	0.181 *
Westbound	Through	2.00	3,200	324	0.101	*		
	Left	2.00	2,560	138	0.054		V/C Ratio:	0.692
	Right	0.00	0	202	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,454	0.415	*	ITS:	0.000
	Left	2.00	2,560	218	0.085			
	Right	1.00	1,600	227	0.099		ICU:	0.792
Eastbound	Through	2.00	3,200	250	0.078			
	Left	1.00	1,600	128	0.080	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	80	0.005		N/S 1:	0.382
Southbound	Through	4.00	6,400	2,560	0.400	*	N/S 2:	0.515 *
	Left	2.00	2,560	224	0.088		E/W 1:	0.394 *
	Right	1.00	1,600	319	0.156		E/W 2:	0.247
Westbound	Through	2.00	3,200	369	0.115			
	Left	2.00	2,560	520	0.203	*	V/C Ratio:	0.909
	Right	0.00	0	179	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,703	0.294		ITS:	0.000
	Left	2.00	2,560	295	0.115	*		
	Right	1.00	1,600	398	0.191	*	ICU:	1.009
Eastbound	Through	2.00	3,200	426	0.133			
	Left	1.00	1,600	145	0.091		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

38. SEPULVEDA BOULEVARD & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	99	0.016		N/S 1:	0.543 *
Southbound	Through	3.00	4,800	1,044	0.218		N/S 2:	0.305
	Left	2.00	2,560	289	0.113	*	E/W 1:	0.159
	Right [1]	1.00	1,600	571	0.000		E/W 2:	0.176 *
Westbound	Through	2.00	3,200	269	0.084	*		
	Left	2.00	2,560	0	0.000		V/C Ratio:	0.719
	Right	1.00	1,600	332	0.208		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,754	0.430	*	ITS:	0.000
	Left	2.00	2,560	223	0.087			
	Right	1.00	1,600	99	0.018		ICU:	0.819
Eastbound	Through	3.00	4,800	765	0.159			
	Left	2.00	2,560	236	0.092	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	457	0.212		N/S 1:	0.493
Southbound	Through	3.00	4,800	2,552	0.532	*	N/S 2:	0.726 *
	Left	2.00	2,560	500	0.195		E/W 1:	0.173
	Right [1]	1.00	1,600	792	0.000		E/W 2:	0.328 *
Westbound	Through	2.00	3,200	579	0.181	*		
	Left	2.00	2,560	0	0.000		V/C Ratio:	1.054
	Right	1.00	1,600	476	0.298		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,387	0.217		ITS:	0.000
	Left	2.00	2,560	496	0.194	*		
	Right [2]	1.00	1,600	277	0.173		ICU:	1.154
Eastbound	Through	3.00	4,800	630	0.131			
	Left	2.00	2,560	377	0.147	*	LOS:	F

* Critical Movement [1] Free Right Turn [2] No Right Turn on Red (P.M. Peak Hour only)

LAX Northside

Intersection Capacity Utilization Analysis

67. INGLEWOOD AVENUE & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	29	0.000	N/S 1:	0.225
Southbound	Through	1.00	1,600	257	0.179 *	N/S 2:	0.227 *
	Left	1.00	1,600	41	0.026	E/W 1:	0.125
	Right	0.00	0	39	0.000	E/W 2:	0.140 *
Westbound	Through	1.00	1,600	176	0.134 *		
	Left	1.00	1,600	40	0.025	V/C Ratio:	0.367
	Right	0.00	0	70	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	249	0.199	ITS:	0.000
	Left	1.00	1,600	77	0.048 *		
	Right	0.00	0	40	0.000	ICU:	0.467
Eastbound	Through	1.00	1,600	120	0.100		
	Left	1.00	1,600	9	0.006 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	30	0.000	N/S 1:	0.343
Southbound	Through	1.00	1,600	505	0.334 *	N/S 2:	0.385 *
	Left	1.00	1,600	71	0.044	E/W 1:	0.319 *
	Right	0.00	0	37	0.000	E/W 2:	0.145
Westbound	Through	1.00	1,600	153	0.119		
	Left	1.00	1,600	98	0.061 *	V/C Ratio:	0.704
	Right	0.00	0	139	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	339	0.299	ITS:	0.000
	Left	1.00	1,600	82	0.051 *		
	Right	0.00	0	81	0.000	ICU:	0.804
Eastbound	Through	1.00	1,600	332	0.258 *		
	Left	1.00	1,600	41	0.026	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

68. HAWTHORNE BOULEVARD & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	34	0.000		N/S 1:	0.208	
Southbound	Through	3.00	4,800	835	0.181	*	N/S 2:	0.243	*
	Left	1.00	1,600	56	0.035		E/W 1:	0.137	*
	Right	1.00	1,600	121	0.058		E/W 2:	0.134	
Westbound	Through	1.00	1,600	164	0.103				
	Left	1.00	1,600	65	0.041	*	V/C Ratio:	0.380	
	Right	1.00	1,600	56	0.015		Loss Time:	0.100	
Northbound	Through	3.00	4,800	828	0.173		ITS:	0.000	
	Left	1.00	1,600	99	0.062	*			
	Right	0.00	1,600	154	0.096	*	ICU:	0.480	
Eastbound	Through	2.00	1,600	101	0.063				
	Left	1.00	1,600	49	0.031		LOS:	A	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	79	0.000		N/S 1:	0.345	
Southbound	Through	3.00	4,800	1,353	0.298	*	N/S 2:	0.454	*
	Left	1.00	1,600	114	0.071		E/W 1:	0.240	*
	Right	1.00	1,600	73	0.010		E/W 2:	0.215	
Westbound	Through	1.00	1,600	225	0.141				
	Left	1.00	1,600	117	0.073	*	V/C Ratio:	0.694	
	Right	1.00	1,600	125	0.042		Loss Time:	0.100	
Northbound	Through	3.00	4,800	1,315	0.274		ITS:	0.000	
	Left	1.00	1,600	249	0.156	*			
	Right	0.00	0	175	0.000		ICU:	0.794	
Eastbound	Through	2.00	3,200	359	0.167	*			
	Left	1.00	1,600	119	0.074		LOS:	C	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

69. INGLEWOOD AVENUE & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	169	0.082		N/S 1:	0.198
Southbound	Through	1.00	1,600	270	0.169	*	N/S 2:	0.313 *
	Left	1.00	1,600	109	0.068		E/W 1:	0.141
	Right	0.00	0	98	0.000		E/W 2:	0.316 *
Westbound	Through	3.00	4,800	1,186	0.268	*		
	Left	1.00	1,600	95	0.059		V/C Ratio:	0.629
	Right	1.00	1,600	108	0.038		Loss Time:	0.100
Northbound	Through	1.00	1,600	208	0.130		ITS:	0.000
	Left	1.00	1,600	230	0.144	*		
	Right	0.00	0	39	0.000		ICU:	0.729
Eastbound	Through	3.00	4,800	354	0.082			
	Left	1.00	1,600	76	0.048	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	70	0.000		N/S 1:	0.420
Southbound	Through	1.00	1,600	907	0.567	*	N/S 2:	0.639 *
	Left	1.00	1,600	190	0.119		E/W 1:	0.501 *
	Right	0.00	0	235	0.000		E/W 2:	0.338
Westbound	Through	3.00	4,800	579	0.170			
	Left	1.00	1,600	148	0.093	*	V/C Ratio:	1.140
	Right	1.00	1,600	177	0.064		Loss Time:	0.100
Northbound	Through	1.00	1,600	482	0.301		ITS:	0.000
	Left	1.00	1,600	115	0.072	*		
	Right	0.00	0	154	0.000		ICU:	1.240
Eastbound	Through	3.00	4,800	1,804	0.408	*		
	Left	1.00	1,600	269	0.168		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

70. HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	173	0.000		N/S 1:	0.206
Southbound	Through	3.00	4,800	722	0.186	*	N/S 2:	0.265 *
	Left	1.00	1,600	139	0.087		E/W 1:	0.203
	Right	0.00	0	118	0.000		E/W 2:	0.288 *
Westbound	Through	3.00	4,800	938	0.220	*		
	Left	1.00	1,600	174	0.109		V/C Ratio:	0.553
	Right	1.00	1,600	198	0.069		Loss Time:	0.100
Northbound	Through	3.00	4,800	570	0.119		ITS:	0.000
	Left	2.00	2,560	201	0.079	*		
	Right	0.00	0	75	0.000		ICU:	0.653
Eastbound	Through	3.00	4,800	374	0.094			
	Left	1.00	1,600	108	0.068	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	159	0.000		N/S 1:	0.296
Southbound	Through	3.00	4,800	1,234	0.290	*	N/S 2:	0.372 *
	Left	1.00	1,600	200	0.125		E/W 1:	0.482 *
	Right	0.00	0	108	0.000		E/W 2:	0.206
Westbound	Through	3.00	4,800	431	0.112			
	Left	1.00	1,600	127	0.079	*	V/C Ratio:	0.854
	Right	1.00	1,600	280	0.135		Loss Time:	0.100
Northbound	Through	3.00	4,800	823	0.171		ITS:	0.000
	Left	2.00	2,560	210	0.082	*		
	Right	0.00	0	192	0.000		ICU:	0.954
Eastbound	Through	3.00	4,800	1,742	0.403	*		
	Left	1.00	1,600	151	0.094		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

71. INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	96	0.000		N/S 1:	0.169
Southbound	Through	2.00	3,200	349	0.139	*	N/S 2:	0.264 *
	Left	1.00	1,600	38	0.024		E/W 1:	0.164
	Right	0.00	0	87	0.000		E/W 2:	0.298 *
Westbound	Through	3.00	4,800	1,140	0.256	*		
	Left	1.00	1,600	110	0.069		V/C Ratio:	0.562
	Right	0.00	0	76	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	387	0.145		ITS:	0.000
	Left	1.00	1,600	200	0.125	*		
	Right	0.00	0	87	0.000		ICU:	0.662
Eastbound	Through	3.00	4,800	371	0.095			
	Left	1.00	1,600	67	0.042	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	87	0.000		N/S 1:	0.304
Southbound	Through	2.00	3,200	774	0.269	*	N/S 2:	0.343 *
	Left	1.00	1,600	89	0.056		E/W 1:	0.600 *
	Right	0.00	0	160	0.000		E/W 2:	0.302
Westbound	Through	3.00	4,800	667	0.172			
	Left	1.00	1,600	202	0.126	*	V/C Ratio:	0.943
	Right	0.00	0	130	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	663	0.248		ITS:	0.000
	Left	1.00	1,600	119	0.074	*		
	Right	0.00	0	289	0.000		ICU:	1.043
Eastbound	Through	3.00	4,800	1,988	0.474	*		
	Left	1.00	1,600	208	0.130		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

72. HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	58	0.012		N/S 1:	0.209
Southbound	Through	3.00	4,800	762	0.159	*	N/S 2:	0.264 *
	Left	2.00	2,560	212	0.083		E/W 1:	0.221
	Right	0.00	0	214	0.000		E/W 2:	0.313 *
Westbound	Through	3.00	4,800	1,053	0.264	*		
	Left	1.00	1,600	159	0.099		V/C Ratio:	0.577
	Right	0.00	0	109	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	696	0.126		ITS:	0.000
	Left	2.00	2,560	270	0.105	*		
	Right	0.00	0	124	0.000		ICU:	0.677
Eastbound	Through	3.00	4,800	461	0.122			
	Left	1.00	1,600	79	0.049	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	109	0.018		N/S 1:	0.344
Southbound	Through	3.00	4,800	1,855	0.386	*	N/S 2:	0.470 *
	Left	2.00	2,560	354	0.138		E/W 1:	0.663 *
	Right	0.00	0	168	0.000		E/W 2:	0.283
Westbound	Through	3.00	4,800	715	0.184			
	Left	1.00	1,600	149	0.093	*	V/C Ratio:	1.133
	Right	0.00	0	216	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,105	0.206		ITS:	0.000
	Left	2.00	2,560	216	0.084	*		
	Right	0.00	0	453	0.000		ICU:	1.233
Eastbound	Through	3.00	4,800	2,285	0.570	*		
	Left	1.00	1,600	159	0.099		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

77. SEPULVEDA BOULEVARD & WASHINGTON PLACE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	69	0.000		N/S 1:	0.380 *
Southbound	Through	2.00	3,200	455	0.142		N/S 2:	0.193
	Left	1.00	1,600	20	0.013	*	E/W 1:	0.238
	Right	1.00	1,600	50	0.025		E/W 2:	0.268 *
Westbound	Through	2.00	3,200	441	0.138	*		
	Left	1.00	1,600	75	0.047		V/C Ratio:	0.648
	Right	0.00	0	87	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	1,088	0.367	*	ITS:	-0.070
	Left	1.00	1,600	81	0.051			
	Right	1.00	1,600	72	0.020		ICU:	0.678
Eastbound	Through	2.00	3,200	612	0.191			
	Left	1.00	1,600	208	0.130	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	125	0.031		N/S 1:	0.404 *
Southbound	Through	2.00	3,200	870	0.272		N/S 2:	0.340
	Left	1.00	1,600	47	0.029	*	E/W 1:	0.249
	Right	1.00	1,600	80	0.035		E/W 2:	0.273 *
Westbound	Through	2.00	3,200	572	0.179	*		
	Left	1.00	1,600	111	0.069		V/C Ratio:	0.677
	Right	0.00	0	88	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	1,111	0.375	*	ITS:	-0.070
	Left	1.00	1,600	109	0.068			
	Right	1.00	1,600	111	0.035		ICU:	0.707
Eastbound	Through	2.00	3,200	577	0.180			
	Left	1.00	1,600	150	0.094	*	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

78. SEPULVEDA BOULEVARD & WASHINGTON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	72	0.000	N/S 1:	0.345 *
Southbound	Through	2.00	3,200	466	0.168	N/S 2:	0.198
	Left	1.00	1,600	11	0.007 *	E/W 1:	0.217
	Right	0.00	0	62	0.000	E/W 2:	0.317 *
Westbound	Through	2.00	3,200	460	0.163 *		
	Left	1.00	1,600	27	0.017	V/C Ratio:	0.662
	Right	0.00	0	30	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,050	0.338 *	ITS:	-0.070
	Left	1.00	1,600	48	0.030		
	Right	0.00	0	49	0.000	ICU:	0.692
Eastbound	Through	2.00	3,200	592	0.200		
	Left	1.00	1,600	246	0.154 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	95	0.000	N/S 1:	0.363 *
Southbound	Through	2.00	3,200	888	0.307	N/S 2:	0.356
	Left	1.00	1,600	22	0.014 *	E/W 1:	0.242
	Right	0.00	0	58	0.000	E/W 2:	0.276 *
Westbound	Through	2.00	3,200	549	0.190 *		
	Left	1.00	1,600	33	0.021	V/C Ratio:	0.639
	Right	0.00	0	47	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,071	0.349 *	ITS:	-0.070
	Left	1.00	1,600	78	0.049		
	Right	0.00	0	80	0.000	ICU:	0.669
Eastbound	Through	2.00	3,200	626	0.221		
	Left	1.00	1,600	137	0.086 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

79. SAWTELLE BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	96	0.000		N/S 1:	0.262 *
Southbound	Through	2.00	3,200	350	0.139		N/S 2:	0.170
	Left	1.00	1,600	189	0.118	*	E/W 1:	0.356 *
	Right	0.00	0	148	0.000		E/W 2:	0.306
Westbound	Through	2.00	3,200	595	0.232			
	Left	1.00	1,600	200	0.125	*	V/C Ratio:	0.618
	Right	0.00	0	176	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	284	0.144	*	ITS:	-0.070
	Left	1.00	1,600	49	0.031			
	Right	0.00	0	65	0.000		ICU:	0.648
Eastbound	Through	3.00	4,800	1,045	0.231	*		
	Left	1.00	1,600	119	0.074		LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	236	0.000		N/S 1:	0.214
Southbound	Through	2.00	3,200	785	0.319	*	N/S 2:	0.368 *
	Left	1.00	1,600	112	0.070		E/W 1:	0.400 *
	Right	0.00	0	189	0.000		E/W 2:	0.400
Westbound	Through	2.00	3,200	903	0.341	*		
	Left	1.00	1,600	327	0.204	*	V/C Ratio:	0.768
	Right	0.00	0	84	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	376	0.144		ITS:	-0.070
	Left	1.00	1,600	78	0.049	*		
	Right	0.00	0	80	0.000		ICU:	0.798
Eastbound	Through	3.00	4,800	859	0.196	*		
	Left	1.00	1,600	94	0.059	*	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

80. SEPULVEDA BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	87	0.000		N/S 1:	0.285	*
Southbound	Through	2.00	3,200	461	0.144		N/S 2:	0.190	
	Left	1.00	1,600	38	0.024	*	E/W 1:	0.399	*
	Right	0.00	0	59	0.000		E/W 2:	0.272	
Westbound	Through	3.00	4,800	725	0.163				
	Left	2.00	2,560	82	0.032	*	V/C Ratio:	0.684	
	Right	1.00	1,600	154	0.080		Loss Time:	0.100	
Northbound	Through	2.00	3,200	836	0.261	*	ITS:	-0.070	
	Left	2.00	2,560	119	0.046				
	Right	0.00	0	64	0.000		ICU:	0.714	
Eastbound	Through	2.00	3,200	1,110	0.367	*			
	Left	2.00	2,560	278	0.109		LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	221	0.076		N/S 1:	0.318	*
Southbound	Through	2.00	3,200	850	0.266		N/S 2:	0.316	
	Left	1.00	1,600	78	0.049	*	E/W 1:	0.272	
	Right	0.00	0	46	0.000		E/W 2:	0.359	*
Westbound	Through	3.00	4,800	1,087	0.236	*			
	Left	2.00	2,560	139	0.054		V/C Ratio:	0.677	
	Right	1.00	1,600	146	0.064		Loss Time:	0.100	
Northbound	Through	2.00	3,200	860	0.269	*	ITS:	-0.070	
	Left	2.00	2,560	129	0.050				
	Right	0.00	0	119	0.000		ICU:	0.707	
Eastbound	Through	2.00	3,200	580	0.218				
	Left	2.00	2,560	316	0.123	*	LOS:	C	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

83. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	8	0.000	N/S 1:	0.248 *
Southbound	Through	3.00	4,800	694	0.146	N/S 2:	0.147
	Left	0.00	0	0	0.000 *	E/W 1:	0.249 *
	Right	0.00	1,600	10	0.006	E/W 2:	0.006
Westbound	Through	3.00	3,200	4	0.001		
	Left	2.96	3,784	941	0.249 *	V/C Ratio:	0.497
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,190	0.248 *	ITS:	-0.070
	Left	0.00	1,600	2	0.001		
	Right	0.00	0	0	0.000	ICU:	0.527
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	10	0.000	N/S 1:	0.286 *
Southbound	Through	3.00	4,800	1,166	0.245	N/S 2:	0.254
	Left	0.00	0	0	0.000 *	E/W 1:	0.237 *
	Right	0.00	1,600	29	0.018	E/W 2:	0.018
Westbound	Through	3.00	3,200	14	0.004		
	Left	2.86	3,659	868	0.237 *	V/C Ratio:	0.523
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,357	0.286 *	ITS:	-0.070
	Left	0.00	1,600	15	0.009		
	Right	0.00	0	0	0.000	ICU:	0.553
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

84. SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	69	0.000		N/S 1:	0.399 *
Southbound	Through	3.00	4,800	1,332	0.292		N/S 2:	0.395
	Left	1.00	1,600	65	0.041	*	E/W 1:	0.086
	Right	0.00	0	60	0.000		E/W 2:	0.096 *
Westbound	Through	2.00	3,200	68	0.040	*		
	Left	1.00	1,600	59	0.037		V/C Ratio:	0.495
	Right	0.00	0	20	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,272	0.358	*	ITS:	-0.070
	Left	1.00	1,600	164	0.103			
	Right	0.00	0	62	0.000		ICU:	0.525
Eastbound	Through	2.00	3,200	95	0.049			
	Left	1.00	1,600	90	0.056	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	150	0.000		N/S 1:	0.506 *
Southbound	Through	3.00	4,800	1,741	0.394		N/S 2:	0.500
	Left	1.00	1,600	131	0.082	*	E/W 1:	0.148
	Right	0.00	0	107	0.000		E/W 2:	0.161 *
Westbound	Through	2.00	3,200	170	0.087	*		
	Left	1.00	1,600	83	0.052		V/C Ratio:	0.667
	Right	0.00	0	88	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,625	0.424	*	ITS:	-0.070
	Left	1.00	1,600	170	0.106			
	Right	0.00	0	142	0.000		ICU:	0.697
Eastbound	Through	2.00	3,200	165	0.096			
	Left	1.00	1,600	119	0.074	*	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

85. SLAUSON AVENUE & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	47	0.014		N/S 1:	0.038	
Southbound	Through	1.00	1,600	53	0.033	*	N/S 2:	0.163	*
	Left	1.00	1,600	8	0.005		E/W 1:	0.171	
	Right	0.00	0	7	0.000		E/W 2:	0.209	*
Westbound	Through	3.00	4,800	850	0.179	*			
	Left	1.00	1,600	19	0.012		V/C Ratio:	0.372	
	Right	0.00	0	26	0.000		Loss Time:	0.100	
Northbound	Through	1.00	1,600	27	0.033		ITS:	-0.070	
	Left	2.00	2,560	332	0.130	*			
	Right	1.00	1,600	221	0.008		ICU:	0.402	
Eastbound	Through	3.00	4,800	762	0.159				
	Left	1.00	1,600	48	0.030	*	LOS:	A	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	1.00	1,600	62	0.012		N/S 1:	0.097	
Southbound	Through	1.00	1,600	21	0.013	*	N/S 2:	0.218	*
	Left	1.00	1,600	9	0.006		E/W 1:	0.262	*
	Right	0.00	0	9	0.000		E/W 2:	0.243	
Westbound	Through	3.00	4,800	896	0.189				
	Left	1.00	1,600	50	0.031	*	V/C Ratio:	0.480	
	Right	0.00	0	38	0.000		Loss Time:	0.100	
Northbound	Through	1.00	1,600	107	0.091		ITS:	-0.070	
	Left	2.00	2,560	524	0.205	*			
	Right	1.00	1,600	445	0.073		ICU:	0.510	
Eastbound	Through	3.00	4,800	1,108	0.231	*			
	Left	1.00	1,600	86	0.054		LOS:	A	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

86. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD / PLAYA STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	587	0.082		N/S 1:	0.408 *
Southbound	Through	2.00	3,200	823	0.257		N/S 2:	0.282
	Left	1.00	1,600	53	0.033	*	E/W 1:	0.127
	Right	0.00	1,600	210	0.131	*	E/W 2:	0.333 *
Westbound	Through	3.00	3,200	313	0.098			
	Left	2.00	2,560	114	0.045		V/C Ratio:	0.741
	Right	0.00	0	136	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,664	0.375	*	ITS:	-0.070
	Left	1.00	1,600	40	0.025			
	Right	0.00	0	17	0.000		ICU:	0.771
Eastbound	Through	2.00	3,200	246	0.082			
	Left	2.00	2,560	518	0.202	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	564	0.064		N/S 1:	0.528 *
Southbound	Through	2.00	3,200	1,236	0.386		N/S 2:	0.423
	Left	1.00	1,600	100	0.063	*	E/W 1:	0.287
	Right	0.00	1,600	237	0.148	*	E/W 2:	0.373 *
Westbound	Through	3.00	3,200	310	0.097			
	Left	2.00	2,560	279	0.109		V/C Ratio:	0.901
	Right	0.00	0	198	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,032	0.465	*	ITS:	-0.070
	Left	1.00	1,600	59	0.037			
	Right	0.00	0	18	0.000		ICU:	0.931
Eastbound	Through	2.00	3,200	550	0.178			
	Left	2.00	2,560	577	0.225	*	LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

87. SEPULVEDA BOULEVARD & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	15	0.000	N/S 1:	0.376 *
Southbound	Through	2.00	3,200	672	0.215	N/S 2:	0.254
	Left	2.00	2,560	128	0.050 *	E/W 1:	0.103
	Right	1.00	1,600	224	0.115 *	E/W 2:	0.126 *
Westbound	Through	2.00	3,200	289	0.090		
	Left	2.00	2,560	80	0.031	V/C Ratio:	0.502
	Right	0.00	0	66	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,497	0.326 *	ITS:	-0.070
	Left	2.00	2,560	101	0.039		
	Right	1.00	1,600	81	0.031	ICU:	0.532
Eastbound	Through	2.00	3,200	231	0.072		
	Left	1.00	1,600	18	0.011 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	40	0.000	N/S 1:	0.531 *
Southbound	Through	2.00	3,200	1,274	0.411	N/S 2:	0.487
	Left	2.00	2,560	353	0.138 *	E/W 1:	0.210 *
	Right	1.00	1,600	309	0.124	E/W 2:	0.167
Westbound	Through	2.00	3,200	348	0.109		
	Left	2.00	2,560	261	0.102 *	V/C Ratio:	0.741
	Right	0.00	0	114	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,773	0.393 *	ITS:	-0.070
	Left	2.00	2,560	195	0.076		
	Right	1.00	1,600	120	0.037	ICU:	0.771
Eastbound	Through	2.00	3,200	346	0.108 *		
	Left	1.00	1,600	69	0.043	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

88. LA CIENEGA BOULEVARD & STOCKER STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.654 *
Southbound	Through	2.00	3,200	0	0.000	N/S 2:	0.000
	Left	1.00	1,600	119	0.074 *	E/W 1:	0.566 *
	Right	1.00	1,600	129	0.043	E/W 2:	0.043
Westbound	Through	0.00	0	0	0.000		
	Left	2.00	2,560	1,448	0.566 *	V/C Ratio:	1.220
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	2,782	0.580 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	1.320
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.732 *
Southbound	Through	2.00	3,200	0	0.000	N/S 2:	0.000
	Left	1.00	1,600	289	0.181 *	E/W 1:	0.407 *
	Right	1.00	1,600	101	0.000	E/W 2:	0.000
Westbound	Through	0.00	0	0	0.000		
	Left	2.00	2,560	1,043	0.407 *	V/C Ratio:	1.139
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	2,647	0.551 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	1.239
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

89. LA CIENEGA BOULEVARD SB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	S[1]		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	677	0.274 *	N/S 1:	0.032
Southbound	Through	0.07	117	3	0.026	N/S 2:	0.274 *
	Left	1.93	2,466	79	0.032	E/W 1:	0.592 *
	Right	0.00	0	0	0.000	E/W 2:	0.000
Westbound	Through	3.00	4,800	2,060	0.429 *		
	Left	1.00	1,600	196	0.123	V/C Ratio:	0.866
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	114	0.000	ICU:	0.966
Eastbound	Through	5.00	8,000	1,192	0.163 *		
	Left	0.00	0	0	0.000	LOS:	E

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	578	0.048	N/S 1:	0.069 *
Southbound	Through	0.05	73	4	0.055	N/S 2:	0.055
	Left	1.95	2,502	172	0.069 *	E/W 1:	0.601 *
	Right	0.00	0	0	0.000	E/W 2:	0.000
Westbound	Through	3.00	4,800	1,288	0.268 *		
	Left	1.00	1,600	257	0.161	V/C Ratio:	0.670
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	151	0.000	ICU:	0.770
Eastbound	Through	5.00	8,000	2,509	0.333 *		
	Left	0.00	0	0	0.000	LOS:	C

* Critical Movement

[1] Overlap matched to eastbound through movement based on phasing

LAX Northside

Intersection Capacity Utilization Analysis

90. LA CIENEGA BOULEVARD NB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N[1]		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.118
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.147 *
	Left	0.00	0	0	0.000	E/W 1:	0.492 *
	Right	1.00	1,600	130	0.081	E/W 2:	0.000
Westbound	Through	4.00	6,400	1,944	0.304 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.639
	Right	1.00	1,600	210	0.000	Loss Time:	0.100
Northbound	Through	0.03	43	5	0.118	ITS:	0.000
	Left	1.97	2,526	371	0.147 *		
	Right	0.00	0	0	0.000	ICU:	0.739
Eastbound	Through	3.00	4,800	904	0.188 *		
	Left	2.00	2,560	332	0.130	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.052
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.065 *
	Left	0.00	0	0	0.000	E/W 1:	0.633 *
	Right	1.00	1,600	110	0.069	E/W 2:	0.000
Westbound	Through	4.00	6,400	1,406	0.220 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.698
	Right	1.00	1,600	306	0.000	Loss Time:	0.100
Northbound	Through	0.06	96	5	0.052	ITS:	0.000
	Left	1.94	2,483	161	0.065 *		
	Right	0.00	0	0	0.000	ICU:	0.798
Eastbound	Through	3.00	4,800	1,982	0.413 *		
	Left	2.00	2,560	678	0.265	LOS:	C

* Critical Movement

[1] Overlap matched to westbound through movement based on phasing

LAX Northside

Intersection Capacity Utilization Analysis

102. AVIATION BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	228	0.116		N/S 1:	0.355
Southbound	Through	2.00	3,200	799	0.250	*	N/S 2:	0.481 *
	Left	1.00	1,600	69	0.043		E/W 1:	0.209
	Right	0.00	0	57	0.000		E/W 2:	0.460 *
Westbound	Through	3.00	4,800	1,891	0.406	*		
	Left	2.00	2,560	335	0.131		V/C Ratio:	0.941
	Right	0.00	0	140	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	858	0.312		ITS:	0.000
	Left	1.00	1,600	370	0.231	*		
	Right	1.00	1,600	72	0.000		ICU:	1.041
Eastbound	Through	3.00	4,800	372	0.078			
	Left	1.00	1,600	86	0.054	*	LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	74	0.000		N/S 1:	0.349 *
Southbound	Through	2.00	3,200	256	0.080		N/S 2:	0.219
	Left	1.00	1,600	69	0.043	*	E/W 1:	0.505 *
	Right	0.00	0	86	0.000		E/W 2:	0.316
Westbound	Through	3.00	4,800	695	0.163			
	Left	2.00	2,560	232	0.091	*	V/C Ratio:	0.854
	Right	0.00	0	344	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	636	0.306	*	ITS:	0.000
	Left	1.00	1,600	223	0.139			
	Right	1.00	1,600	555	0.277		ICU:	0.954
Eastbound	Through	3.00	4,800	1,987	0.414	*		
	Left	1.00	1,600	245	0.153		LOS:	E

* Critical Movement

Future with Project Conditions
(Year 2022)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
1	North-South Street:	Lincoln Boulevard	East-West Street:	Venice Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	2	74	192	2	106
	Left-Through		0			0	
	Through	1386	1	**755**	1425	1	**783**
	Through-Right		1			1	
	Right	123	0	123	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	213	2	**117**	334	2	**184**
	Left-Through		0			0	
	Through	1472	1	760	1608	1	834
	Through-Right		1			1	
	Right	48	0	48	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	2	38	89	2	**49**
	Left-Through		0			0	
	Through	851	3	**284**	904	3	301
	Through-Right		0			0	
	Right	144	1	70	214	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	294	2	**162**	309	2	170
	Left-Through		0			0	
	Through	623	2	312	957	2	**479**
	Through-Right		0			0	
	Right	265	1	148	233	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	872		*North-South:*	967
			East-West:	446		*East-West:*	528
			SUM:	1318		*SUM:*	1495
	VOLUME/CAPACITY *(V/C)* RATIO:			0.959			1.087
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.859**			**0.987**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
2	North-South Street:	Lincoln Boulevard	East-West Street:	Washington Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	437	2	**240**	493	2	**271**
	Left-Through		0			0	
	Through	1537	2	552	1350	2	522
	Through-Right		1			1	
	Right	118	0	118	217	0	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	261	2	144
	Left-Through		0			0	
	Through	1449	2	**533**	1482	2	**539**
	Through-Right		1			1	
	Right	150	0	150	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	2	54	130	2	72
	Left-Through		0			0	
	Through	667	2	**334**	791	2	**396**
	Through-Right		0			0	
	Right	445	1	205	456	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	2	**109**	550	2	**303**
	Left-Through		0			0	
	Through	771	2	386	701	2	351
	Through-Right		0			0	
	Right	229	1	87	368	1	224
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	773		*North-South:*	810
			East-West:	443		*East-West:*	699
			SUM:	1216		*SUM:*	1509
	VOLUME/CAPACITY *(V/C)* RATIO:			0.884			1.097
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.784**			**0.997**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
3	North-South Street:	Lincoln Boulevard	East-West Street:	Maxella Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	145	2	80
	Left-Through		0			0	
	Through	1812	3	**604**	2089	3	**696**
	Through-Right		0			0	
	Right	203	1	92	377	1	174
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	2	**72**	121	2	**67**
	Left-Through		0			0	
	Through	1691	3	430	2162	3	569
	Through-Right		1			1	
	Right	30	0	30	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	79	69	1	69
	Left-Through		0			0	
	Through	80	1	80	79	1	**79**
	Through-Right		0			0	
	Right	188	1	**152**	97	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	1	**111**	305	1	**203**
	Left-Through		1			1	
	Through	29	0	111	100	0	203
	Through-Right		0			0	
	Right	148	1	76	209	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	676		*North-South:*	763
			East-West:	263		*East-West:*	282
			SUM:	939		*SUM:*	1045
	VOLUME/CAPACITY *(V/C)* RATIO:			0.683			0.760
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.583**			**0.660**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
4	North-South Street:	Lincoln Boulevard	East-West Street:	SR-90 Ramps
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1473	3	**491**	1761	3	**587**
	Through-Right		0			0	
	Right	287	1	0	239	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	840	2	**462**	948	2	**521**
	Left-Through		0			0	
	Through	1264	3	421	1827	3	609
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	**88**	240	2	**132**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	764	2	0	753	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	953		*North-South:*	1108
			East-West:	88		*East-West:*	132
			SUM:	1041		*SUM:*	1240
	VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.870
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.870
	LEVEL OF SERVICE (LOS):			C			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
5	North-South Street:	Lincoln Boulevard	East-West Street:	Bali Way
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	187	1	**187**
	Left-Through		0			0	
	Through	1378	2	469	1534	2	514
	Through-Right		1			1	
	Right	28	0	28	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	39	1	39
	Left-Through		0			0	
	Through	1258	2	**521**	1761	2	**771**
	Through-Right		1			1	
	Right	304	0	304	553	0	553
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**178**	460	1	**230**
	Left-Through		1			1	
	Through	7	0	178	0	0	230
	Through-Right		0			0	
	Right	117	1	59	55	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	6	0	6
	Left-Through		0			0	
	Through	2	0	**22**	9	0	**54**
	Through-Right		0			0	
	Right	10	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	638		*North-South:*	958
			East-West:	200		*East-West:*	284
			SUM:	838		*SUM:*	1242
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.903
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.509**			**0.803**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
6	North-South Street:	Lincoln Boulevard	East-West Street:	Mindanao Way
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	111	1	111
	Left-Through		0			0	
	Through	1502	3	**501**	1655	3	**552**
	Through-Right		0			0	
	Right	342	1	208	311	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	**148**	213	1	**213**
	Left-Through		0			0	
	Through	1256	2	429	1580	2	559
	Through-Right		1			1	
	Right	30	0	30	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	576	1	**316**	512	1	**313**
	Through-Right		1			1	
	Right	55	0	55	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	243	2	**134**	399	2	**219**
	Left-Through		0			0	
	Through	425	1	252	638	1	353
	Through-Right		1			1	
	Right	78	0	78	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	649		*North-South:*	765
			East-West:	450		*East-West:*	532
			SUM:	1099		*SUM:*	1297
	VOLUME/CAPACITY *(V/C)* RATIO:			0.799			0.943
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.699**			**0.843**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
7	North-South Street:	Lincoln Boulevard	East-West Street:	Fiji Way
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	596	2	**328**	840	2	**462**
	Left-Through		0			0	
	Through	1892	2	646	2051	2	701
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	60	1	60
	Left-Through		0			0	
	Through	1394	2	**490**	1816	2	**661**
	Through-Right		1			1	
	Right	76	0	76	167	0	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	120	1	**120**
	Left-Through		0			0	
	Through	20	1	20	28	1	28
	Through-Right		0			0	
	Right	627	1	0	897	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	0	29	45	0	45
	Left-Through		1			1	
	Through	18	0	**67**	25	0	**53**
	Through-Right		1			1	
	Right	49	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	818		*North-South:*	1123
			East-West:	146		*East-West:*	173
			SUM:	964		*SUM:*	1296
	VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.576**			**0.809**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
8	North-South Street:	Lincoln Boulevard	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	35	1	35
	Left-Through		0			0	
	Through	1859	4	**465**	1926	4	**482**
	Through-Right		0			0	
	Right	428	1	184	352	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	423	2	**233**	536	2	**295**
	Left-Through		0			0	
	Through	1417	4	354	1690	4	423
	Through-Right		0			0	
	Right	263	1	84	473	1	360
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	179	1	179	113	1	113
	Left-Through		0			0	
	Through	370	2	**140**	200	2	**95**
	Through-Right		1			1	
	Right	50	0	50	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	443	2	**244**	518	2	**285**
	Left-Through		0			0	
	Through	114	2	57	224	2	112
	Through-Right		0			0	
	Right	424	2	0	549	2	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	777
			East-West:	384		*East-West:*	380
			SUM:	1082		*SUM:*	1157
	VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.841
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.687**			**0.741**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
9	North-South Street:	Lincoln Boulevard	East-West Street:	Bluff Creek Drive
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2388	4	**597**	2339	4	**585**
	Through-Right		0			0	
	Right	208	1	0	370	1	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	2	**10**	40	2	**22**
	Left-Through		0			0	
	Through	1669	4	417	2385	4	596
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	491	2	**270**	355	2	**195**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	38	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	607		*North-South:*	607
			East-West:	270		*East-West:*	195
			SUM:	877		*SUM:*	802
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.563
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.463**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
10	North-South Street:	Lincoln Boulevard	East-West Street:	LMU Drive
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	16	1	**16**
	Left-Through		0			0	
	Through	2474	4	**619**	2565	4	641
	Through-Right		0			0	
	Right	200	1	165	105	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	2	**133**	146	2	80
	Left-Through		0			0	
	Through	1930	3	643	2345	3	**782**
	Through-Right		0			0	
	Right	10	1	0	20	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	**29**	20	1	**20**
	Left-Through		0			0	
	Through	0	0	19	2	0	15
	Through-Right		1			1	
	Right	19	0	0	13	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	**35**	141	1	141
	Left-Through		0			0	
	Through	4	0	35	1	0	**142**
	Through-Right		0			0	
	Right	55	1	0	283	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	752		*North-South:*	798
			East-West:	64		*East-West:*	162
			SUM:	816		*SUM:*	960
	VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.698
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.493**			**0.598**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
13	North-South Street:	Lincoln Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	15	2	8
	Left-Through		0			0	
	Through	1751	2	**589**	1815	2	**611**
	Through-Right		1			1	
	Right	16	0	16	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	47	1	**47**
	Left-Through		0			0	
	Through	1460	2	506	1657	2	580
	Through-Right		1			1	
	Right	58	0	58	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	**38**	95	1	52
	Left-Through		1			1	
	Through	8	0	38	8	0	52
	Through-Right		0			0	
	Right	49	1	32	65	1	**57**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		0			0	
	Through	5	0	**19**	4	0	**23**
	Through-Right		0			0	
	Right	4	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	615		*North-South:*	658
			East-West:	57		*East-West:*	80
			SUM:	672		*SUM:*	738
	VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.537
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.389**			**0.437**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
15	North-South Street:	Nicholsan Street	East-West Street:	Culver Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	**22**	42	0	**42**
	Left-Through		1			1	
	Through	0	0	22	0	0	42
	Through-Right		0			0	
	Right	1154	1	0	519	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**7**
	Through-Right		0			0	
	Right	0	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	5	1	5
	Left-Through		0			0	
	Through	1271	1	**639**	647	1	**339**
	Through-Right		1			1	
	Right	7	0	7	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	1	**365**	882	1	**882**
	Left-Through		0			0	
	Through	405	1	203	1079	1	542
	Through-Right		1			1	
	Right	0	0	0	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	22		*North-South:*	49
			East-West:	1004		*East-West:*	1221
			SUM:	1026		*SUM:*	1270
	VOLUME/CAPACITY *(V/C)* RATIO:			0.720			0.891
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.620**			**0.791**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
16	North-South Street:	Pershing Drive	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	37	1	37
	Left-Through		0			0	
	Through	795	2	**398**	425	2	**213**
	Through-Right		0			0	
	Right	135	1	58	152	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	122	1	**122**	41	1	**41**
	Left-Through		0			0	
	Through	285	1	148	62	1	45
	Through-Right		1			1	
	Right	10	0	10	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	265	1	265
	Left-Through		0			0	
	Through	20	1	20	630	1	**323**
	Through-Right		1			1	
	Right	27	0	13	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	134	1	134
	Left-Through		0			0	
	Through	46	1	46	53	1	53
	Through-Right		0			0	
	Right	344	1	**222**	202	1	**161**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	520		*North-South:*	254
			East-West:	260		*East-West:*	484
			SUM:	780		*SUM:*	738
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.537
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.467**			**0.437**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
17	North-South Street:	Pershing Drive	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	576	2	**288**	565	2	**283**
	Through-Right		0			0	
	Right	317	1	190	252	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	95	1	**95**
	Left-Through		0			0	
	Through	475	2	238	477	2	239
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	271	2	**149**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	1	0	150	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	381		*North-South:*	378
			East-West:	127		*East-West:*	149
			SUM:	508		*SUM:*	527
	VOLUME/CAPACITY *(V/C)* RATIO:			0.356			0.370
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.256**			**0.270**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
18	North-South Street:	Vista del Mar	East-West Street:	Imperial Highway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	7	1	**7**
	Left-Through		0			0	
	Through	1026	2	**513**	466	2	233
	Through-Right		0			0	
	Right	571	1	462	284	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	149	1	149
	Left-Through		0			0	
	Through	353	1	181	828	1	**418**
	Through-Right		1			1	
	Right	9	0	9	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	8	1	8
	Left-Through		0			0	
	Through	10	1	**10**	39	1	**39**
	Through-Right		0			0	
	Right	2	1	0	7	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	**109**	436	1	**238**
	Left-Through		1			1	
	Through	17	0	109	39	0	238
	Through-Right		0			0	
	Right	89	1	11	159	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	591		*North-South:*	425
			East-West:	119		*East-West:*	277
			SUM:	710		*SUM:*	702
	VOLUME/CAPACITY *(V/C)* RATIO:			0.516			0.511
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.416**			**0.411**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
19	North-South Street:	Pershing Drive	East-West Street:	Imperial Highway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	5	0	5
	Left-Through		0			0	
	Through	7	0	**18**	3	0	**17**
	Through-Right		0			0	
	Right	4	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	712	1	**359**	763	1	**384**
	Left-Through		1			1	
	Through	5	0	359	4	0	384
	Through-Right		0			0	
	Right	89	1	0	230	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	213	2	**117**	166	2	**91**
	Left-Through		0			0	
	Through	427	1	217	385	1	197
	Through-Right		1			1	
	Right	7	0	7	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	1	0
	Left-Through		0			0	
	Through	232	2	116	403	2	202
	Through-Right		0			0	
	Right	817	1	**458**	690	1	**306**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	377		*North-South:*	401
			East-West:	575		*East-West:*	397
			SUM:	952		*SUM:*	798
	VOLUME/CAPACITY *(V/C)* RATIO:			0.692			0.580
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.592**			**0.480**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
20	North-South Street:	Main Street	East-West Street:	Imperial Highway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	302	1	151	431	1	**216**
	Left-Through		1			1	
	Through	0	0	151	0	0	216
	Through-Right		0			0	
	Right	599	1	**505**	339	1	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	3	0	3
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**11**
	Through-Right		0			0	
	Right	0	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	935	2	**468**	841	2	**421**
	Through-Right		0			0	
	Right	157	1	82	350	1	242
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	2	**189**	571	2	**314**
	Left-Through		0			0	
	Through	839	1	421	649	1	325
	Through-Right		1			1	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	505		*North-South:*	227
			East-West:	657		*East-West:*	735
			SUM:	1162		*SUM:*	962
	VOLUME/CAPACITY *(V/C)* RATIO:			0.845			0.700
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.745**			**0.600**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
21	North-South Street:	Vista del Mar	East-West Street:	Grand Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	4	1	**4**
	Left-Through		0			0	
	Through	1332	1	**741**	710	1	435
	Through-Right		1			1	
	Right	149	0	149	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	115	1	115
	Left-Through		0			0	
	Through	399	1	202	1120	1	**564**
	Through-Right		1			1	
	Right	5	0	5	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	4	0	4
	Left-Through		0			0	
	Through	0	0	**7**	10	0	**21**
	Through-Right		0			0	
	Right	7	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	74	1	42	167	1	**88**
	Left-Through		1			1	
	Through	10	0	42	9	0	88
	Through-Right		0			0	
	Right	128	1	**75**	103	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	847		*North-South:*	568
			East-West:	82		*East-West:*	109
			SUM:	929		*SUM:*	677
	VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.475
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.552**			**0.375**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
24	North-South Street:	Sepulveda Boulevard	East-West Street:	Howard Hughes Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1815	4	**454**	1620	4	**405**
	Through-Right		0			0	
	Right	862	1	0	548	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	599	2	**329**
	Left-Through		0			0	
	Through	900	3	300	2086	3	695
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	608	3	**213**	754	3	**264**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	148	177	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	546		*North-South:*	734
			East-West:	213		*East-West:*	264
			SUM:	759		*SUM:*	998
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.700
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.433**			**0.600**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
25	North-South Street:	Sepulveda Boulevard	East-West Street:	76th Street/77th Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	72	1	**72**
	Left-Through		0			0	
	Through	1924	2	**646**	1938	2	658
	Through-Right		1			1	
	Right	15	0	15	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	169	1	169
	Left-Through		0			0	
	Through	1410	2	537	2203	2	**856**
	Through-Right		1			1	
	Right	200	0	200	364	0	364
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	515	2	**283**	224	2	**123**
	Left-Through		0			0	
	Through	45	1	45	58	1	58
	Through-Right		0			0	
	Right	77	1	58	59	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	42	1	42
	Left-Through		0			0	
	Through	40	1	40	62	1	**62**
	Through-Right		0			0	
	Right	159	1	**126**	69	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	712		*North-South:*	928
			East-West:	409		*East-West:*	185
			SUM:	1121		*SUM:*	1113
	VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.781
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.687**			**0.681**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
26	North-South Street:	Sepulveda Boulevard	East-West Street:	79th Street/80th Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	111	1	**111**
	Left-Through		0			0	
	Through	1729	2	**583**	1891	2	645
	Through-Right		1			1	
	Right	19	0	19	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	49	1	49
	Left-Through		0			0	
	Through	1442	3	481	2044	3	**681**
	Through-Right		0			0	
	Right	88	1	25	163	1	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	101	1	**101**
	Left-Through		0			0	
	Through	28	1	28	80	1	80
	Through-Right		0			0	
	Right	73	1	48	130	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	36	1	36
	Left-Through		0			0	
	Through	79	0	**148**	49	0	**79**
	Through-Right		1			1	
	Right	69	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	613		*North-South:*	792
			East-West:	274		*East-West:*	180
			SUM:	887		*SUM:*	972
	VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.648
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.491**			**0.548**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
27	North-South Street:	Sepulveda Boulevard	East-West Street:	83rd Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	64	1	**64**
	Left-Through		0			0	
	Through	1655	2	**555**	1915	2	646
	Through-Right		1			1	
	Right	11	0	11	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	70	1	70
	Left-Through		0			0	
	Through	1420	2	483	2060	2	**703**
	Through-Right		1			1	
	Right	28	0	28	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	0	**88**	30	0	30
	Left-Through		0			0	
	Through	57	0	188	76	0	**147**
	Through-Right		0			0	
	Right	43	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	12	1	12	7	1	**7**
	Left-Through		0			0	
	Through	61	0	**140**	69	0	89
	Through-Right		1			1	
	Right	79	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	583		*North-South:*	767
			East-West:	228		*East-West:*	154
			SUM:	811		*SUM:*	921
	VOLUME/CAPACITY *(V/C)* RATIO:			0.541			0.614
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.441**			**0.514**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
28	North-South Street:	Sepulveda Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	147	1	147
	Left-Through		0			0	
	Through	1284	3	**428**	1709	3	**570**
	Through-Right		0			0	
	Right	55	1	0	113	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	239	1	**239**
	Left-Through		0			0	
	Through	1131	3	377	1569	3	523
	Through-Right		0			0	
	Right	173	1	126	294	1	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	2	**94**	233	2	**128**
	Left-Through		0			0	
	Through	533	2	267	822	2	411
	Through-Right		0			0	
	Right	73	1	32	74	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	99	1	99
	Left-Through		0			0	
	Through	876	1	**599**	675	1	**432**
	Through-Right		1			1	
	Right	322	0	322	188	0	188
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	542		*North-South:*	809
			East-West:	693		*East-West:*	560
			SUM:	1235		*SUM:*	1369
	VOLUME/CAPACITY *(V/C)* RATIO:			0.898			0.996
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.798**			**0.896**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
29	North-South Street:	Sepulveda Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	96	1	96
	Left-Through		0			0	
	Through	1527	3	**509**	1653	3	**551**
	Through-Right		0			0	
	Right	95	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	84	1	**84**
	Left-Through		0			0	
	Through	1096	3	365	1594	3	531
	Through-Right		0			0	
	Right	234	1	146	175	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	196	1	196
	Left-Through		0			0	
	Through	207	2	104	706	2	**353**
	Through-Right		0			0	
	Right	58	1	11	54	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	240	250	1	**250**
	Left-Through		0			0	
	Through	543	1	**286**	394	1	238
	Through-Right		1			1	
	Right	28	0	28	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	552		*North-South:*	635
			East-West:	374		*East-West:*	603
			SUM:	926		*SUM:*	1238
	VOLUME/CAPACITY *(V/C)* RATIO:			0.673			0.900
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.573**			**0.800**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
30	North-South Street:	Sepulveda Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	324	1	**324**	404	1	**404**
	Left-Through		0			0	
	Through	1405	3	468	1434	3	478
	Through-Right		0			0	
	Right	28	1	0	99	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	150	1	150
	Left-Through		0			0	
	Through	1102	3	**367**	1804	3	**601**
	Through-Right		0			0	
	Right	97	1	71	91	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	68	1	68
	Left-Through		0			0	
	Through	207	1	140	368	1	**267**
	Through-Right		1			1	
	Right	72	0	72	166	0	166
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	293	1	**293**
	Left-Through		0			0	
	Through	528	1	**335**	373	1	267
	Through-Right		1			1	
	Right	142	0	142	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	691		*North-South:*	1005
			East-West:	361		*East-West:*	560
			SUM:	1052		*SUM:*	1565
	VOLUME/CAPACITY *(V/C)* RATIO:			0.765			1.138
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.665**			**1.038**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
31	North-South Street:	Sepulveda Boulevard	East-West Street:	Lincoln Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1814	0	0	2112	0	**0**
	Left-Through		0			0	
	Through	1694	4	**424**	1897	4	474
	Through-Right		0			0	
	Right	169	3	59	267	3	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1346	4	337	2205	4	**551**
	Through-Right		0			0	
	Right	18	0	0	29	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1459	0	0	1840	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	4	0	0	4	0
	Through-Right		0			0	
	Right	10	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	424		*North-South:*	551
			East-West:	0		*East-West:*	0
			SUM:	424		*SUM:*	551
VOLUME/CAPACITY *(V/C)* RATIO:				0.283			0.367
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.183**			**0.267**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
32	North-South Street:	Sepulveda Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3496	4	**874**	3288	4	**822**
	Through-Right		0			0	
	Right	57	1	0	27	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1977	4	494	2935	4	734
	Through-Right		0			0	
	Right	159	1	159	186	1	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	1	**187**	608	1	**326**
	Left-Through		1			1	
	Through	44	0	187	44	0	326
	Through-Right		0			0	
	Right	313	2	172	270	2	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	874		*North-South:*	822
			East-West:	187		*East-West:*	326
			SUM:	1061		*SUM:*	1148
	VOLUME/CAPACITY *(V/C)* RATIO:			0.707			0.765
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.607**			**0.665**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 33

PROJECT TITLE: LAX Northside
North-South Street: Sepulveda Boulevard **East-West Street:** I-105 WB Ramps N/O Imperial Hwy
Scenario: Future with Project Conditions
Count Date: Year 2022 **Analyst:** **Date:**

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		2	EB -- 0	WB --	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2186	3	**729**	2536	3	**845**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1793	0	0	2371	0	0
	Through-Right		0			0	
	Right	1423	0	0	2233	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	759	0	0	716	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2318	3	**811**	1953	3	**684**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	729		*North-South:*	845
			East-West:	811		*East-West:*	684
			SUM:	1540		*SUM:*	1529
VOLUME/CAPACITY *(V/C)* RATIO:				1.027			1.019
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.927**			**0.919**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
34	North-South Street:	Sepulveda Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	174	1	174
	Left-Through		0			0	
	Through	1588	3	**529**	2063	3	688
	Through-Right		0			0	
	Right	590	1	519	1077	1	**1014**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	454	2	**250**	465	2	**256**
	Left-Through		0			0	
	Through	2352	3	592	2495	3	631
	Through-Right		1			1	
	Right	17	0	17	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	311	2	**171**	269	2	**148**
	Left-Through		0			0	
	Through	311	3	104	519	3	173
	Through-Right		0			0	
	Right	196	1	138	186	1	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	143	229	2	126
	Left-Through		0			0	
	Through	236	3	79	308	3	103
	Through-Right		0			0	
	Right	554	1	**304**	585	1	**329**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	779		*North-South:*	1270
			East-West:	475		*East-West:*	477
			SUM:	1254		*SUM:*	1747
	VOLUME/CAPACITY *(V/C)* RATIO:			0.912			1.271
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.812**			**1.171**
	LEVEL OF SERVICE (LOS):			**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
39	North-South Street:	La Tijera Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	30	1	30
	Left-Through		0			0	
	Through	260	2	130	653	2	**327**
	Through-Right		0			0	
	Right	100	1	0	390	1	299
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	29	1	**29**
	Left-Through		0			0	
	Through	672	2	**336**	507	2	254
	Through-Right		0			0	
	Right	244	1	175	251	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	1	**138**	345	1	**345**
	Left-Through		0			0	
	Through	490	2	245	958	2	479
	Through-Right		0			0	
	Right	28	1	0	32	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	313	1	313	183	1	183
	Left-Through		0			0	
	Through	861	2	**431**	692	2	**346**
	Through-Right		0			0	
	Right	13	1	2	19	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	399		*North-South:*	356
			East-West:	569		*East-West:*	691
			SUM:	968		*SUM:*	1047
	VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.735
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.579**			**0.635**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
40	North-South Street:	Airport Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	0	49	22	0	22
	Left-Through		1			1	
	Through	89	0	**138**	46	0	**68**
	Through-Right		0			0	
	Right	442	2	0	560	2	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	0	68	48	0	48
	Left-Through		1			1	
	Through	44	0	**93**	68	0	**91**
	Through-Right		1			1	
	Right	49	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	37	1	37
	Left-Through		0			0	
	Through	503	2	171	1161	2	**391**
	Through-Right		1			1	
	Right	9	0	9	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	626	2	344	481	2	**265**
	Left-Through		0			0	
	Through	1181	1	**595**	1016	1	518
	Through-Right		1			1	
	Right	9	0	9	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	231		*North-South:*	159
			East-West:	606		*East-West:*	656
			SUM:	837		*SUM:*	815
	VOLUME/CAPACITY *(V/C)* RATIO:			0.609			0.593
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.509**			**0.493**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
41	North-South Street:	I-405 SB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	2	NB -- 0	SB --	2
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	0	107	239	0	239
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	464	1	**286**	442	1	**341**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1144	3	**344**	1855	3	**507**
	Through-Right		1			1	
	Right	232	0	232	171	0	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	209	1	**209**
	Left-Through		0			0	
	Through	1350	3	450	1353	3	451
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	286		*North-South:*	341
			East-West:	563		*East-West:*	716
			SUM:	849		*SUM:*	1057
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.742
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.496**			**0.642**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
42	North-South Street:	I-405 NB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --	0	NB -- 2	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	1	142	202	1	202
	Left-Through		0			0	
	Through	3	0	0	3	0	0
	Through-Right		0			0	
	Right	200	1	**200**	318	1	**318**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	365	1	**365**
	Left-Through		0			0	
	Through	796	3	265	1737	3	579
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1414	3	**428**	1311	3	**359**
	Through-Right		1			1	
	Right	298	0	298	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	200		*North-South:*	318
			East-West:	866		*East-West:*	724
			SUM:	1066		*SUM:*	1042
	VOLUME/CAPACITY *(V/C)* RATIO:			0.748			0.731
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.648**			**0.631**
	LEVEL OF SERVICE (LOS):			**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
43	North-South Street:	La Tijera Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	2	**86**	196	2	108
	Left-Through		0			0	
	Through	828	2	314	1408	2	**564**
	Through-Right		1			1	
	Right	113	0	113	284	0	284
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	128	1	**128**
	Left-Through		0			0	
	Through	1147	2	**441**	1024	2	383
	Through-Right		1			1	
	Right	176	0	176	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	215	1	**215**
	Left-Through		0			0	
	Through	431	2	164	841	2	297
	Through-Right		1			1	
	Right	60	0	60	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	177	1	177	173	1	173
	Left-Through		0			0	
	Through	1065	2	**358**	938	2	**316**
	Through-Right		1			1	
	Right	9	0	9	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	527		*North-South:*	692
			East-West:	487		*East-West:*	531
			SUM:	1014		*SUM:*	1223
	VOLUME/CAPACITY *(V/C)* RATIO:			0.737			0.889
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.637**			**0.789**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
44	North-South Street:	La Cienega Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2430	2	**863**	2065	2	**787**
	Through-Right		1			1	
	Right	159	0	159	296	0	296
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2337	3	779	2269	3	756
	Through-Right		0			0	
	Right	1053	1	764	1040	1	619
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	827	3	**289**	1203	3	421
	Left-Through		0			0	
	Through	216	0	226	466	0	**511**
	Through-Right		1			1	
	Right	10	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	863		*North-South:*	787
			East-West:	289		*East-West:*	511
			SUM:	1152		*SUM:*	1298
	VOLUME/CAPACITY *(V/C)* RATIO:			0.768			0.865
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.668**			**0.765**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
45	North-South Street:	La Cienega Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	2	5	104	2	57
	Left-Through		0			0	
	Through	2395	2	**811**	2114	2	**751**
	Through-Right		1			1	
	Right	39	0	39	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	283	1	**283**
	Left-Through		0			0	
	Through	2089	2	701	2064	2	694
	Through-Right		1			1	
	Right	14	0	14	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	374	2	182	1046	2	**420**
	Through-Right		1			1	
	Right	171	0	171	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	239	1	239	157	1	**157**
	Left-Through		0			0	
	Through	1194	2	**597**	892	2	446
	Through-Right		0			0	
	Right	207	1	153	128	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	919		*North-South:*	1034
			East-West:	597		*East-West:*	577
			SUM:	1516		*SUM:*	1611
	VOLUME/CAPACITY *(V/C)* RATIO:			1.103			1.172
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.003**			**1.072**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
46	North-South Street:	Airport Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	93	1	93
	Left-Through		0			0	
	Through	468	1	290	721	1	**477**
	Through-Right		1			1	
	Right	111	0	111	233	0	233
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	89	1	**89**
	Left-Through		0			0	
	Through	675	1	**366**	496	1	271
	Through-Right		1			1	
	Right	56	0	56	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	1	**14**	42	1	42
	Left-Through		0			0	
	Through	624	1	368	1475	1	**773**
	Through-Right		1			1	
	Right	111	0	111	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	1	139	141	1	**141**
	Left-Through		0			0	
	Through	1189	1	**651**	911	1	485
	Through-Right		1			1	
	Right	112	0	112	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	456		*North-South:*	566
			East-West:	665		*East-West:*	914
			SUM:	1121		*SUM:*	1480
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			1.076
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.976**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside			
47	North-South Street:	Florence Avenue/Aviati	East-West Street:	Manchester Avenue	
	Scenario:	Future with Project Conditions			
	Count Date:	Year 2022	Analyst:	Date:	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	263	1	**263**	249	1	**249**
	Left-Through		0			0	
	Through	265	1	170	421	1	280
	Through-Right		1			1	
	Right	75	0	75	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	381	2	191	542	2	**271**
	Through-Right		0			0	
	Right	322	1	**204**	300	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	236	1	**236**	473	1	**473**
	Left-Through		0			0	
	Through	538	2	269	1068	2	534
	Through-Right		0			0	
	Right	100	1	0	246	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	75	1	75
	Left-Through		0			0	
	Through	892	2	**446**	700	2	**350**
	Through-Right		0			0	
	Right	8	1	8	10	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	467		*North-South:*	520
			East-West:	682		*East-West:*	823
			SUM:	1149		*SUM:*	1343
	VOLUME/CAPACITY *(V/C)* RATIO:			0.836			0.977
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.736**			**0.877**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
48	North-South Street:	La Cienega Boulevard	East-West Street:	Florence Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	20	1	20
	Left-Through		0			0	
	Through	384	1	**229**	593	1	**361**
	Through-Right		1			1	
	Right	74	0	74	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	307	1	307	579	1	**551**
	Left-Through		1			1	
	Through	747	1	**316**	1074	1	551
	Through-Right		1			1	
	Right	202	0	202	219	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	1	**161**	231	1	231
	Left-Through		0			0	
	Through	341	1	181	672	1	**346**
	Through-Right		1			1	
	Right	20	0	20	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	304	1	**304**
	Left-Through		0			0	
	Through	854	1	**447**	565	1	317
	Through-Right		1			1	
	Right	39	0	39	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	545		*North-South:*	912
			East-West:	608		*East-West:*	650
			SUM:	1153		*SUM:*	1562
	VOLUME/CAPACITY *(V/C)* RATIO:			0.839			1.136
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.839			1.136
	LEVEL OF SERVICE (LOS):			D			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
49	North-South Street:	La Cienega Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	46	1	46
	Left-Through		0			0	
	Through	258	1	**242**	459	1	**287**
	Through-Right		1			1	
	Right	225	0	225	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	278	1	278	705	1	**452**
	Left-Through		1			1	
	Through	622	1	**311**	650	1	452
	Through-Right		1			1	
	Right	124	0	87	58	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	113	1	113
	Left-Through		0			0	
	Through	387	2	**145**	1051	2	**375**
	Through-Right		1			1	
	Right	48	0	48	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	485	2	**267**	304	2	**167**
	Left-Through		0			0	
	Through	865	2	331	652	2	258
	Through-Right		1			1	
	Right	128	0	128	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	553		*North-South:*	739
			East-West:	412		*East-West:*	542
			SUM:	965		*SUM:*	1281
	VOLUME/CAPACITY *(V/C)* RATIO:			0.702			0.932
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.702			0.932
	LEVEL OF SERVICE (LOS):			C			E

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
50	North-South Street:	Ash Avenue/I-405 Ramp	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	522	1	**361**	435	1	**358**
	Left-Through		0			0	
	Through	199	0	361	209	0	358
	Through-Right		0			0	
	Right	217	1	217	429	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	20	0	20
	Left-Through		0			0	
	Through	0	0	**149**	0	0	**99**
	Through-Right		0			0	
	Right	140	0	0	79	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	19	1	19
	Left-Through		0			0	
	Through	599	1	300	1483	1	**742**
	Through-Right		1			1	
	Right	244	1	0	271	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1599	2	**536**	1135	2	382
	Through-Right		1			1	
	Right	10	0	10	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	510		*North-South:*	457
			East-West:	542		*East-West:*	742
			SUM:	1052		*SUM:*	1199
	VOLUME/CAPACITY *(V/C)* RATIO:			0.701			0.799
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.799
	LEVEL OF SERVICE (LOS):			C			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
51	North-South Street:	Inglewood Avenue	East-West Street:	Manchester Ave
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	0	47	62	0	**62**
	Left-Through		1			1	
	Through	99	0	**146**	121	0	183
	Through-Right		0			0	
	Right	94	1	82	40	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	30	0	30
	Left-Through		1			1	
	Through	92	0	105	185	0	**215**
	Through-Right		0			0	
	Right	109	1	85	91	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	69	1	69
	Left-Through		0			0	
	Through	610	2	305	1433	2	**717**
	Through-Right		0			0	
	Right	52	1	52	129	1	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	24	62	1	**62**
	Left-Through		0			0	
	Through	1289	1	**651**	961	1	491
	Through-Right		1			1	
	Right	13	0	13	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	159		*North-South:*	277
			East-West:	700		*East-West:*	779
			SUM:	859		*SUM:*	1056
	VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.704
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.573			0.704
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
52	North-South Street:	La Brea Avenue	East-West Street:	Florence Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	18	1	18
	Left-Through		0			0	
	Through	831	2	**416**	1012	2	**506**
	Through-Right		0			0	
	Right	86	1	1	181	1	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	189	1	**189**
	Left-Through		0			0	
	Through	674	2	337	1167	2	584
	Through-Right		0			0	
	Right	92	1	61	102	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	136	1	136
	Left-Through		0			0	
	Through	362	1	211	1003	1	**535**
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	171	1	171	151	1	**151**
	Left-Through		0			0	
	Through	835	1	**472**	578	1	384
	Through-Right		1			1	
	Right	108	0	108	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	494		*North-South:*	695
			East-West:	534		*East-West:*	686
			SUM:	1028		*SUM:*	1381
	VOLUME/CAPACITY *(V/C)* RATIO:			0.748			1.004
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.748			1.004
	LEVEL OF SERVICE (LOS):			C			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
53	North-South Street:	La Brea Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	106	1	**106**
	Left-Through		0			0	
	Through	696	1	**358**	668	1	354
	Through-Right		1			1	
	Right	20	0	20	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	218	1	218
	Left-Through		0			0	
	Through	545	2	273	993	2	**497**
	Through-Right		0			0	
	Right	91	1	16	72	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	143	1	143
	Left-Through		0			0	
	Through	450	2	225	1103	2	**552**
	Through-Right		0			0	
	Right	61	1	0	94	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	59	1	**59**
	Left-Through		0			0	
	Through	1007	2	**504**	771	2	386
	Through-Right		0			0	
	Right	197	1	152	147	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	448		*North-South:*	603
			East-West:	654		*East-West:*	611
			SUM:	1102		*SUM:*	1214
	VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.883
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.883
	LEVEL OF SERVICE (LOS):			D			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
54	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	0	77	20	0	20
	Left-Through		0			0	
	Through	118	0	**258**	211	0	**458**
	Through-Right		0			0	
	Right	63	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	149	0	**149**
	Left-Through		0			0	
	Through	45	0	140	34	0	290
	Through-Right		0			0	
	Right	73	0	0	107	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	53	1	53
	Left-Through		0			0	
	Through	304	1	209	638	1	**335**
	Through-Right		1			1	
	Right	113	0	113	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	65	1	**65**
	Left-Through		0			0	
	Through	647	1	**354**	615	1	347
	Through-Right		1			1	
	Right	60	0	60	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	280		*North-South:*	607
			East-West:	406		*East-West:*	400
			SUM:	686		*SUM:*	1007
	VOLUME/CAPACITY *(V/C)* RATIO:			0.457			0.671
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.357**			**0.571**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
55	North-South Street:	Jenny Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	34	1	34
	Left-Through		0			0	
	Through	28	1	28	22	1	22
	Through-Right		0			0	
	Right	113	1	44	191	1	**81**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	20	1	**20**
	Left-Through		0			0	
	Through	20	1	**11**	20	1	12
	Through-Right		1			1	
	Right	2	0	2	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	**2**	3	1	3
	Left-Through		0			0	
	Through	317	2	159	758	2	**379**
	Through-Right		0			0	
	Right	75	1	51	58	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	221	1	**221**
	Left-Through		0			0	
	Through	692	2	**346**	636	2	318
	Through-Right		0			0	
	Right	7	1	2	40	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	59		*North-South:*	101
			East-West:	348		*East-West:*	600
			SUM:	407		*SUM:*	701
	VOLUME/CAPACITY *(V/C)* RATIO:			0.271			0.467
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.171**			**0.367**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
56	North-South Street:	Airport Boulevard	East-West Street:	Arbor Vitae Street/Westchester Pkv
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	160	1	160
	Left-Through		0			0	
	Through	491	2	246	866	2	**433**
	Through-Right		0			0	
	Right	97	1	24	148	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	119	1	**119**
	Left-Through		0			0	
	Through	695	3	**232**	618	3	206
	Through-Right		0			0	
	Right	167	1	77	110	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	100	1	100
	Left-Through		0			0	
	Through	235	2	118	654	2	**327**
	Through-Right		0			0	
	Right	106	1	1	159	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	139	1	**139**
	Left-Through		0			0	
	Through	590	1	**335**	570	1	335
	Through-Right		1			1	
	Right	79	0	79	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	337		*North-South:*	552
			East-West:	425		*East-West:*	466
			SUM:	762		*SUM:*	1018
	VOLUME/CAPACITY *(V/C)* RATIO:			0.554			0.740
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.454**			**0.640**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
57	North-South Street:	Aviation Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	269	1	**269**	232	1	**232**
	Left-Through		0			0	
	Through	433	2	217	606	2	303
	Through-Right		0			0	
	Right	109	1	32	133	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	69	1	69
	Left-Through		0			0	
	Through	388	1	**234**	429	1	**278**
	Through-Right		1			1	
	Right	80	0	80	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	118	1	118
	Left-Through		0			0	
	Through	318	1	205	746	1	**475**
	Through-Right		1			1	
	Right	92	0	92	203	0	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	157	1	**157**
	Left-Through		0			0	
	Through	742	1	**396**	601	1	320
	Through-Right		1			1	
	Right	49	0	49	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	503		*North-South:*	510
			East-West:	436		*East-West:*	632
			SUM:	939		*SUM:*	1142
	VOLUME/CAPACITY *(V/C)* RATIO:			0.683			0.831
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.583**			**0.731**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
58	North-South Street:	La Cienega Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 2	WB --		2	EB -- 2	WB --	2
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	**283**	153	1	**153**
	Left-Through		0			0	
	Through	539	1	295	401	1	316
	Through-Right		1			1	
	Right	50	0	50	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	149	1	149
	Left-Through		0			0	
	Through	330	1	**184**	629	1	**339**
	Through-Right		1			1	
	Right	38	0	38	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	49	1	49
	Left-Through		0			0	
	Through	208	1	190	701	1	**542**
	Through-Right		1			1	
	Right	171	0	171	382	0	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	60	1	**60**
	Left-Through		0			0	
	Through	559	2	**280**	352	2	176
	Through-Right		0			0	
	Right	154	1	154	79	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	467		*North-South:*	492
			East-West:	339		*East-West:*	602
			SUM:	806		*SUM:*	1094
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.729
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.537			0.729
LEVEL OF SERVICE (LOS):				A			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
59	North-South Street:	Inglewood Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	175	114	1	114
	Left-Through		0			0	
	Through	122	0	**180**	202	0	**311**
	Through-Right		1			1	
	Right	58	0	0	109	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	67	1	67
	Left-Through		0			0	
	Through	94	0	**139**	246	0	**295**
	Through-Right		1			1	
	Right	45	0	0	49	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	44	1	44
	Left-Through		0			0	
	Through	263	1	157	703	1	**416**
	Through-Right		1			1	
	Right	50	0	50	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	98	1	**98**
	Left-Through		0			0	
	Through	565	1	**303**	383	1	207
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	319		*North-South:*	606
			East-West:	334		*East-West:*	514
			SUM:	653		*SUM:*	1120
	VOLUME/CAPACITY *(V/C)* RATIO:			0.458			0.786
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.458			0.786
	LEVEL OF SERVICE (LOS):			A			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
60	North-South Street:	La Brea Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	1	**155**	224	1	**224**
	Left-Through		0			0	
	Through	687	2	236	657	2	242
	Through-Right		1			1	
	Right	20	0	20	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	118	1	118
	Left-Through		0			0	
	Through	442	3	**147**	1042	3	**347**
	Through-Right		0			0	
	Right	64	1	32	67	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	117	1	117
	Left-Through		0			0	
	Through	160	1	160	387	1	**387**
	Through-Right		0			0	
	Right	103	1	26	256	1	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	69	1	**69**
	Left-Through		0			0	
	Through	297	2	**149**	304	2	152
	Through-Right		0			0	
	Right	69	1	40	84	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	302		*North-South:*	571
			East-West:	213		*East-West:*	456
			SUM:	515		*SUM:*	1027
	VOLUME/CAPACITY *(V/C)* RATIO:			0.375			0.747
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.375			0.747
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
61	North-South Street:	Airport Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	23	1	23
	Left-Through		0			0	
	Through	33	2	17	38	2	19
	Through-Right		0			0	
	Right	38	1	0	68	1	**44**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	221	2	77	516	2	181
	Left-Through		1			1	
	Through	20	1	20	17	1	17
	Through-Right		0			0	
	Right	324	1	**180**	485	1	**299**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	524	2	**288**	679	2	**373**
	Left-Through		0			0	
	Through	1655	4	414	2174	4	544
	Through-Right		0			0	
	Right	20	1	11	28	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	49	1	49
	Left-Through		0			0	
	Through	2620	4	**655**	1920	4	**480**
	Through-Right		0			0	
	Right	349	1	272	362	1	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	198		*North-South:*	343
			East-West:	943		*East-West:*	853
			SUM:	1141		*SUM:*	1196
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.730**			**0.770**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
62	North-South Street:	Aviation Boulevad	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	797	2	**438**	507	2	279
	Left-Through		0			0	
	Through	779	1	419	1242	1	**680**
	Through-Right		1			1	
	Right	59	0	59	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	2	56	113	2	**62**
	Left-Through		0			0	
	Through	463	2	**232**	570	2	285
	Through-Right		0			0	
	Right	151	1	0	144	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	1	**235**	397	1	**397**
	Left-Through		0			0	
	Through	1430	3	475	1987	3	581
	Through-Right		1			1	
	Right	470	0	470	337	0	337
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	110	1	110
	Left-Through		0			0	
	Through	2024	3	**543**	1738	3	**474**
	Through-Right		1			1	
	Right	149	0	149	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	670		*North-South:*	742
			East-West:	778		*East-West:*	871
			SUM:	1448		*SUM:*	1613
	VOLUME/CAPACITY *(V/C)* RATIO:			1.053			1.173
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.953**			**1.073**
	LEVEL OF SERVICE (LOS):			**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
63	North-South Street:	La Cienega Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	**198**	147	1	147
	Left-Through		0			0	
	Through	319	2	160	280	2	140
	Through-Right		0			0	
	Right	158	2	0	539	2	**226**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	126	424	1	**424**
	Left-Through		0			0	
	Through	493	2	247	789	2	395
	Through-Right		0			0	
	Right	728	2	**266**	494	2	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	200	1	200
	Left-Through		0			0	
	Through	859	3	286	1461	3	**487**
	Through-Right		0			0	
	Right	508	1	310	529	1	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	70	1	**70**
	Left-Through		0			0	
	Through	1475	3	**464**	1036	3	301
	Through-Right		1			1	
	Right	379	0	379	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	464		*North-South:*	650
			East-West:	598		*East-West:*	557
			SUM:	1062		*SUM:*	1207
	VOLUME/CAPACITY *(V/C)* RATIO:			0.772			0.878
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.672**			**0.778**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
64	North-South Street:	I-405 NB Ramps	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	843	2	**464**	380	2	209
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	130	368	1	**368**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	**20**	28	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	51	1	51
	Left-Through		0			0	
	Through	671	2	297	1633	2	**585**
	Through-Right		1			1	
	Right	518	1	0	708	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1608	2	**537**	1331	2	447
	Through-Right		1			1	
	Right	3	0	3	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	484		*North-South:*	368
			East-West:	552		*East-West:*	585
			SUM:	1036		*SUM:*	953
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.635
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.691			0.635
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
65	North-South Street:	Inglewood Avenue	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	68	1	**68**
	Left-Through		0			0	
	Through	185	0	238	281	0	406
	Through-Right		1			1	
	Right	53	0	0	125	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	100	1	100
	Left-Through		0			0	
	Through	166	0	**263**	393	0	**482**
	Through-Right		1			1	
	Right	97	0	0	89	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	144	1	144
	Left-Through		0			0	
	Through	689	2	243	1702	2	**626**
	Through-Right		1			1	
	Right	40	0	40	176	0	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	97	1	**97**
	Left-Through		0			0	
	Through	1389	2	**489**	1201	2	427
	Through-Right		1			1	
	Right	79	0	79	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	387		*North-South:*	550
			East-West:	548		*East-West:*	723
			SUM:	935		*SUM:*	1273
	VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.623			0.849
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
66	North-South Street:	La Brea Avenue	East-West Street:	Century Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	213	1	**213**	253	1	**253**
	Left-Through		0			0	
	Through	767	3	256	902	3	301
	Through-Right		0			0	
	Right	58	1	15	139	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	214	1	214
	Left-Through		0			0	
	Through	529	3	**176**	1085	3	**362**
	Through-Right		0			0	
	Right	109	1	43	112	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	**132**	171	1	171
	Left-Through		0			0	
	Through	597	2	267	1426	2	**553**
	Through-Right		1			1	
	Right	204	0	204	232	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	128	1	**128**
	Left-Through		0			0	
	Through	1112	2	**412**	956	2	365
	Through-Right		1			1	
	Right	124	0	124	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	389		*North-South:*	615
			East-West:	544		*East-West:*	681
			SUM:	933		*SUM:*	1296
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.943
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.679			0.943
LEVEL OF SERVICE (LOS):				**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
73	North-South Street:	Centinela Avenue	East-West Street:	Culver Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	30	1	30
	Left-Through		0			0	
	Through	1135	2	**568**	1304	2	**652**
	Through-Right		0			0	
	Right	166	1	95	173	1	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	170	1	**170**
	Left-Through		0			0	
	Through	866	2	433	1366	2	683
	Through-Right		0			0	
	Right	92	1	0	166	1	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	295	1	295	128	1	**128**
	Left-Through		0			0	
	Through	846	1	**430**	601	1	309
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	**142**	137	1	137
	Left-Through		0			0	
	Through	309	1	229	612	1	**396**
	Through-Right		1			1	
	Right	148	0	148	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	822
			East-West:	572		*East-West:*	524
			SUM:	1270		*SUM:*	1346
	VOLUME/CAPACITY *(V/C)* RATIO:			0.847			0.897
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.747**			**0.797**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
74	North-South Street:	Centinela Avenue	East-West Street:	Sandford/SR-90 WB Ramps
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	20	1	**20**
	Left-Through		0			0	
	Through	662	2	331	1025	2	513
	Through-Right		0			0	
	Right	49	1	0	97	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1198	2	**402**	1480	2	**499**
	Through-Right		1			1	
	Right	8	0	8	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	0	**50**	29	0	**29**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	375	1	**334**	252	1	252
	Left-Through		0			0	
	Through	8	0	334	15	0	**305**
	Through-Right		0			0	
	Right	619	1	0	594	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	412		*North-South:*	519
			East-West:	384		*East-West:*	334
			SUM:	796		*SUM:*	853
	VOLUME/CAPACITY *(V/C)* RATIO:			0.559			0.599
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.459**			**0.499**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
75	North-South Street:	Centinela Avenue	East-West Street:	SR-90 EB Ramps
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	1103	3	**368**
	Through-Right		0			0	
	Right	308	1	308	227	1	227
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	382	2	210	710	2	**391**
	Left-Through		0			0	
	Through	1147	2	**574**	1117	2	559
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	29	0	29
	Left-Through		0			0	
	Through	1	0	19	1	0	30
	Through-Right		0			0	
	Right	126	1	**126**	82	1	**82**
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	574		*North-South:*	759
			East-West:	126		*East-West:*	82
			SUM:	700		*SUM:*	841
	VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.590
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.490**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
76	North-South Street:	Centinela Avenue	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	2	**9**	17	2	9
	Left-Through		0			0	
	Through	18	3	6	19	3	6
	Through-Right		0			0	
	Right	9	1	5	20	1	**19**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	403	2	222	773	2	**425**
	Left-Through		0			0	
	Through	122	2	61	59	2	30
	Through-Right		0			0	
	Right	668	1	**386**	502	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	513	2	**282**	518	2	**285**
	Left-Through		0			0	
	Through	853	3	284	1104	3	368
	Through-Right		0			0	
	Right	10	1	1	10	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	6	2	3
	Left-Through		0			0	
	Through	1035	3	**345**	1131	3	**377**
	Through-Right		0			0	
	Right	371	1	149	413	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	395		*North-South:*	444
			East-West:	627		*East-West:*	662
			SUM:	1022		*SUM:*	1106
	VOLUME/CAPACITY *(V/C)* RATIO:			0.743			0.804
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.643**			**0.704**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
81	North-South Street:	I-405 SB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	149	1	122
	Left-Through		0			0	
	Through	0	0	**169**	0	0	**122**
	Through-Right		0			0	
	Right	337	1	0	218	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	922	4	**231**	1174	4	294
	Through-Right		0			0	
	Right	219	1	219	312	1	**312**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	588	2	**323**
	Left-Through		0			0	
	Through	751	2	376	1101	2	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	169		*North-South:*	122
			East-West:	413		*East-West:*	635
			SUM:	582		*SUM:*	757
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.308**			**0.431**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
82	North-South Street:	I-405 NB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	149	294	1	294
	Left-Through		0			0	
	Through	42	0	**310**	37	0	**635**
	Through-Right		0			0	
	Right	268	0	0	598	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	264	2	**145**	203	2	**112**
	Left-Through		0			0	
	Through	787	2	394	1063	2	532
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1082	2	**361**	1388	2	**463**
	Through-Right		1			1	
	Right	179	1	179	187	1	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	310		*North-South:*	635
			East-West:	506		*East-West:*	575
			SUM:	816		*SUM:*	1210
	VOLUME/CAPACITY *(V/C)* RATIO:			0.573			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.473**			**0.749**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
91	North-South Street:	Falmouth Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	65	1	**65**
	Left-Through		0			0	
	Through	12	1	12	36	1	36
	Through-Right		0			0	
	Right	159	1	124	72	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	29	1	29
	Left-Through		0			0	
	Through	26	1	**26**	15	1	**15**
	Through-Right		0			0	
	Right	36	1	9	45	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	71	1	71
	Left-Through		0			0	
	Through	311	2	**156**	387	2	**194**
	Through-Right		0			0	
	Right	80	1	12	59	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	94	1	**94**
	Left-Through		0			0	
	Through	256	2	128	337	2	169
	Through-Right		0			0	
	Right	17	1	10	28	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	162		*North-South:*	80
			East-West:	226		*East-West:*	288
			SUM:	388		*SUM:*	368
	VOLUME/CAPACITY *(V/C)* RATIO:			0.259			0.245
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.159**			**0.145**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
92	North-South Street:	Falmouth Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	49	1	49
	Left-Through		0			0	
	Through	3	0	0	10	0	0
	Through-Right		0			0	
	Right	39	1	**23**	99	1	**94**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	357	2	**196**	103	2	**57**
	Left-Through		0			0	
	Through	2	0	0	0	0	0
	Through-Right		0			0	
	Right	150	1	88	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	92	1	**92**
	Left-Through		0			0	
	Through	440	2	220	304	2	152
	Through-Right		0			0	
	Right	73	1	62	18	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	10	1	10
	Left-Through		0			0	
	Through	202	2	101	366	2	183
	Through-Right		0			0	
	Right	329	1	**231**	249	1	**221**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	219		*North-South:*	151
			East-West:	356		*East-West:*	313
			SUM:	575		*SUM:*	464
	VOLUME/CAPACITY *(V/C)* RATIO:			0.418			0.337
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.318**			**0.237**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
93	North-South Street:	Lincoln Boulevard	East-West Street:	Loyola Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	73	1	**73**
	Left-Through		0			0	
	Through	2385	4	596	2003	4	501
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1623	2	**677**	1959	2	**725**
	Through-Right		1			1	
	Right	408	0	408	217	0	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	270	2	**149**	438	2	**241**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	16	1	0	33	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	727		*North-South:*	798
			East-West:	149		*East-West:*	241
			SUM:	876		*SUM:*	1039
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.729
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.629**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
94	North-South Street:	Loyola Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	30	1	**30**
	Left-Through		0			0	
	Through	9	2	5	4	2	2
	Through-Right		0			0	
	Right	0	1	0	2	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	1	111	85	1	85
	Left-Through		0			0	
	Through	54	1	**54**	25	1	25
	Through-Right		0			0	
	Right	60	1	13	94	1	**58**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	72	1	72
	Left-Through		0			0	
	Through	561	2	281	772	2	**386**
	Through-Right		0			0	
	Right	224	1	192	272	1	257
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	2	1	**2**
	Left-Through		0			0	
	Through	1111	2	**556**	581	2	291
	Through-Right		0			0	
	Right	329	1	274	180	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	119		*North-South:*	88
			East-West:	651		*East-West:*	388
			SUM:	770		*SUM:*	476
	VOLUME/CAPACITY *(V/C)* RATIO:			0.513			0.317
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.413**			**0.217**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
95	North-South Street:	McConnell Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	350	1	**193**	174	1	**96**
	Left-Through		0			0	
	Through	1	0	0	1	0	0
	Through-Right		0			0	
	Right	5	1	0	19	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	54	0	0	79	0	0
	Left-Through		0			0	
	Through	17	0	**0**	25	0	**0**
	Through-Right		0			0	
	Right	6	0	0	9	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	0	**0**	19	0	0
	Left-Through		0			0	
	Through	721	2	247	872	2	**314**
	Through-Right		1			1	
	Right	21	0	21	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	2	51	171	2	**94**
	Left-Through		0			0	
	Through	1062	3	**354**	593	3	198
	Through-Right		0			0	
	Right	86	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	193		*North-South:*	96
			East-West:	354		*East-West:*	408
			SUM:	547		*SUM:*	504
	VOLUME/CAPACITY *(V/C)* RATIO:			0.384			0.354
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.284**			**0.254**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
96	North-South Street:	Emerson Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	**96**	81	0	81
	Left-Through		1			1	
	Through	135	0	149	107	0	**123**
	Through-Right		1			1	
	Right	66	0	149	57	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	0	162	119	0	**119**
	Left-Through		1			1	
	Through	194	0	**229**	113	0	144
	Through-Right		1			1	
	Right	102	0	229	56	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	108	1	108
	Left-Through		0			0	
	Through	782	2	391	1088	2	**544**
	Through-Right		0			0	
	Right	61	1	61	79	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	57	1	**57**
	Left-Through		0			0	
	Through	1163	2	**582**	805	2	403
	Through-Right		0			0	
	Right	146	1	146	150	1	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	325		*North-South:*	242
			East-West:	643		*East-West:*	601
			SUM:	968		*SUM:*	843
	VOLUME/CAPACITY *(V/C)* RATIO:			0.645			0.562
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.545**			**0.462**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
97	North-South Street:	La Tijera Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	53	2	**29**	121	2	**67**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	614	2	0	424	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	429	3	**150**	553	3	**194**
	Left-Through		0			0	
	Through	373	2	187	454	2	227
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	693	2	**347**	393	2	**197**
	Through-Right		0			0	
	Right	96	1	82	67	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	29		*North-South:*	67
			East-West:	497		*East-West:*	391
			SUM:	526		*SUM:*	458
	VOLUME/CAPACITY *(V/C)* RATIO:			0.369			0.321
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.269**			**0.221**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
98	North-South Street:	Sepulveda Westway	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	0	75	87	0	87
	Left-Through		0			0	
	Through	68	0	**196**	145	0	**458**
	Through-Right		0			0	
	Right	53	0	0	226	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	**54**	147	0	**147**
	Left-Through		0			0	
	Through	36	0	112	100	0	305
	Through-Right		0			0	
	Right	22	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	50	1	50
	Left-Through		0			0	
	Through	441	2	164	568	2	**203**
	Through-Right		1			1	
	Right	50	0	50	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	123	117	1	**117**
	Left-Through		0			0	
	Through	712	2	**263**	413	2	207
	Through-Right		1			1	
	Right	78	0	78	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	250		*North-South:*	605
			East-West:	303		*East-West:*	320
			SUM:	553		*SUM:*	925
	VOLUME/CAPACITY *(V/C)* RATIO:			0.369			0.617
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.269**			**0.517**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
99	North-South Street:	Sepulveda Westway	East-West Street:	Westchester Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	18	0	**18**
	Left-Through		0			0	
	Through	1	0	7	42	0	127
	Through-Right		0			0	
	Right	4	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	47	0	47	136	0	136
	Left-Through		1			1	
	Through	41	0	**88**	129	0	**265**
	Through-Right		0			0	
	Right	26	1	17	69	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	29	1	29
	Left-Through		0			0	
	Through	341	2	171	405	2	**203**
	Through-Right		0			0	
	Right	73	1	73	145	1	145
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	82	1	**82**
	Left-Through		0			0	
	Through	753	2	**320**	380	2	190
	Through-Right		1			1	
	Right	206	0	206	247	0	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	90		*North-South:*	283
			East-West:	339		*East-West:*	285
			SUM:	429		*SUM:*	568
	VOLUME/CAPACITY *(V/C)* RATIO:			0.286			0.379
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.186**			**0.279**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
100	North-South Street:	Airport Boulevard	East-West Street:	96th Street
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0 / EB -- 0		SB -- / WB --	1 / 0	NB -- 0 / EB -- 0		SB -- / WB --	1 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	**120**	118	1	118
	Left-Through		0			0	
	Through	566	2	283	1028	2	**514**
	Through-Right		0			0	
	Right	30	1	15	27	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	59	1	**59**
	Left-Through		0			0	
	Through	690	3	**230**	661	3	220
	Through-Right		0			0	
	Right	253	1	0	194	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	2	**45**	148	2	**81**
	Left-Through		0			0	
	Through	38	1	38	45	1	45
	Through-Right		0			0	
	Right	47	1	0	89	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	35	1	35
	Left-Through		0			0	
	Through	31	1	31	23	1	23
	Through-Right		0			0	
	Right	65	1	**35**	94	1	**65**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	573
			East-West:	80		*East-West:*	146
			SUM:	430		*SUM:*	719
VOLUME/CAPACITY *(V/C)* RATIO:				0.302			0.505
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.202**			**0.405**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
101	North-South Street:	Aviation Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	281	2	155	196	2	**108**
	Left-Through		0			0	
	Through	609	2	**305**	449	2	225
	Through-Right		0			0	
	Right	126	1	0	245	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	2	**136**	247	2	136
	Left-Through		0			0	
	Through	359	2	180	618	2	**309**
	Through-Right		0			0	
	Right	192	1	114	159	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	2	**78**	249	2	137
	Left-Through		0			0	
	Through	276	2	126	1246	2	**515**
	Through-Right		1			1	
	Right	102	0	102	298	0	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	2	129	278	2	**153**
	Left-Through		0			0	
	Through	939	3	313	421	3	140
	Through-Right		0			0	
	Right	744	1	**608**	434	1	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	441		*North-South:*	417
			East-West:	686		*East-West:*	668
			SUM:	1127		*SUM:*	1085
	VOLUME/CAPACITY *(V/C)* RATIO:			0.820			0.789
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.720**			**0.689**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
103	North-South Street:	Lincoln Boulevard	East-West Street:	Rose Avenue
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	110	1	**110**
	Left-Through		0			0	
	Through	1774	2	**887**	1348	2	674
	Through-Right		0			0	
	Right	46	1	20	48	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	**96**	92	1	92
	Left-Through		0			0	
	Through	1568	2	784	1877	2	**939**
	Through-Right		0			0	
	Right	84	1	0	112	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	205	1	**205**	185	1	185
	Left-Through		0			0	
	Through	252	1	252	395	1	**395**
	Through-Right		0			0	
	Right	128	1	70	147	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	59	1	**59**
	Left-Through		0			0	
	Through	419	1	**419**	219	1	219
	Through-Right		0			0	
	Right	166	1	118	81	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	983		*North-South:*	1049
			East-West:	624		*East-West:*	454
			SUM:	1607		*SUM:*	1503
	VOLUME/CAPACITY *(V/C)* RATIO:			1.071			1.002
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.971**			**0.902**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
104	North-South Street:	Culver Boulevard	East-West Street:	SR-90 WB Ramps
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	472	1	**472**	228	1	**228**
	Left-Through		0			0	
	Through	1329	2	665	642	2	321
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	285	2	143	938	2	**469**
	Through-Right		0			0	
	Right	400	1	**400**	295	1	218
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	154	1	154
	Left-Through		0			0	
	Through	118	0	**0**	0	0	0
	Through-Right		0			0	
	Right	175	1	0	526	1	**412**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	144	1	79	367	1	202
	Left-Through		1			1	
	Through	312	0	**392**	200	0	**237**
	Through-Right		1			1	
	Right	80	0	80	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	872		*North-South:*	697
			East-West:	392		*East-West:*	649
			SUM:	1264		*SUM:*	1346
	VOLUME/CAPACITY *(V/C)* RATIO:			0.919			0.979
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.819**			**0.879**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
105	North-South Street:	Culver Boulevard	East-West Street:	SR-90 EB Ramps
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1734	3	**578**	777	3	259
	Through-Right		0			0	
	Right	978	2	538	299	2	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	276	1	276
	Left-Through		0			0	
	Through	512	2	256	1547	2	**774**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	103	1	**103**
	Left-Through		0			0	
	Through	1	1	1	3	1	3
	Through-Right		1			1	
	Right	28	0	28	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	704		*North-South:*	774
			East-West:	94		*East-West:*	103
			SUM:	798		*SUM:*	877
VOLUME/CAPACITY *(V/C)* RATIO:				0.560			0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.460**			**0.515**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
106	North-South Street:	I-405 SB Ramps	East-West Street:	Howard Hughes Parkway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	14	1	14
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	930	2	**350**	633	2	**30**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	2	162	578	2	**318**
	Left-Through		0			0	
	Through	789	2	**395**	643	2	322
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	231	3	77	208	3	69
	Through-Right		0			0	
	Right	21	1	8	139	1	**132**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	30
			East-West:	395		*East-West:*	450
			SUM:	745		*SUM:*	480
VOLUME/CAPACITY *(V/C)* RATIO:				0.523			0.337
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.423**			**0.237**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
107	North-South Street:	Center Drive	East-West Street:	Howard Hughes Parkway/I-405 NB
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	2	**13**	156	2	86
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	1	1	209	1	**199**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	20	1	20
	Left-Through		0			0	
	Through	824	2	**412**	640	2	**320**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	205	3	68	164	3	55
	Through-Right		0			0	
	Right	188	1	175	65	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	13		*North-South:*	199
			East-West:	412		*East-West:*	320
			SUM:	425		*SUM:*	519
	VOLUME/CAPACITY *(V/C)* RATIO:			0.298			0.364
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.198**			**0.264**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

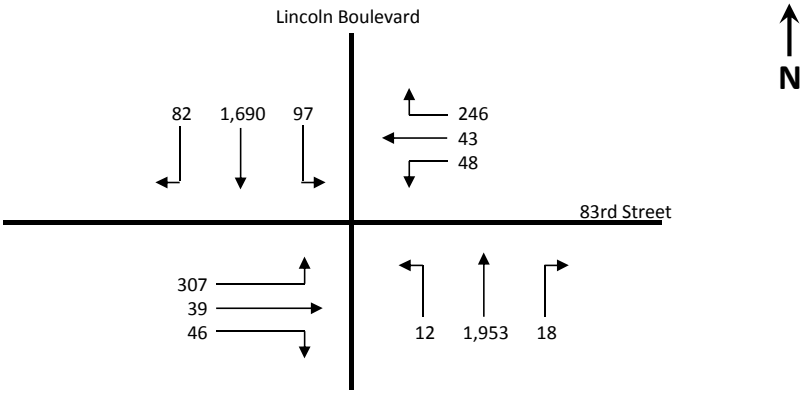
I/S #:	PROJECT TITLE:	LAX Northside		
108	North-South Street:	La Cienega Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future with Project Conditions		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	2	**54**	74	2	41
	Left-Through		0			0	
	Through	231	1	122	133	1	133
	Through-Right		1			1	
	Right	135	1	0	582	1	**303**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	2	31	422	2	**232**
	Left-Through		0			0	
	Through	261	1	**194**	556	1	315
	Through-Right		1			1	
	Right	322	1	0	388	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	382	2	**210**	233	2	128
	Left-Through		0			0	
	Through	238	3	79	1295	3	**432**
	Through-Right		0			0	
	Right	202	2	84	237	2	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	2	50	31	2	**17**
	Left-Through		0			0	
	Through	767	3	256	329	3	110
	Through-Right		0			0	
	Right	555	2	**290**	264	2	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	248		*North-South:*	535
			East-West:	500		*East-West:*	449
			SUM:	748		*SUM:*	984
	VOLUME/CAPACITY *(V/C)* RATIO:			0.544			0.716
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.444**			**0.616**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Intersection 11 - Lincoln Boulevard & 83rd Street

Future with Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 97 and

Northbound Throughs + Rights:

$$\frac{1{,}953 + 18}{4} = \frac{1{,}971}{4} = 493$$

Total: 97 + 493 = 590 or

Northbound Lefts to 83rd Street: 12 and

Southbound Throughs and Rights:

$$\frac{1{,}690 + 82}{2.5} = \frac{1{,}772}{2.5} = 709$$

Total: 12 + 709 = 721

Critical Volume #1 (CV1): **721**

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 48 and

Eastbound Throughs + Rights:

$$\frac{39 + 46}{1} = \frac{85}{1} = 85$$

Total: 48 + 85 = 133 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{307}{2} \times 1.10 = 169$$

Westbound Throughs: 43 or

Westbound Rights:

Total Westbound Right-Turn Volume:	246
Volume Reduced by Overlapping Arrow:	97
Westbound Right-Turn Volume During Phase:	149

Total: 169 + 149 = 318

Critical Volume #2 (CV2): **318**

Critical Volume: 721 + 318 = **1039**

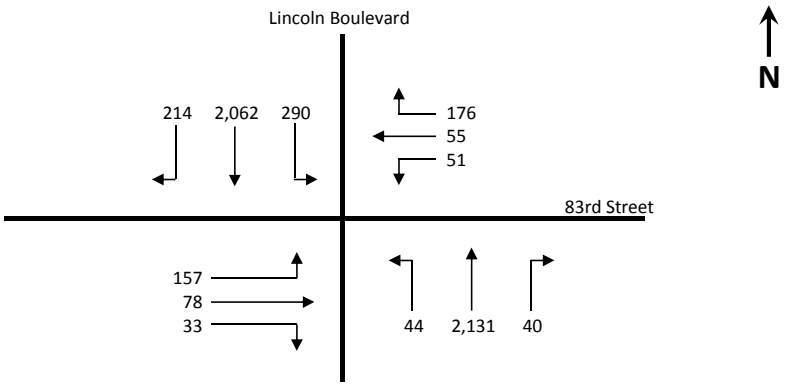
Intersection V/C: $\frac{1039}{1375}$ = **0.756**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.656 **Intersection LOS: B**

Intersection 11 - Lincoln Boulevard & 83rd Street

Future with Project Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 290 and

Northbound Throughs + Rights:

$$\frac{2{,}131 + 40}{3.5} = \frac{2{,}171}{3.5} = 620$$

Total: 290 + 620 = 910 or

Northbound Lefts to 83rd Street: 44 and

Southbound Throughs + Rights:

$$\frac{2{,}062 + 214}{3} = \frac{2{,}276}{3} = 759$$

Total: 44 + 759 = 803

Critical Volume #1 (CV1): **910**

0

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 51 and

Eastbound Throughs + Rights:

$$\frac{78 + 33}{1} = \frac{111}{1} = 111$$

Total: 51 + 111 = 162 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{157}{2} = 79$$

Westbound Throughs: 55 or

Westbound Rights:

Total Westbound Right-Turn Volume:	176
Volume Reduced by Overlapping Arrow:	290
Westbound Right-Turn Volume During Phase:	0

Total: 79 + 55 = 134

Critical Volume #2 (CV2): **162**

Critical Volume: 910 + 162 = **1072**

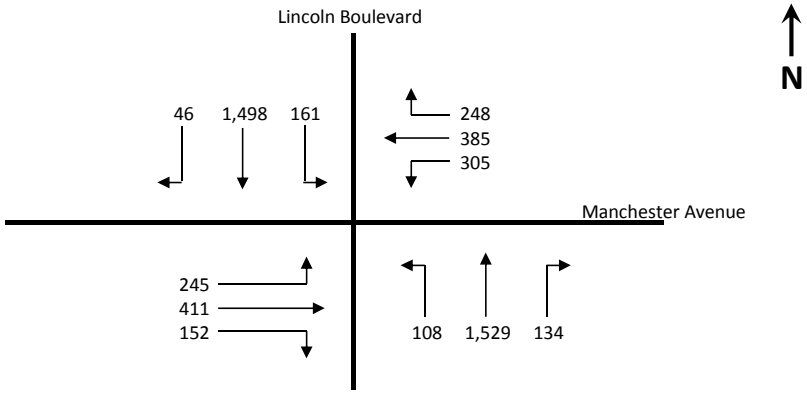
Intersection V/C: $\frac{1072}{1375}$ = **0.780**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.680 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Future with Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 161 and

Northbound Throughs + Rights:

$$\frac{1{,}529 + 134}{4} = \frac{1{,}663}{4} = 416$$

Total: 161 + 416 = 577 or

Northbound Lefts to Manchester Avenue: 108 and

Southbound Throughs + Rights:

$$\frac{1{,}498 + 46}{3} = \frac{1{,}544}{3} = 515$$

Total: 108 + 515 = 623

Critical Volume #1 (CV1): **623**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 305 and

Eastbound Throughs: $\frac{411}{2} = 206$ or

Total Eastbound Right-Turn Volume: 152
Volume Reduced by Overlapping Arrow: 108
Eastbound Right-Turn Volume During Phase: 44

Total: 305 + 206 = 511 or

Estbound Lefts to Lincoln Boulevard: 245 and

Westbound Throughs: $\frac{385}{2} = 193$ or

Total Westbound Right-Turn Volume: 248
Volume Reduced by Overlapping Arrow: 161
Westbound Right-Turn Volume During Phase: 87

Total: 245 + 193 = 438

Critical Volume #2 (CV2): **511**

Critical Volume: 623 + 511 = **1134**

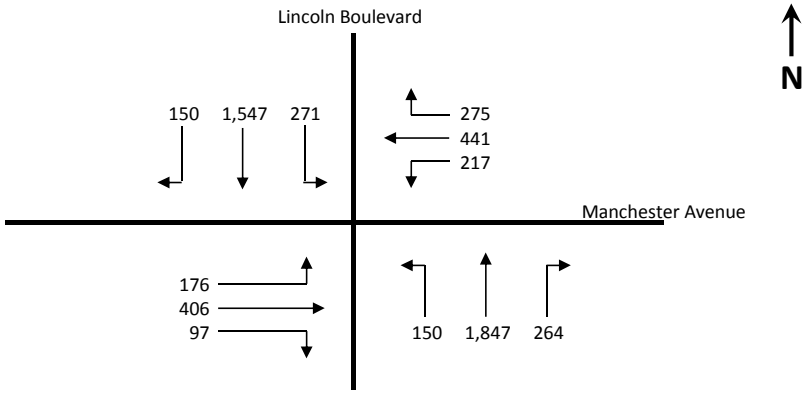
Intersection V/C: $\frac{1134}{1375} =$ **0.825**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.725 **Intersection LOS: C**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Future with Project Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 271 and

Northbound Throughs + Rights:

$$\frac{1{,}847 + 264}{3.75} = \frac{2{,}111}{3.75} = 563$$

Total: 271 + 563 = 834 or

Northbound Lefts to Manchester Avenue: 150 and

Southbound Throughs + Rights:

$$\frac{1{,}547 + 150}{3} = \frac{1{,}697}{3} = 566$$

Total: 150 + 566 = 716

Critical Volume #1 (CV1): **834**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: 217 and

Eastbound Throughs: $\frac{406}{2} = 203$ or

Total Eastbound Right-Turn Volume: 97
Volume Reduced by Overlapping Arrow: 150
Eastbound Right-Turn Volume During Phase: 0

Total: 217 + 203 = 420 or

Estbound Lefts to Lincoln Boulevard: 176 and

Westbound Throughs: $\frac{441}{2} = 221$ or

Total Westbound Right-Turn Volume: 275
Volume Reduced by Overlapping Arrow: 271
Westbound Right-Turn Volume During Phase: 4

Total: 176 + 221 = 397

Critical Volume #2 (CV2): **420**

Critical Volume: 834 + 420 = **1254**

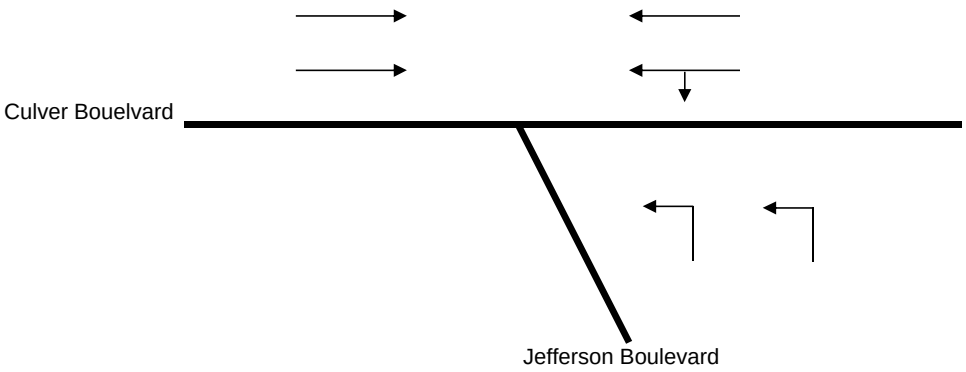
Intersection V/C: $\frac{1254}{1375} =$ **0.912**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.812 **Intersection LOS: D**

Intersection 14

Culver Boulevard & Jefferson Boulevard
Future with Project (Year 2022) Conditions - AM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	422	23	3	0	408	559	2037	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

408 x 55% = 224

Critical Volume: 224

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{2037}{2} + \frac{23}{1} \right\} = 1042$ *or*

2. PCE Factor = 1

$$\left\{ \frac{422}{2} + \frac{(\ 23 \times 1\ )}{1} \right\} = 234$$

Critical Volume: 1042

Critical Volume = 224 + 1042 = **1266**
Intersection Capacity = 1500 (2-phase)

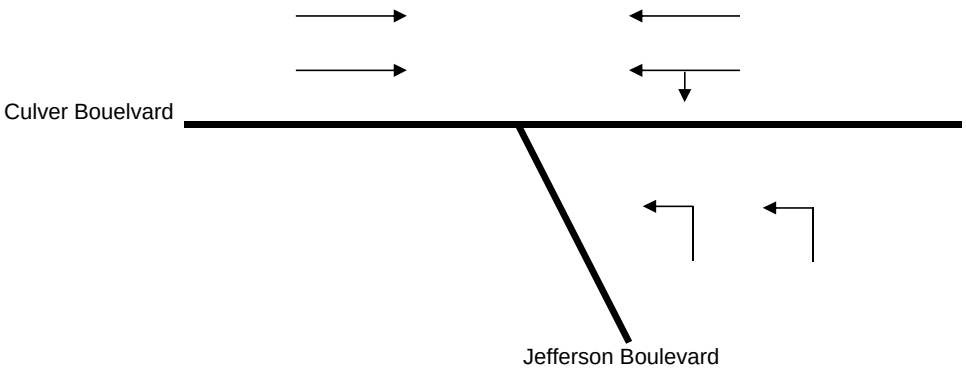
Intersection V/C = $\frac{1266}{1500}$ = 0.844

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.744
Intersection LOS: C

Intersection 14

Culver Boulevard & Jefferson Boulevard
Future with Project (Year 2022) Conditions - PM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	1248	61	8	0	845	317	879	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

845 x 55% = 465

Critical Volume: 465

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{879}{2} + \frac{61}{1} \right\} = 501$ *or*

2. PCE Factor = 2

$$\left\{ \frac{1248}{2} + \frac{(\ 61 \times 2\ )}{1} \right\} = 746$$

Critical Volume: 746

Critical Volume = 465 + 746 = **1211**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1211}{1500}$ = 0.807

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.707
Intersection LOS: C

LAX Northside

Intersection Capacity Utilization Analysis

22. HIGHLAND AVENUE & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	W		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	17	0.000	N/S 1:	0.430 *
Southbound	Through	1.00	1,600	278	0.174	N/S 2:	0.175
	Left	1.00	1,600	257	0.161 *	E/W 1:	0.186
	Right	1.00	1,600	632	0.234 *	E/W 2:	0.313 *
Westbound	Through	1.00	1,600	53	0.033		
	Left	1.00	1,600	69	0.043	V/C Ratio:	0.743
	Right	0.00	0	83	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	779	0.269 *	ITS:	0.000
	Left	1.00	1,600	2	0.001		
	Right	0.00	0	12	0.000	ICU:	0.843
Eastbound	Through	1.00	1,600	90	0.143		
	Left	0.00	1,600	126	0.079 *	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	43	0.013	N/S 1:	0.424
Southbound	Through	1.00	1,600	722	0.451 *	N/S 2:	0.457 *
	Left	1.00	1,600	410	0.256	E/W 1:	0.175 *
	Right	1.00	1,600	404	0.000	E/W 2:	0.104
Westbound	Through	1.00	1,600	121	0.076		
	Left	1.00	1,600	159	0.099 *	V/C Ratio:	0.632
	Right	0.00	0	107	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	431	0.168	ITS:	0.000
	Left	1.00	1,600	10	0.006 *		
	Right	0.00	0	13	0.000	ICU:	0.732
Eastbound	Through	1.00	1,600	64	0.076 *		
	Left	0.00	1,600	44	0.028	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

23. SEPULVEDA BOULEVARD & CENTINELA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	65	0.018		N/S 1:	0.307
Southbound	Through	3.00	4,800	939	0.196	*	N/S 2:	0.453 *
	Left	2.00	2,560	49	0.019		E/W 1:	0.179
	Right	0.00	0	232	0.000		E/W 2:	0.344 *
Westbound	Through	2.00	3,200	720	0.298	*		
	Left	2.00	2,560	317	0.124		V/C Ratio:	0.797
	Right	1.00	1,600	232	0.083		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,384	0.288		ITS:	-0.070
	Left	2.00	2,560	658	0.257	*		
	Right	2.00	3,200	411	0.000		ICU:	0.827
Eastbound	Through	3.00	4,800	264	0.055			
	Left	1.00	1,600	73	0.046	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	65	0.000		N/S 1:	0.363
Southbound	Through	3.00	4,800	1,492	0.311	*	N/S 2:	0.510 *
	Left	2.00	2,560	177	0.069		E/W 1:	0.281
	Right	0.00	0	185	0.000		E/W 2:	0.286 *
Westbound	Through	2.00	3,200	457	0.201	*		
	Left	2.00	2,560	350	0.137		V/C Ratio:	0.796
	Right	1.00	1,600	254	0.090		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,413	0.294		ITS:	-0.070
	Left	2.00	2,560	509	0.199	*		
	Right	2.00	3,200	796	0.050		ICU:	0.826
Eastbound	Through	3.00	4,800	691	0.144			
	Left	1.00	1,600	136	0.085	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

35. SEPULVEDA BOULEVARD & MARIPOSA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	74	0.000		N/S 1:	0.521 *
Southbound	Through	4.00	6,400	1,838	0.299		N/S 2:	0.347
	Left	2.00	2,560	399	0.156	*	E/W 1:	0.180 *
	Right	1.00	1,600	94	0.000		E/W 2:	0.130
Westbound	Through	1.00	1,600	98	0.061			
	Left	1.00	1,600	84	0.053	*	V/C Ratio:	0.701
	Right	1.00	1,600	139	0.061		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,339	0.365	*	ITS:	0.000
	Left	1.00	1,600	76	0.048			
	Right	0.00	0	46	0.000		ICU:	0.801
Eastbound	Through	1.00	1,600	157	0.127	*		
	Left	1.00	1,600	111	0.069		LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	119	0.000		N/S 1:	0.470
Southbound	Through	4.00	6,400	2,417	0.396	*	N/S 2:	0.477 *
	Left	2.00	2,560	214	0.084		E/W 1:	0.247 *
	Right	1.00	1,600	286	0.137		E/W 2:	0.211
Westbound	Through	1.00	1,600	206	0.129			
	Left	1.00	1,600	178	0.111	*	V/C Ratio:	0.724
	Right	1.00	1,600	201	0.070		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,469	0.386		ITS:	0.000
	Left	1.00	1,600	130	0.081	*		
	Right	0.00	0	50	0.000		ICU:	0.824
Eastbound	Through	1.00	1,600	167	0.136	*		
	Left	1.00	1,600	119	0.074		LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

36. SEPULVEDA BOULEVARD & GRAND AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	219	0.000		N/S 1:	0.585 *
Southbound	Through	4.00	6,400	1,289	0.236		N/S 2:	0.299
	Left	1.00	1,600	360	0.225	*	E/W 1:	0.121 *
	Right	1.00	1,600	89	0.000		E/W 2:	0.000
Westbound	Through	2.00	3,200	38	0.012			
	Left	2.00	2,560	56	0.022	*	V/C Ratio:	0.706
	Right	1.00	1,600	393	0.224		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,306	0.360	*	ITS:	0.000
	Left	1.00	1,600	101	0.063			
	Right	0.00	0	80	0.000		ICU:	0.806
Eastbound	Through	1.74	2,779	140	0.079			
	Left	1.26	1,617	160	0.099	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	132	0.000		N/S 1:	0.405
Southbound	Through	4.00	6,400	2,443	0.402	*	N/S 2:	0.516 *
	Left	1.00	1,600	136	0.085		E/W 1:	0.309 *
	Right	1.00	1,600	307	0.149		E/W 2:	0.000
Westbound	Through	2.00	3,200	239	0.075			
	Left	2.00	2,560	464	0.181	*	V/C Ratio:	0.825
	Right	1.00	1,600	123	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,048	0.320		ITS:	0.000
	Left	1.00	1,600	182	0.114	*		
	Right	0.00	1,600	181	0.113		ICU:	0.925
Eastbound	Through	1.49	783	80	0.102			
	Left	1.51	1,934	247	0.128	*	LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

37. SEPULVEDA BOULEVARD & EL SEGUNDO AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	133	0.040		N/S 1:	0.524 *
Southbound	Through	4.00	6,400	1,041	0.163		N/S 2:	0.248
	Left	2.00	2,560	250	0.098	*	E/W 1:	0.153
	Right	1.00	1,600	218	0.087		E/W 2:	0.187 *
Westbound	Through	2.00	3,200	324	0.101	*		
	Left	2.00	2,560	138	0.054		V/C Ratio:	0.711
	Right	0.00	0	202	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,523	0.426	*	ITS:	0.000
	Left	2.00	2,560	218	0.085			
	Right	1.00	1,600	227	0.099		ICU:	0.811
Eastbound	Through	2.00	3,200	250	0.078			
	Left	1.00	1,600	138	0.086	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	91	0.010		N/S 1:	0.391
Southbound	Through	4.00	6,400	2,638	0.412	*	N/S 2:	0.527 *
	Left	2.00	2,560	235	0.092		E/W 1:	0.394 *
	Right	1.00	1,600	324	0.157		E/W 2:	0.251
Westbound	Through	2.00	3,200	369	0.115			
	Left	2.00	2,560	520	0.203	*	V/C Ratio:	0.921
	Right	0.00	0	179	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,736	0.299		ITS:	0.000
	Left	2.00	2,560	295	0.115	*		
	Right	1.00	1,600	398	0.191	*	ICU:	1.021
Eastbound	Through	2.00	3,200	426	0.133			
	Left	1.00	1,600	150	0.094		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

38. SEPULVEDA BOULEVARD & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	102	0.016	N/S 1:	0.552 *
Southbound	Through	3.00	4,800	1,057	0.220	N/S 2:	0.307
	Left	2.00	2,560	292	0.114 *	E/W 1:	0.160
	Right [1]	1.00	1,600	581	0.000	E/W 2:	0.183 *
Westbound	Through	2.00	3,200	279	0.087 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	0.735
	Right	1.00	1,600	332	0.208	Loss Time:	0.100
Northbound	Through	4.00	6,400	2,803	0.438 *	ITS:	0.000
	Left	2.00	2,560	223	0.087		
	Right	1.00	1,600	99	0.018	ICU:	0.835
Eastbound	Through	3.00	4,800	768	0.160		
	Left	2.00	2,560	246	0.096 *	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	468	0.218	N/S 1:	0.498
Southbound	Through	3.00	4,800	2,607	0.543 *	N/S 2:	0.737 *
	Left	2.00	2,560	511	0.200	E/W 1:	0.173
	Right [1]	1.00	1,600	797	0.000	E/W 2:	0.332 *
Westbound	Through	2.00	3,200	584	0.183 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	1.069
	Right	1.00	1,600	476	0.298	Loss Time:	0.100
Northbound	Through	4.00	6,400	1,410	0.220	ITS:	0.000
	Left	2.00	2,560	496	0.194 *		
	Right [2]	1.00	1,600	277	0.173	ICU:	1.169
Eastbound	Through	3.00	4,800	641	0.134		
	Left	2.00	2,560	382	0.149 *	LOS:	F

* Critical Movement [1] Free Right Turn [2] No Right Turn on Red (P.M. Peak Hour only)

LAX Northside

Intersection Capacity Utilization Analysis

67. INGLEWOOD AVENUE & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	29	0.000	N/S 1:	0.229 *
Southbound	Through	1.00	1,600	259	0.180	N/S 2:	0.228
	Left	1.00	1,600	41	0.026 *	E/W 1:	0.125
	Right	0.00	0	41	0.000	E/W 2:	0.143 *
Westbound	Through	1.00	1,600	176	0.136 *		
	Left	1.00	1,600	40	0.025	V/C Ratio:	0.372
	Right	0.00	0	70	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	255	0.203 *	ITS:	0.000
	Left	1.00	1,600	77	0.048		
	Right	0.00	0	40	0.000	ICU:	0.472
Eastbound	Through	1.00	1,600	120	0.100		
	Left	1.00	1,600	11	0.007 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	32	0.000	N/S 1:	0.347
Southbound	Through	1.00	1,600	512	0.340 *	N/S 2:	0.391 *
	Left	1.00	1,600	73	0.046	E/W 1:	0.319 *
	Right	0.00	0	38	0.000	E/W 2:	0.145
Westbound	Through	1.00	1,600	153	0.119		
	Left	1.00	1,600	98	0.061 *	V/C Ratio:	0.710
	Right	0.00	0	139	0.000	Loss Time:	0.100
Northbound	Through	1.00	1,600	342	0.301	ITS:	0.000
	Left	1.00	1,600	82	0.051 *		
	Right	0.00	0	81	0.000	ICU:	0.810
Eastbound	Through	1.00	1,600	332	0.258 *		
	Left	1.00	1,600	42	0.026	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

68. HAWTHORNE BOULEVARD & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	34	0.000	N/S 1:	0.209
Southbound	Through	3.00	4,800	837	0.181 *	N/S 2:	0.243 *
	Left	1.00	1,600	56	0.035	E/W 1:	0.137 *
	Right	1.00	1,600	123	0.059	E/W 2:	0.135
Westbound	Through	1.00	1,600	166	0.104		
	Left	1.00	1,600	65	0.041 *	V/C Ratio:	0.380
	Right	1.00	1,600	56	0.015	Loss Time:	0.100
Northbound	Through	3.00	4,800	835	0.174	ITS:	0.000
	Left	1.00	1,600	99	0.062 *		
	Right	0.00	1,600	154	0.096 *	ICU:	0.480
Eastbound	Through	2.00	1,600	101	0.063		
	Left	1.00	1,600	49	0.031	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	79	0.000	N/S 1:	0.348
Southbound	Through	3.00	4,800	1,361	0.300 *	N/S 2:	0.456 *
	Left	1.00	1,600	116	0.073	E/W 1:	0.241 *
	Right	1.00	1,600	74	0.010	E/W 2:	0.215
Westbound	Through	1.00	1,600	226	0.141		
	Left	1.00	1,600	117	0.073 *	V/C Ratio:	0.697
	Right	1.00	1,600	125	0.042	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,318	0.275	ITS:	0.000
	Left	1.00	1,600	249	0.156 *		
	Right	0.00	0	175	0.000	ICU:	0.797
Eastbound	Through	2.00	3,200	361	0.168 *		
	Left	1.00	1,600	119	0.074	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

69. INGLEWOOD AVENUE & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	169	0.082		N/S 1:	0.200
Southbound	Through	1.00	1,600	271	0.169	*	N/S 2:	0.318 *
	Left	1.00	1,600	109	0.068		E/W 1:	0.143
	Right	0.00	0	98	0.000		E/W 2:	0.321 *
Westbound	Through	3.00	4,800	1,212	0.273	*		
	Left	1.00	1,600	95	0.059		V/C Ratio:	0.639
	Right	1.00	1,600	108	0.038		Loss Time:	0.100
Northbound	Through	1.00	1,600	211	0.132		ITS:	0.000
	Left	1.00	1,600	238	0.149	*		
	Right	0.00	0	41	0.000		ICU:	0.739
Eastbound	Through	3.00	4,800	361	0.084			
	Left	1.00	1,600	76	0.048	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	70	0.000		N/S 1:	0.422
Southbound	Through	1.00	1,600	911	0.569	*	N/S 2:	0.643 *
	Left	1.00	1,600	190	0.119		E/W 1:	0.509 *
	Right	0.00	0	235	0.000		E/W 2:	0.340
Westbound	Through	3.00	4,800	591	0.172			
	Left	1.00	1,600	148	0.093	*	V/C Ratio:	1.152
	Right	1.00	1,600	177	0.064		Loss Time:	0.100
Northbound	Through	1.00	1,600	484	0.303		ITS:	0.000
	Left	1.00	1,600	119	0.074	*		
	Right	0.00	0	163	0.000		ICU:	1.252
Eastbound	Through	3.00	4,800	1,833	0.416	*		
	Left	1.00	1,600	269	0.168		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

70. HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	173	0.000	N/S 1:	0.207
Southbound	Through	3.00	4,800	723	0.187 *	N/S 2:	0.268 *
	Left	1.00	1,600	139	0.087	E/W 1:	0.204
	Right	0.00	0	120	0.000	E/W 2:	0.292 *
Westbound	Through	3.00	4,800	956	0.224 *		
	Left	1.00	1,600	174	0.109	V/C Ratio:	0.560
	Right	1.00	1,600	198	0.069	Loss Time:	0.100
Northbound	Through	3.00	4,800	574	0.120	ITS:	0.000
	Left	2.00	2,560	207	0.081 *		
	Right	0.00	0	77	0.000	ICU:	0.660
Eastbound	Through	3.00	4,800	379	0.095		
	Left	1.00	1,600	108	0.068 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	159	0.000	N/S 1:	0.298
Southbound	Through	3.00	4,800	1,238	0.291 *	N/S 2:	0.374 *
	Left	1.00	1,600	202	0.126	E/W 1:	0.488 *
	Right	0.00	0	109	0.000	E/W 2:	0.208
Westbound	Through	3.00	4,800	440	0.114		
	Left	1.00	1,600	127	0.079 *	V/C Ratio:	0.862
	Right	1.00	1,600	280	0.135	Loss Time:	0.100
Northbound	Through	3.00	4,800	825	0.172	ITS:	0.000
	Left	2.00	2,560	213	0.083 *		
	Right	0.00	0	199	0.000	ICU:	0.962
Eastbound	Through	3.00	4,800	1,762	0.409 *		
	Left	1.00	1,600	151	0.094	LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

71. INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	96	0.000		N/S 1:	0.172
Southbound	Through	2.00	3,200	352	0.140	*	N/S 2:	0.265 *
	Left	1.00	1,600	38	0.024		E/W 1:	0.165
	Right	0.00	0	87	0.000		E/W 2:	0.300 *
Westbound	Through	3.00	4,800	1,150	0.258	*		
	Left	1.00	1,600	110	0.069		V/C Ratio:	0.565
	Right	0.00	0	76	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	397	0.148		ITS:	0.000
	Left	1.00	1,600	200	0.125	*		
	Right	0.00	0	87	0.000		ICU:	0.665
Eastbound	Through	3.00	4,800	374	0.096			
	Left	1.00	1,600	67	0.042	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	87	0.000		N/S 1:	0.305
Southbound	Through	2.00	3,200	785	0.273	*	N/S 2:	0.347 *
	Left	1.00	1,600	89	0.056		E/W 1:	0.603 *
	Right	0.00	0	160	0.000		E/W 2:	0.303
Westbound	Through	3.00	4,800	672	0.173			
	Left	1.00	1,600	202	0.126	*	V/C Ratio:	0.950
	Right	0.00	0	130	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	668	0.249		ITS:	0.000
	Left	1.00	1,600	119	0.074	*		
	Right	0.00	0	289	0.000		ICU:	1.050
Eastbound	Through	3.00	4,800	1,999	0.477	*		
	Left	1.00	1,600	208	0.130		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

72. HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	58	0.012		N/S 1:	0.210
Southbound	Through	3.00	4,800	764	0.159	*	N/S 2:	0.264 *
	Left	2.00	2,560	212	0.083		E/W 1:	0.222
	Right	0.00	0	214	0.000		E/W 2:	0.315 *
Westbound	Through	3.00	4,800	1,063	0.266	*		
	Left	1.00	1,600	159	0.099		V/C Ratio:	0.579
	Right	0.00	0	109	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	704	0.127		ITS:	0.000
	Left	2.00	2,560	270	0.105	*		
	Right	0.00	0	124	0.000		ICU:	0.679
Eastbound	Through	3.00	4,800	464	0.123			
	Left	1.00	1,600	79	0.049	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	109	0.018		N/S 1:	0.345
Southbound	Through	3.00	4,800	1,864	0.388	*	N/S 2:	0.472 *
	Left	2.00	2,560	354	0.138		E/W 1:	0.666 *
	Right	0.00	0	168	0.000		E/W 2:	0.284
Westbound	Through	3.00	4,800	720	0.185			
	Left	1.00	1,600	149	0.093	*	V/C Ratio:	1.138
	Right	0.00	0	216	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,109	0.207		ITS:	0.000
	Left	2.00	2,560	216	0.084	*		
	Right	0.00	0	453	0.000		ICU:	1.238
Eastbound	Through	3.00	4,800	2,296	0.573	*		
	Left	1.00	1,600	159	0.099		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

77. SEPULVEDA BOULEVARD & WASHINGTON PLACE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	69	0.000		N/S 1:	0.382 *
Southbound	Through	2.00	3,200	472	0.148		N/S 2:	0.199
	Left	1.00	1,600	20	0.013	*	E/W 1:	0.239
	Right	1.00	1,600	50	0.025		E/W 2:	0.270 *
Westbound	Through	2.00	3,200	448	0.140	*		
	Left	1.00	1,600	75	0.047		V/C Ratio:	0.652
	Right	0.00	0	87	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	1,093	0.369	*	ITS:	-0.070
	Left	1.00	1,600	82	0.051			
	Right	1.00	1,600	77	0.023		ICU:	0.682
Eastbound	Through	2.00	3,200	614	0.192			
	Left	1.00	1,600	208	0.130	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	125	0.031		N/S 1:	0.410 *
Southbound	Through	2.00	3,200	878	0.274		N/S 2:	0.346
	Left	1.00	1,600	47	0.029	*	E/W 1:	0.252
	Right	1.00	1,600	80	0.035		E/W 2:	0.274 *
Westbound	Through	2.00	3,200	575	0.180	*		
	Left	1.00	1,600	111	0.069		V/C Ratio:	0.684
	Right	0.00	0	88	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	1,131	0.381	*	ITS:	-0.070
	Left	1.00	1,600	115	0.072			
	Right	1.00	1,600	114	0.035		ICU:	0.714
Eastbound	Through	2.00	3,200	584	0.183			
	Left	1.00	1,600	150	0.094	*	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

78. SEPULVEDA BOULEVARD & WASHINGTON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	72	0.000	N/S 1:	0.347 *
Southbound	Through	2.00	3,200	489	0.175	N/S 2:	0.205
	Left	1.00	1,600	11	0.007 *	E/W 1:	0.220
	Right	0.00	0	62	0.000	E/W 2:	0.318 *
Westbound	Through	2.00	3,200	463	0.164 *		
	Left	1.00	1,600	30	0.019	V/C Ratio:	0.665
	Right	0.00	0	31	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,056	0.340 *	ITS:	-0.070
	Left	1.00	1,600	48	0.030		
	Right	0.00	0	49	0.000	ICU:	0.695
Eastbound	Through	2.00	3,200	593	0.201		
	Left	1.00	1,600	246	0.154 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	95	0.000	N/S 1:	0.373 *
Southbound	Through	2.00	3,200	899	0.311	N/S 2:	0.360
	Left	1.00	1,600	22	0.014 *	E/W 1:	0.244
	Right	0.00	0	58	0.000	E/W 2:	0.276 *
Westbound	Through	2.00	3,200	551	0.190 *		
	Left	1.00	1,600	35	0.022	V/C Ratio:	0.649
	Right	0.00	0	51	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,097	0.359 *	ITS:	-0.070
	Left	1.00	1,600	78	0.049		
	Right	0.00	0	80	0.000	ICU:	0.679
Eastbound	Through	2.00	3,200	630	0.222		
	Left	1.00	1,600	137	0.086 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

79. SAWTELLE BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	96	0.000		N/S 1:	0.262 *
Southbound	Through	2.00	3,200	353	0.140		N/S 2:	0.171
	Left	1.00	1,600	189	0.118	*	E/W 1:	0.359 *
	Right	0.00	0	148	0.000		E/W 2:	0.319
Westbound	Through	2.00	3,200	635	0.245			
	Left	1.00	1,600	200	0.125	*	V/C Ratio:	0.621
	Right	0.00	0	176	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	285	0.144	*	ITS:	-0.070
	Left	1.00	1,600	49	0.031			
	Right	0.00	0	65	0.000		ICU:	0.651
Eastbound	Through	3.00	4,800	1,059	0.234	*		
	Left	1.00	1,600	119	0.074		LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	236	0.000		N/S 1:	0.215
Southbound	Through	2.00	3,200	787	0.320	*	N/S 2:	0.369 *
	Left	1.00	1,600	112	0.070		E/W 1:	0.409 *
	Right	0.00	0	189	0.000		E/W 2:	0.407
Westbound	Through	2.00	3,200	926	0.348			
	Left	1.00	1,600	327	0.204	*	V/C Ratio:	0.778
	Right	0.00	0	84	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	380	0.145		ITS:	-0.070
	Left	1.00	1,600	78	0.049	*		
	Right	0.00	0	80	0.000		ICU:	0.808
Eastbound	Through	3.00	4,800	905	0.205	*		
	Left	1.00	1,600	94	0.059		LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

80. SEPULVEDA BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	87	0.000	N/S 1:	0.287 *
Southbound	Through	2.00	3,200	487	0.152	N/S 2:	0.199
	Left	1.00	1,600	38	0.024 *	E/W 1:	0.405 *
	Right	0.00	0	59	0.000	E/W 2:	0.280
Westbound	Through	3.00	4,800	764	0.171		
	Left	2.00	2,560	87	0.034 *	V/C Ratio:	0.692
	Right	1.00	1,600	155	0.080	Loss Time:	0.100
Northbound	Through	2.00	3,200	843	0.263 *	ITS:	-0.070
	Left	2.00	2,560	120	0.047		
	Right	0.00	0	67	0.000	ICU:	0.722
Eastbound	Through	2.00	3,200	1,120	0.371 *		
	Left	2.00	2,560	278	0.109	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	221	0.076	N/S 1:	0.327 *
Southbound	Through	2.00	3,200	863	0.270	N/S 2:	0.322
	Left	1.00	1,600	78	0.049 *	E/W 1:	0.288
	Right	0.00	0	46	0.000	E/W 2:	0.363 *
Westbound	Through	3.00	4,800	1,106	0.240 *		
	Left	2.00	2,560	142	0.055	V/C Ratio:	0.690
	Right	1.00	1,600	152	0.067	Loss Time:	0.100
Northbound	Through	2.00	3,200	889	0.278 *	ITS:	-0.070
	Left	2.00	2,560	133	0.052		
	Right	0.00	0	121	0.000	ICU:	0.720
Eastbound	Through	2.00	3,200	624	0.233		
	Left	2.00	2,560	316	0.123 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

83. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	8	0.000	N/S 1:	0.250 *
Southbound	Through	3.00	4,800	729	0.154	N/S 2:	0.155
	Left	0.00	0	0	0.000 *	E/W 1:	0.251 *
	Right	0.00	1,600	10	0.006	E/W 2:	0.006
Westbound	Through	3.00	3,200	4	0.001		
	Left	2.96	3,784	950	0.251 *	V/C Ratio:	0.501
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,199	0.250 *	ITS:	-0.070
	Left	0.00	1,600	2	0.001		
	Right	0.00	0	0	0.000	ICU:	0.531
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	10	0.000	N/S 1:	0.294 *
Southbound	Through	3.00	4,800	1,183	0.249	N/S 2:	0.258
	Left	0.00	0	0	0.000 *	E/W 1:	0.238 *
	Right	0.00	1,600	29	0.018	E/W 2:	0.018
Westbound	Through	3.00	3,200	14	0.004		
	Left	2.86	3,660	872	0.238 *	V/C Ratio:	0.532
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,396	0.294 *	ITS:	-0.070
	Left	0.00	1,600	15	0.009		
	Right	0.00	0	0	0.000	ICU:	0.562
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

84. SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	69	0.000		N/S 1:	0.401
Southbound	Through	3.00	4,800	1,376	0.301	*	N/S 2:	0.404 *
	Left	1.00	1,600	65	0.041		E/W 1:	0.090
	Right	0.00	0	60	0.000		E/W 2:	0.096 *
Westbound	Through	2.00	3,200	68	0.040	*		
	Left	1.00	1,600	64	0.040		V/C Ratio:	0.500
	Right	0.00	0	21	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,284	0.360		ITS:	-0.070
	Left	1.00	1,600	165	0.103	*		
	Right	0.00	0	65	0.000		ICU:	0.530
Eastbound	Through	2.00	3,200	95	0.050			
	Left	1.00	1,600	90	0.056	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	150	0.000		N/S 1:	0.515 *
Southbound	Through	3.00	4,800	1,762	0.398		N/S 2:	0.507
	Left	1.00	1,600	131	0.082	*	E/W 1:	0.151
	Right	0.00	0	107	0.000		E/W 2:	0.161 *
Westbound	Through	2.00	3,200	170	0.087	*		
	Left	1.00	1,600	86	0.054		V/C Ratio:	0.676
	Right	0.00	0	94	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,674	0.433	*	ITS:	-0.070
	Left	1.00	1,600	174	0.109			
	Right	0.00	0	144	0.000		ICU:	0.706
Eastbound	Through	2.00	3,200	165	0.097			
	Left	1.00	1,600	119	0.074	*	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

85. SLAUSON AVENUE & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	47	0.014		N/S 1:	0.038
Southbound	Through	1.00	1,600	53	0.033	*	N/S 2:	0.163 *
	Left	1.00	1,600	8	0.005		E/W 1:	0.172
	Right	0.00	0	7	0.000		E/W 2:	0.214 *
Westbound	Through	3.00	4,800	877	0.184	*		
	Left	1.00	1,600	19	0.012		V/C Ratio:	0.377
	Right	0.00	0	26	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	27	0.033		ITS:	-0.070
	Left	2.00	2,560	332	0.130	*		
	Right	1.00	1,600	221	0.008		ICU:	0.407
Eastbound	Through	3.00	4,800	769	0.160			
	Left	1.00	1,600	48	0.030	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	62	0.012		N/S 1:	0.097
Southbound	Through	1.00	1,600	21	0.013	*	N/S 2:	0.218 *
	Left	1.00	1,600	9	0.006		E/W 1:	0.268 *
	Right	0.00	0	9	0.000		E/W 2:	0.245
Westbound	Through	3.00	4,800	909	0.191			
	Left	1.00	1,600	50	0.031	*	V/C Ratio:	0.486
	Right	0.00	0	38	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	107	0.091		ITS:	-0.070
	Left	2.00	2,560	524	0.205	*		
	Right	1.00	1,600	445	0.073		ICU:	0.516
Eastbound	Through	3.00	4,800	1,139	0.237	*		
	Left	1.00	1,600	86	0.054		LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

86. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD / PLAYA STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	587	0.082		N/S 1:	0.412 *
Southbound	Through	2.00	3,200	875	0.273		N/S 2:	0.298
	Left	1.00	1,600	53	0.033	*	E/W 1:	0.135
	Right	0.00	1,600	210	0.131	*	E/W 2:	0.333 *
Westbound	Through	3.00	3,200	340	0.106			
	Left	2.00	2,560	131	0.051		V/C Ratio:	0.745
	Right	0.00	0	141	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,678	0.379	*	ITS:	-0.070
	Left	1.00	1,600	40	0.025			
	Right	0.00	0	17	0.000		ICU:	0.775
Eastbound	Through	2.00	3,200	253	0.084			
	Left	2.00	2,560	518	0.202	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	564	0.064		N/S 1:	0.544 *
Southbound	Through	2.00	3,200	1,261	0.394		N/S 2:	0.431
	Left	1.00	1,600	100	0.063	*	E/W 1:	0.299
	Right	0.00	1,600	237	0.148	*	E/W 2:	0.373 *
Westbound	Through	3.00	3,200	323	0.101			
	Left	2.00	2,560	287	0.112		V/C Ratio:	0.917
	Right	0.00	0	218	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,091	0.481	*	ITS:	-0.070
	Left	1.00	1,600	59	0.037			
	Right	0.00	0	18	0.000		ICU:	0.947
Eastbound	Through	2.00	3,200	581	0.187			
	Left	2.00	2,560	577	0.225	*	LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

87. SEPULVEDA BOULEVARD & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	15	0.000		N/S 1:	0.380 *
Southbound	Through	2.00	3,200	742	0.237		N/S 2:	0.276
	Left	2.00	2,560	128	0.050	*	E/W 1:	0.103
	Right	1.00	1,600	224	0.115	*	E/W 2:	0.126 *
Westbound	Through	2.00	3,200	289	0.090			
	Left	2.00	2,560	80	0.031		V/C Ratio:	0.506
	Right	0.00	0	66	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,516	0.330	*	ITS:	-0.070
	Left	2.00	2,560	101	0.039			
	Right	1.00	1,600	81	0.031		ICU:	0.536
Eastbound	Through	2.00	3,200	231	0.072			
	Left	1.00	1,600	18	0.011	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	40	0.000		N/S 1:	0.548 *
Southbound	Through	2.00	3,200	1,307	0.421		N/S 2:	0.497
	Left	2.00	2,560	353	0.138	*	E/W 1:	0.210 *
	Right	1.00	1,600	309	0.124		E/W 2:	0.167
Westbound	Through	2.00	3,200	348	0.109			
	Left	2.00	2,560	261	0.102	*	V/C Ratio:	0.758
	Right	0.00	0	114	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,852	0.410	*	ITS:	-0.070
	Left	2.00	2,560	195	0.076			
	Right	1.00	1,600	120	0.037		ICU:	0.788
Eastbound	Through	2.00	3,200	346	0.108	*		
	Left	1.00	1,600	69	0.043		LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

88. LA CIENEGA BOULEVARD & STOCKER STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.655 *
Southbound	Through	2.00	3,200	0	0.000		N/S 2:	0.000
	Left	1.00	1,600	119	0.074	*	E/W 1:	0.572 *
	Right	1.00	1,600	129	0.043		E/W 2:	0.043
Westbound	Through	0.00	0	0	0.000			
	Left	2.00	2,560	1,464	0.572	*	V/C Ratio:	1.227
	Right	1.00	1,600	0	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,787	0.581	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	1.327
Eastbound	Through	0.00	0	0	0.000	*		
	Left	0.00	0	0	0.000		LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.736 *
Southbound	Through	2.00	3,200	0	0.000		N/S 2:	0.000
	Left	1.00	1,600	289	0.181	*	E/W 1:	0.411 *
	Right	1.00	1,600	101	0.000		E/W 2:	0.000
Westbound	Through	0.00	0	0	0.000			
	Left	2.00	2,560	1,051	0.411	*	V/C Ratio:	1.147
	Right	1.00	1,600	0	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,666	0.555	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	1.247
Eastbound	Through	0.00	0	0	0.000	*		
	Left	0.00	0	0	0.000		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

89. LA CIENEGA BOULEVARD SB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	S[1]		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	677	0.273 *	N/S 1:	0.032
Southbound	Through	0.07	117	3	0.026	N/S 2:	0.273 *
	Left	1.93	2,466	79	0.032	E/W 1:	0.603 *
	Right	0.00	0	0	0.000	E/W 2:	0.000
Westbound	Through	3.00	4,800	2,100	0.438 *		
	Left	1.00	1,600	227	0.142	V/C Ratio:	0.876
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	114	0.000	ICU:	0.976
Eastbound	Through	5.00	8,000	1,203	0.165 *		
	Left	0.00	0	0	0.000	LOS:	E

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	578	0.042	N/S 1:	0.069 *
Southbound	Through	0.05	73	4	0.055	N/S 2:	0.055
	Left	1.95	2,502	172	0.069 *	E/W 1:	0.610 *
	Right	0.00	0	0	0.000	E/W 2:	0.000
Westbound	Through	3.00	4,800	1,307	0.272 *		
	Left	1.00	1,600	272	0.170	V/C Ratio:	0.679
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	151	0.000	ICU:	0.779
Eastbound	Through	5.00	8,000	2,555	0.338 *		
	Left	0.00	0	0	0.000	LOS:	C

* Critical Movement

[1] Overlap matched to eastbound through movement based on phasing

LAX Northside

Intersection Capacity Utilization Analysis

90. LA CIENEGA BOULEVARD NB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N[1]		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.118
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.147 *
	Left	0.00	0	0	0.000	E/W 1:	0.506 *
	Right	1.00	1,600	130	0.081	E/W 2:	0.000
Westbound	Through	4.00	6,400	2,016	0.315 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.653
	Right	1.00	1,600	218	0.000	Loss Time:	0.100
Northbound	Through	0.03	43	5	0.118	ITS:	0.000
	Left	1.97	2,526	371	0.147 *		
	Right	0.00	0	0	0.000	ICU:	0.753
Eastbound	Through	3.00	4,800	915	0.191 *		
	Left	2.00	2,560	332	0.130	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.052
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.065 *
	Left	0.00	0	0	0.000	E/W 1:	0.648 *
	Right	1.00	1,600	110	0.069	E/W 2:	0.000
Westbound	Through	4.00	6,400	1,440	0.225 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.713
	Right	1.00	1,600	341	0.000	Loss Time:	0.100
Northbound	Through	0.06	96	5	0.052	ITS:	0.000
	Left	1.94	2,483	161	0.065 *		
	Right	0.00	0	0	0.000	ICU:	0.813
Eastbound	Through	3.00	4,800	2,028	0.423 *		
	Left	2.00	2,560	678	0.265	LOS:	D

* Critical Movement

[1] Overlap matched to westbound through movement based on phasing

LAX Northside

Intersection Capacity Utilization Analysis

102. AVIATION BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	228	0.116	N/S 1:	0.360
Southbound	Through	2.00	3,200	804	0.251 *	N/S 2:	0.482 *
	Left	1.00	1,600	69	0.043	E/W 1:	0.209
	Right	0.00	0	57	0.000	E/W 2:	0.462 *
Westbound	Through	3.00	4,800	1,901	0.408 *		
	Left	2.00	2,560	335	0.131	V/C Ratio:	0.944
	Right	0.00	0	140	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	875	0.317	ITS:	0.000
	Left	1.00	1,600	370	0.231 *		
	Right	1.00	1,600	72	0.000	ICU:	1.044
Eastbound	Through	3.00	4,800	375	0.078		
	Left	1.00	1,600	86	0.054 *	LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	74	0.000	N/S 1:	0.352 *
Southbound	Through	2.00	3,200	276	0.086	N/S 2:	0.225
	Left	1.00	1,600	69	0.043 *	E/W 1:	0.507 *
	Right	0.00	0	86	0.000	E/W 2:	0.317
Westbound	Through	3.00	4,800	700	0.164		
	Left	2.00	2,560	232	0.091 *	V/C Ratio:	0.859
	Right	0.00	0	344	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	644	0.309 *	ITS:	0.000
	Left	1.00	1,600	223	0.139		
	Right	1.00	1,600	555	0.277	ICU:	0.959
Eastbound	Through	3.00	4,800	1,998	0.416 *		
	Left	1.00	1,600	245	0.153	LOS:	E

* Critical Movement

Future with Project with Mitigation Conditions (Year 2022)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
1	North-South Street:	Lincoln Boulevard	East-West Street:	Venice Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	2	74	192	2	106
	Left-Through		0			0	
	Through	1385	1	**754**	1424	1	**783**
	Through-Right		1			1	
	Right	123	0	123	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	213	2	**117**	334	2	**184**
	Left-Through		0			0	
	Through	1471	1	760	1607	1	833
	Through-Right		1			1	
	Right	48	0	48	59	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	2	38	89	2	**49**
	Left-Through		0			0	
	Through	851	3	**284**	904	3	301
	Through-Right		0			0	
	Right	144	1	70	214	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	293	2	**161**	309	2	170
	Left-Through		0			0	
	Through	623	2	312	957	2	**479**
	Through-Right		0			0	
	Right	265	1	148	233	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	871		*North-South:*	967
			East-West:	445		*East-West:*	528
			SUM:	1316		*SUM:*	1495
	VOLUME/CAPACITY *(V/C)* RATIO:			0.957			1.087
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.857**			**0.987**
	LEVEL OF SERVICE (LOS):			**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
2	North-South Street:	Lincoln Boulevard	East-West Street:	Washington Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	437	2	**240**	493	2	**271**
	Left-Through		0			0	
	Through	1537	2	552	1348	2	522
	Through-Right		1			1	
	Right	118	0	118	217	0	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	259	2	142	261	2	144
	Left-Through		0			0	
	Through	1448	2	**533**	1482	2	**539**
	Through-Right		1			1	
	Right	150	0	150	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	99	2	54	130	2	72
	Left-Through		0			0	
	Through	667	2	**334**	791	2	**396**
	Through-Right		0			0	
	Right	445	1	205	456	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	199	2	**109**	550	2	**303**
	Left-Through		0			0	
	Through	771	2	386	701	2	351
	Through-Right		0			0	
	Right	229	1	87	368	1	224
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	773		*North-South:*	810
			East-West:	443		*East-West:*	699
			SUM:	1216		*SUM:*	1509
	VOLUME/CAPACITY *(V/C)* RATIO:			0.884			1.097
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.784**			**0.997**
	LEVEL OF SERVICE (LOS):			**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
3	North-South Street:	Lincoln Boulevard	East-West Street:	Maxella Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	2	36	145	2	80
	Left-Through		0			0	
	Through	1811	3	**604**	2087	3	**696**
	Through-Right		0			0	
	Right	203	1	93	376	1	173
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	2	**72**	121	2	**67**
	Left-Through		0			0	
	Through	1689	3	430	2161	3	569
	Through-Right		1			1	
	Right	30	0	30	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	79	69	1	69
	Left-Through		0			0	
	Through	80	1	80	79	1	**79**
	Through-Right		0			0	
	Right	188	1	**152**	97	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	1	**110**	305	1	**203**
	Left-Through		1			1	
	Through	29	0	110	100	0	203
	Through-Right		0			0	
	Right	148	1	76	209	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	676		*North-South:*	763
			East-West:	262		*East-West:*	282
			SUM:	938		*SUM:*	1045
	VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.760
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.582**			**0.660**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
4	North-South Street:	Lincoln Boulevard	East-West Street:	SR-90 Ramps
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1473	3	**491**	1759	3	**586**
	Through-Right		0			0	
	Right	287	1	0	239	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	840	2	**462**	948	2	**521**
	Left-Through		0			0	
	Through	1262	3	421	1826	3	609
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	160	2	**88**	240	2	**132**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	764	2	0	753	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	953		*North-South:*	1107
			East-West:	88		*East-West:*	132
			SUM:	1041		*SUM:*	1239
	VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.869
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.869
	LEVEL OF SERVICE (LOS):			C			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
5	North-South Street:	Lincoln Boulevard	East-West Street:	Bali Way
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	**117**	187	1	**187**
	Left-Through		0			0	
	Through	1378	2	469	1532	2	514
	Through-Right		1			1	
	Right	28	0	28	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	39	1	39
	Left-Through		0			0	
	Through	1256	2	**520**	1760	2	**771**
	Through-Right		1			1	
	Right	304	0	304	553	0	553
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	349	1	**178**	460	1	**230**
	Left-Through		1			1	
	Through	7	0	178	0	0	230
	Through-Right		0			0	
	Right	117	1	59	55	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	6	0	6
	Left-Through		0			0	
	Through	2	0	**22**	9	0	**54**
	Through-Right		0			0	
	Right	10	0	0	39	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	637		*North-South:*	958
			East-West:	200		*East-West:*	284
			SUM:	837		*SUM:*	1242
	VOLUME/CAPACITY *(V/C)* RATIO:			0.609			0.903
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.509**			**0.803**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
6	North-South Street:	Lincoln Boulevard	East-West Street:	Mindanao Way
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	137	111	1	111
	Left-Through		0			0	
	Through	1501	3	**500**	1653	3	**551**
	Through-Right		0			0	
	Right	342	1	208	311	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	148	1	**148**	213	1	**213**
	Left-Through		0			0	
	Through	1253	2	428	1580	2	559
	Through-Right		1			1	
	Right	30	0	30	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	2	0	0
	Left-Through		0			0	
	Through	576	1	**315**	512	1	**313**
	Through-Right		1			1	
	Right	54	0	54	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	243	2	**134**	399	2	**219**
	Left-Through		0			0	
	Through	425	1	252	638	1	353
	Through-Right		1			1	
	Right	78	0	78	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	648		*North-South:*	764
			East-West:	449		*East-West:*	532
			SUM:	1097		*SUM:*	1296
	VOLUME/CAPACITY *(V/C)* RATIO:			0.798			0.943
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.698**			**0.843**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
7	North-South Street:	Lincoln Boulevard	East-West Street:	Fiji Way
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	596	2	**328**	839	2	**461**
	Left-Through		0			0	
	Through	1891	2	646	2048	2	700
	Through-Right		1			1	
	Right	46	0	46	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	1	57	60	1	60
	Left-Through		0			0	
	Through	1390	2	**489**	1815	2	**661**
	Through-Right		1			1	
	Right	76	0	76	167	0	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	**79**	120	1	**120**
	Left-Through		0			0	
	Through	20	1	20	28	1	28
	Through-Right		0			0	
	Right	626	1	0	897	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	0	29	45	0	45
	Left-Through		1			1	
	Through	18	0	**67**	25	0	**53**
	Through-Right		1			1	
	Right	49	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	817		*North-South:*	1122
			East-West:	146		*East-West:*	173
			SUM:	963		*SUM:*	1295
	VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.576**			**0.809**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
8	North-South Street:	Lincoln Boulevard	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	35	1	35
	Left-Through		0			0	
	Through	1857	4	**464**	1917	4	**479**
	Through-Right		0			0	
	Right	428	1	187	351	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	423	2	**233**	536	2	**295**
	Left-Through		0			0	
	Through	1413	4	353	1689	4	422
	Through-Right		0			0	
	Right	262	1	83	472	1	359
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	179	1	179	113	1	113
	Left-Through		0			0	
	Through	370	2	**140**	200	2	**95**
	Through-Right		1			1	
	Right	50	0	50	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	439	2	**241**	517	2	**284**
	Left-Through		0			0	
	Through	114	2	57	224	2	112
	Through-Right		0			0	
	Right	424	2	0	549	2	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	697		*North-South:*	774
			East-West:	381		*East-West:*	379
			SUM:	1078		*SUM:*	1153
	VOLUME/CAPACITY *(V/C)* RATIO:			0.784			0.839
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.684**			**0.739**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
9	North-South Street:	Lincoln Boulevard	East-West Street:	Bluff Creek Drive
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2386	4	**597**	2328	4	**582**
	Through-Right		0			0	
	Right	208	1	0	370	1	175
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	2	**10**	40	2	**22**
	Left-Through		0			0	
	Through	1660	4	415	2384	4	596
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	486	2	**267**	354	2	**195**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	38	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	607		*North-South:*	604
			East-West:	267		*East-West:*	195
			SUM:	874		*SUM:*	799
	VOLUME/CAPACITY *(V/C)* RATIO:			0.613			0.561
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.513**			**0.461**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
10	North-South Street:	Lincoln Boulevard	East-West Street:	LMU Drive
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	16	1	**16**
	Left-Through		0			0	
	Through	2472	4	**618**	2554	4	639
	Through-Right		0			0	
	Right	200	1	166	105	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	242	2	**133**	146	2	80
	Left-Through		0			0	
	Through	1918	3	639	2343	3	**781**
	Through-Right		0			0	
	Right	10	1	0	20	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	**29**	20	1	**20**
	Left-Through		0			0	
	Through	0	0	19	2	0	15
	Through-Right		1			1	
	Right	19	0	0	13	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	**34**	141	1	141
	Left-Through		0			0	
	Through	4	0	34	1	0	**142**
	Through-Right		0			0	
	Right	55	1	0	283	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	751		*North-South:*	797
			East-West:	63		*East-West:*	162
			SUM:	814		*SUM:*	959
	VOLUME/CAPACITY *(V/C)* RATIO:			0.592			0.697
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.492**			**0.597**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
13	North-South Street:	Lincoln Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	2	17	15	2	8
	Left-Through		0			0	
	Through	1750	2	**589**	1810	2	**609**
	Through-Right		1			1	
	Right	16	0	16	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	**26**	47	1	**47**
	Left-Through		0			0	
	Through	1455	2	504	1656	2	580
	Through-Right		1			1	
	Right	58	0	58	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	**38**	95	1	52
	Left-Through		1			1	
	Through	8	0	38	8	0	52
	Through-Right		0			0	
	Right	49	1	32	65	1	**57**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		0			0	
	Through	5	0	**19**	4	0	**23**
	Through-Right		0			0	
	Right	4	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	615		*North-South:*	656
			East-West:	57		*East-West:*	80
			SUM:	672		*SUM:*	736
	VOLUME/CAPACITY *(V/C)* RATIO:			0.489			0.535
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.389**			**0.435**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
15	North-South Street:	Nicholson Street	East-West Street:	Culver Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	0	**22**	42	0	**42**
	Left-Through		1			1	
	Through	0	0	22	0	0	42
	Through-Right		0			0	
	Right	1154	1	0	517	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**7**
	Through-Right		0			0	
	Right	0	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	5	1	5
	Left-Through		0			0	
	Through	1270	1	**639**	647	1	**339**
	Through-Right		1			1	
	Right	7	0	7	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	364	1	**364**	882	1	**882**
	Left-Through		0			0	
	Through	405	1	203	1079	1	542
	Through-Right		1			1	
	Right	0	0	0	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	22		*North-South:*	49
			East-West:	1003		*East-West:*	1221
			SUM:	1025		*SUM:*	1270
	VOLUME/CAPACITY *(V/C)* RATIO:			0.719			0.891
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.619**			**0.791**
	LEVEL OF SERVICE (LOS):			**B**			**C**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
16	North-South Street:	Pershing Drive	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	37	1	37
	Left-Through		0			0	
	Through	795	2	**398**	424	2	**212**
	Through-Right		0			0	
	Right	135	1	58	152	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**121**	41	1	**41**
	Left-Through		0			0	
	Through	283	1	147	62	1	45
	Through-Right		1			1	
	Right	10	0	10	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	265	1	265
	Left-Through		0			0	
	Through	20	1	20	630	1	**323**
	Through-Right		1			1	
	Right	27	0	13	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	134	1	134
	Left-Through		0			0	
	Through	46	1	46	53	1	53
	Through-Right		0			0	
	Right	343	1	**222**	201	1	**160**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	519		*North-South:*	253
			East-West:	260		*East-West:*	483
			SUM:	779		*SUM:*	736
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.535
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.467**			**0.435**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
17	North-South Street:	Pershing Drive	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	576	2	**288**	565	2	**283**
	Through-Right		0			0	
	Right	314	1	187	251	1	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	1	**91**	95	1	**95**
	Left-Through		0			0	
	Through	475	2	238	477	2	239
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	**127**	268	2	**147**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	1	0	148	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	379		*North-South:*	378
			East-West:	127		*East-West:*	147
			SUM:	506		*SUM:*	525
	VOLUME/CAPACITY *(V/C)* RATIO:			0.355			0.368
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.255**			**0.268**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
18	North-South Street:	Vista del Mar	East-West Street:	Imperial Highway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	1	6	7	1	**7**
	Left-Through		0			0	
	Through	1026	2	**513**	466	2	233
	Through-Right		0			0	
	Right	570	1	461	284	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	149	1	149
	Left-Through		0			0	
	Through	353	1	181	828	1	**418**
	Through-Right		1			1	
	Right	9	0	9	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	8	1	8	8	1	8
	Left-Through		0			0	
	Through	10	1	**10**	39	1	**39**
	Through-Right		0			0	
	Right	2	1	0	7	1	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	**109**	434	1	**237**
	Left-Through		1			1	
	Through	17	0	109	39	0	237
	Through-Right		0			0	
	Right	89	1	11	159	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	591		*North-South:*	425
			East-West:	119		*East-West:*	276
			SUM:	710		*SUM:*	701
	VOLUME/CAPACITY *(V/C)* RATIO:			0.516			0.510
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.416**			**0.410**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
19	North-South Street:	Pershing Drive	East-West Street:	Imperial Highway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	5	0	5
	Left-Through		0			0	
	Through	7	0	**18**	3	0	**17**
	Through-Right		0			0	
	Right	4	0	0	9	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	712	1	**359**	762	1	**383**
	Left-Through		1			1	
	Through	5	0	359	4	0	383
	Through-Right		0			0	
	Right	89	1	0	229	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	212	2	**117**	166	2	**91**
	Left-Through		0			0	
	Through	427	1	217	385	1	197
	Through-Right		1			1	
	Right	7	0	7	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	0	1	0
	Left-Through		0			0	
	Through	232	2	116	403	2	202
	Through-Right		0			0	
	Right	815	1	**456**	690	1	**307**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	377		*North-South:*	400
			East-West:	573		*East-West:*	398
			SUM:	950		*SUM:*	798
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.580
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.480**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
20	North-South Street:	Main Street	East-West Street:	Imperial Highway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	301	1	151	430	1	**215**
	Left-Through		1			1	
	Through	0	0	151	0	0	215
	Through-Right		0			0	
	Right	598	1	**504**	339	1	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	3	0	3
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**11**
	Through-Right		0			0	
	Right	0	0	0	8	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	1	0	0	0	0	0
	Left-Through		0			0	
	Through	934	2	**467**	840	2	**420**
	Through-Right		0			0	
	Right	156	1	81	349	1	242
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	2	**189**	570	2	**314**
	Left-Through		0			0	
	Through	838	1	421	648	1	324
	Through-Right		1			1	
	Right	3	0	3	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	504		*North-South:*	226
			East-West:	656		*East-West:*	734
			SUM:	1160		*SUM:*	960
	VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.698
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.744**			**0.598**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
21	North-South Street:	Vista del Mar	East-West Street:	Grand Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	4	4	1	**4**
	Left-Through		0			0	
	Through	1331	1	**740**	710	1	435
	Through-Right		1			1	
	Right	149	0	149	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	106	1	**106**	115	1	115
	Left-Through		0			0	
	Through	399	1	202	1119	1	**564**
	Through-Right		1			1	
	Right	5	0	5	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	4	0	4
	Left-Through		0			0	
	Through	0	0	**7**	10	0	**21**
	Through-Right		0			0	
	Right	7	0	0	7	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	74	1	42	167	1	**88**
	Left-Through		1			1	
	Through	10	0	42	9	0	88
	Through-Right		0			0	
	Right	128	1	**75**	103	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	846		*North-South:*	568
			East-West:	82		*East-West:*	109
			SUM:	928		*SUM:*	677
	VOLUME/CAPACITY *(V/C)* RATIO:			0.651			0.475
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.375**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
24	North-South Street:	Sepulveda Boulevard	East-West Street:	Howard Hughes Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1815	4	**454**	1618	4	**405**
	Through-Right		0			0	
	Right	861	1	0	545	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	167	2	**92**	599	2	**329**
	Left-Through		0			0	
	Through	897	3	299	2085	3	695
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	605	3	**212**	754	3	**264**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	240	1	148	177	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	546		*North-South:*	734
			East-West:	212		*East-West:*	264
			SUM:	758		*SUM:*	998
	VOLUME/CAPACITY *(V/C)* RATIO:			0.532			0.700
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.432**			**0.600**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
25	North-South Street:	Sepulveda Boulevard	East-West Street:	76th Street/77th Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	72	1	**72**
	Left-Through		0			0	
	Through	1923	2	**646**	1933	2	656
	Through-Right		1			1	
	Right	15	0	15	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	169	1	169
	Left-Through		0			0	
	Through	1404	2	535	2202	2	**855**
	Through-Right		1			1	
	Right	200	0	200	364	0	364
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	515	2	**283**	224	2	**123**
	Left-Through		0			0	
	Through	45	1	45	58	1	58
	Through-Right		0			0	
	Right	77	1	58	59	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	42	1	42
	Left-Through		0			0	
	Through	40	1	40	62	1	**62**
	Through-Right		0			0	
	Right	159	1	**126**	69	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	712		*North-South:*	927
			East-West:	409		*East-West:*	185
			SUM:	1121		*SUM:*	1112
	VOLUME/CAPACITY *(V/C)* RATIO:			0.787			0.780
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.687**			**0.680**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 26

PROJECT TITLE: LAX Northside
North-South Street: Sepulveda Boulevard East-West Street: 79th Street/80th Street
Scenario: Future with Project with Mitigation
Count Date: Year 2022 Analyst: Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	111	1	**111**
	Left-Through		0			0	
	Through	1728	2	**582**	1885	2	643
	Through-Right		1			1	
	Right	19	0	19	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	49	1	49
	Left-Through		0			0	
	Through	1436	3	479	2043	3	**681**
	Through-Right		0			0	
	Right	88	1	25	163	1	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	101	1	**101**
	Left-Through		0			0	
	Through	28	1	28	80	1	80
	Through-Right		0			0	
	Right	73	1	48	130	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	36	1	36
	Left-Through		0			0	
	Through	79	0	**148**	49	0	**79**
	Through-Right		1			1	
	Right	69	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	612		*North-South:*	792
			East-West:	274		*East-West:*	180
			SUM:	886		*SUM:*	972
	VOLUME/CAPACITY *(V/C)* RATIO:			0.591			0.648
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.491**			**0.548**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
27	North-South Street:	Sepulveda Boulevard	East-West Street:	83rd Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	64	1	**64**
	Left-Through		0			0	
	Through	1654	2	**555**	1909	2	644
	Through-Right		1			1	
	Right	11	0	11	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	70	1	70
	Left-Through		0			0	
	Through	1413	2	480	2059	2	**703**
	Through-Right		1			1	
	Right	28	0	28	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	0	**88**	30	0	30
	Left-Through		0			0	
	Through	57	0	188	76	0	**147**
	Through-Right		0			0	
	Right	43	0	0	41	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	12	1	12	7	1	**7**
	Left-Through		0			0	
	Through	61	0	**140**	69	0	89
	Through-Right		1			1	
	Right	79	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	583		*North-South:*	767
			East-West:	228		*East-West:*	154
			SUM:	811		*SUM:*	921
	VOLUME/CAPACITY *(V/C)* RATIO:			0.541			0.614
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.441**			**0.514**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
28	North-South Street:	Sepulveda Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	147	1	147
	Left-Through		0			0	
	Through	1283	3	**428**	1705	3	**568**
	Through-Right		0			0	
	Right	55	1	13	113	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	239	1	**239**
	Left-Through		0			0	
	Through	1125	3	375	1568	3	523
	Through-Right		0			0	
	Right	171	1	125	293	1	229
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	169	2	**93**	232	2	**128**
	Left-Through		0			0	
	Through	500	2	250	787	2	394
	Through-Right		0			0	
	Right	73	1	32	74	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	2	42	99	2	54
	Left-Through		0			0	
	Through	841	2	**421**	641	2	**321**
	Through-Right		0			0	
	Right	322	1	265	188	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	542		*North-South:*	807
			East-West:	514		*East-West:*	449
			SUM:	1056		*SUM:*	1256
	VOLUME/CAPACITY *(V/C)* RATIO:			0.768			0.913
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.668**			**0.813**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside			
29	North-South Street:	Sepulveda Boulevard	East-West Street:	La Tijera Boulevard	
	Scenario:	Future with Project with Mitigation			
	Count Date:	Year 2022	Analyst:	Date:	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	96	1	96
	Left-Through		0			0	
	Through	1527	3	**509**	1651	3	**550**
	Through-Right		0			0	
	Right	95	1	0	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	84	1	**84**
	Left-Through		0			0	
	Through	1094	3	365	1594	3	531
	Through-Right		0			0	
	Right	231	1	143	175	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	88	1	**88**	194	1	194
	Left-Through		0			0	
	Through	205	2	103	696	2	**348**
	Through-Right		0			0	
	Right	58	1	11	54	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	2	132	250	2	**138**
	Left-Through		0			0	
	Through	532	1	**280**	392	1	237
	Through-Right		1			1	
	Right	28	0	28	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	552		*North-South:*	634
			East-West:	368		*East-West:*	486
			SUM:	920		*SUM:*	1120
	VOLUME/CAPACITY *(V/C)* RATIO:			0.669			0.815
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.569**			**0.715**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
30	North-South Street:	Sepulveda Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	319	1	**319**	403	1	**403**
	Left-Through		0			0	
	Through	1405	3	468	1434	3	478
	Through-Right		0			0	
	Right	28	1	0	99	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	90	150	1	150
	Left-Through		0			0	
	Through	1102	3	**367**	1804	3	**601**
	Through-Right		0			0	
	Right	95	1	69	91	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	26	1	**26**	66	1	66
	Left-Through		0			0	
	Through	206	1	139	363	1	**264**
	Through-Right		1			1	
	Right	72	0	72	164	0	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	117	1	117	293	1	**293**
	Left-Through		0			0	
	Through	522	1	**332**	372	1	266
	Through-Right		1			1	
	Right	142	0	142	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	686		*North-South:*	1004
			East-West:	358		*East-West:*	557
			SUM:	1044		*SUM:*	1561
	VOLUME/CAPACITY *(V/C)* RATIO:			0.759			1.135
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.659**			**1.035**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
31	North-South Street:	Sepulveda Boulevard	East-West Street:	Lincoln Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1803	0	0	2110	0	**0**
	Left-Through		0			0	
	Through	1689	4	**422**	1896	4	474
	Through-Right		0			0	
	Right	169	3	59	267	3	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	1345	4	336	2201	4	**550**
	Through-Right		0			0	
	Right	18	0	0	29	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1457	0	0	1830	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	4	0	0	4	0
	Through-Right		0			0	
	Right	10	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	422		*North-South:*	550
			East-West:	0		*East-West:*	0
			SUM:	422		*SUM:*	550
	VOLUME/CAPACITY *(V/C)* RATIO:			0.281			0.367
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.181**			**0.267**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
32	North-South Street:	Sepulveda Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3482	4	**871**	3285	4	**821**
	Through-Right		0			0	
	Right	57	1	0	27	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1975	4	494	2922	4	731
	Through-Right		0			0	
	Right	159	1	159	186	1	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	1	**187**	608	1	**326**
	Left-Through		1			1	
	Through	44	0	187	44	0	326
	Through-Right		0			0	
	Right	311	2	171	270	2	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	871		*North-South:*	821
			East-West:	187		*East-West:*	326
			SUM:	1058		*SUM:*	1147
	VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.765
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.605**			**0.665**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
33	North-South Street:	Sepulveda Boulevard	East-West Street:	I-105 WB Ramps N/O Imperial Hwy
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2179	3	**726**	2535	3	**845**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1792	0	0	2366	0	0
	Through-Right		0			0	
	Right	1422	0	0	2227	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	759	0	0	716	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2312	3	**809**	1951	3	**683**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	726		*North-South:*	845
			East-West:	809		*East-West:*	683
			SUM:	1535		*SUM:*	1528
	VOLUME/CAPACITY *(V/C)* RATIO:			1.023			1.019
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.923**			**0.919**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
34	North-South Street:	Sepulveda Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	173	1	173
	Left-Through		0			0	
	Through	1583	3	**528**	2062	3	687
	Through-Right		0			0	
	Right	590	1	519	1077	1	**1014**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	454	2	**250**	464	2	**255**
	Left-Through		0			0	
	Through	2351	3	592	2491	3	630
	Through-Right		1			1	
	Right	17	0	17	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	309	2	**170**	269	2	**148**
	Left-Through		0			0	
	Through	311	3	104	518	3	173
	Through-Right		0			0	
	Right	195	1	137	185	1	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	260	2	143	229	2	126
	Left-Through		0			0	
	Through	235	2	**118**	307	2	**154**
	Through-Right		0			0	
	Right	553	2	54	585	2	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	778		*North-South:*	1269
			East-West:	288		*East-West:*	302
			SUM:	1066		*SUM:*	1571
	VOLUME/CAPACITY *(V/C)* RATIO:			0.775			1.143
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.675**			**1.043**
	LEVEL OF SERVICE (LOS):			**B**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
39	North-South Street:	La Tijera Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	**63**	30	1	30
	Left-Through		0			0	
	Through	259	2	130	648	2	**324**
	Through-Right		0			0	
	Right	99	1	0	385	1	294
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	23	29	1	**29**
	Left-Through		0			0	
	Through	666	2	**333**	506	2	253
	Through-Right		0			0	
	Right	243	1	174	251	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	1	**138**	344	1	**344**
	Left-Through		0			0	
	Through	457	2	229	924	2	462
	Through-Right		0			0	
	Right	28	1	0	32	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	307	1	307	182	1	182
	Left-Through		0			0	
	Through	827	2	**414**	659	2	**330**
	Through-Right		0			0	
	Right	13	1	2	19	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	396		*North-South:*	353
			East-West:	552		*East-West:*	674
			SUM:	948		*SUM:*	1027
	VOLUME/CAPACITY *(V/C)* RATIO:			0.665			0.721
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.565**			**0.621**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
40	North-South Street:	Airport Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	0	49	22	0	22
	Left-Through		1			1	
	Through	89	0	**138**	46	0	**68**
	Through-Right		0			0	
	Right	442	2	0	560	2	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	0	68	48	0	48
	Left-Through		1			1	
	Through	44	0	**93**	68	0	**91**
	Through-Right		1			1	
	Right	49	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	1	**11**	36	1	36
	Left-Through		0			0	
	Through	502	2	170	1155	2	**389**
	Through-Right		1			1	
	Right	9	0	9	11	0	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	626	2	344	481	2	**265**
	Left-Through		0			0	
	Through	1175	1	**592**	1015	1	518
	Through-Right		1			1	
	Right	9	0	9	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	231		*North-South:*	159
			East-West:	603		*East-West:*	654
			SUM:	834		*SUM:*	813
	VOLUME/CAPACITY *(V/C)* RATIO:			0.607			0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.507**			**0.491**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
41	North-South Street:	I-405 SB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		2	NB -- 0	SB --	2
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	107	0	107	239	0	239
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	462	1	**285**	442	1	**341**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1143	3	**344**	1849	3	**505**
	Through-Right		1			1	
	Right	232	0	232	171	0	171
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	1	**219**	209	1	**209**
	Left-Through		0			0	
	Through	1345	3	448	1352	3	451
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	285		*North-South:*	341
			East-West:	563		*East-West:*	714
			SUM:	848		*SUM:*	1055
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.740
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.495**			**0.640**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
42	North-South Street:	I-405 NB Ramps	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 2	SB --		0	NB -- 2	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	142	1	142	202	1	202
	Left-Through		0			0	
	Through	3	0	0	3	0	0
	Through-Right		0			0	
	Right	200	1	**200**	318	1	**318**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	438	1	**438**	364	1	**364**
	Left-Through		0			0	
	Through	795	3	265	1733	3	578
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1409	3	**427**	1310	3	**359**
	Through-Right		1			1	
	Right	298	0	298	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	200		*North-South:*	318
			East-West:	865		*East-West:*	723
			SUM:	1065		*SUM:*	1041
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.731
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.631**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
43	North-South Street:	La Tijera Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	2	**86**	196	2	108
	Left-Through		0			0	
	Through	827	2	313	1404	2	**563**
	Through-Right		1			1	
	Right	113	0	113	284	0	284
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	128	1	**128**
	Left-Through		0			0	
	Through	1143	2	**440**	1024	2	383
	Through-Right		1			1	
	Right	176	0	176	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	129	1	**129**	215	1	**215**
	Left-Through		0			0	
	Through	431	2	164	841	2	297
	Through-Right		1			1	
	Right	60	0	60	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	176	1	176	173	1	173
	Left-Through		0			0	
	Through	1065	2	**358**	938	2	**316**
	Through-Right		1			1	
	Right	9	0	9	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	526		*North-South:*	691
			East-West:	487		*East-West:*	531
			SUM:	1013		*SUM:*	1222
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.889
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.789**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
44	North-South Street:	La Cienega Boulevard	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2430	2	**863**	2065	2	**787**
	Through-Right		1			1	
	Right	159	0	159	296	0	296
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2337	3	779	2269	3	756
	Through-Right		0			0	
	Right	1049	1	760	1040	1	620
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	826	3	**289**	1199	3	420
	Left-Through		0			0	
	Through	216	0	226	466	0	**511**
	Through-Right		1			1	
	Right	10	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	863		*North-South:*	787
			East-West:	289		*East-West:*	511
			SUM:	1152		*SUM:*	1298
	VOLUME/CAPACITY *(V/C)* RATIO:			0.768			0.865
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.668**			**0.765**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
45	North-South Street:	La Cienega Boulevard	East-West Street:	Centinela Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	2	5	104	2	57
	Left-Through		0			0	
	Through	2395	2	**811**	2114	2	**751**
	Through-Right		1			1	
	Right	39	0	39	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	**108**	283	1	**283**
	Left-Through		0			0	
	Through	2089	2	701	2064	2	694
	Through-Right		1			1	
	Right	14	0	14	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	374	2	182	1046	2	**420**
	Through-Right		1			1	
	Right	171	0	171	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	239	1	239	157	1	**157**
	Left-Through		0			0	
	Through	1193	2	**597**	892	2	446
	Through-Right		0			0	
	Right	207	1	153	128	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	919		*North-South:*	1034
			East-West:	597		*East-West:*	577
			SUM:	1516		*SUM:*	1611
	VOLUME/CAPACITY *(V/C)* RATIO:			1.103			1.172
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.003**			**1.072**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
46	North-South Street:	Airport Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	92	1	92
	Left-Through		0			0	
	Through	468	1	290	721	1	**477**
	Through-Right		1			1	
	Right	111	0	111	233	0	233
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	89	1	**89**
	Left-Through		0			0	
	Through	675	2	**338**	496	2	248
	Through-Right		0			0	
	Right	55	1	51	45	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	14	2	**8**	41	2	23
	Left-Through		0			0	
	Through	590	1	351	1437	1	**753**
	Through-Right		1			1	
	Right	111	0	111	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	139	2	76	141	2	**78**
	Left-Through		0			0	
	Through	1150	1	**631**	877	1	468
	Through-Right		1			1	
	Right	112	0	112	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	428		*North-South:*	566
			East-West:	639		*East-West:*	831
			SUM:	1067		*SUM:*	1397
	VOLUME/CAPACITY *(V/C)* RATIO:			0.776			1.016
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.676**			**0.916**
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside			
47	North-South Street:	Florence Avenue/Aviati	East-West Street:	Manchester Avenue	
	Scenario:	Future with Project with Mitigation			
	Count Date:	Year 2022	Analyst:	Date:	

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	263	1	**263**	249	1	**249**
	Left-Through		0			0	
	Through	265	1	170	421	1	280
	Through-Right		1			1	
	Right	75	0	75	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	0	0	0
	Left-Through		0			0	
	Through	381	2	191	542	2	**271**
	Through-Right		0			0	
	Right	320	1	**203**	299	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	1	**235**	472	1	**472**
	Left-Through		0			0	
	Through	504	2	252	1032	2	516
	Through-Right		0			0	
	Right	100	1	0	246	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	39	1	39	75	1	75
	Left-Through		0			0	
	Through	855	2	**428**	666	2	**333**
	Through-Right		0			0	
	Right	8	1	8	10	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	466		*North-South:*	520
			East-West:	663		*East-West:*	805
			SUM:	1129		*SUM:*	1325
	VOLUME/CAPACITY *(V/C)* RATIO:			0.821			0.964
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.721**			**0.864**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
48	North-South Street:	La Cienega Boulevard	East-West Street:	Florence Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	20	1	20
	Left-Through		0			0	
	Through	384	1	**229**	593	1	**361**
	Through-Right		1			1	
	Right	74	0	74	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	307	1	307	579	1	**551**
	Left-Through		1			1	
	Through	747	1	**316**	1074	1	551
	Through-Right		1			1	
	Right	202	0	202	219	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	161	1	**161**	231	1	231
	Left-Through		0			0	
	Through	341	1	181	671	1	**345**
	Through-Right		1			1	
	Right	20	0	20	19	0	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	273	1	273	304	1	**304**
	Left-Through		0			0	
	Through	853	1	**446**	565	1	317
	Through-Right		1			1	
	Right	39	0	39	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	545		*North-South:*	912
			East-West:	607		*East-West:*	649
			SUM:	1152		*SUM:*	1561
	VOLUME/CAPACITY *(V/C)* RATIO:			0.838			1.135
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.838			1.135
	LEVEL OF SERVICE (LOS):			D			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
49	North-South Street:	La Cienega Boulevard	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	46	1	46
	Left-Through		0			0	
	Through	258	1	**242**	459	1	**287**
	Through-Right		1			1	
	Right	225	0	225	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	278	1	278	705	1	**452**
	Left-Through		1			1	
	Through	622	1	**311**	650	1	452
	Through-Right		1			1	
	Right	124	0	87	58	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	1	75	113	1	113
	Left-Through		0			0	
	Through	353	2	**134**	1016	2	**363**
	Through-Right		1			1	
	Right	48	0	48	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	485	2	**267**	304	2	**167**
	Left-Through		0			0	
	Through	828	2	319	619	2	247
	Through-Right		1			1	
	Right	128	0	128	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	553		*North-South:*	739
			East-West:	401		*East-West:*	530
			SUM:	954		*SUM:*	1269
	VOLUME/CAPACITY *(V/C)* RATIO:			0.694			0.923
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.694			0.923
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
50	North-South Street:	Ash Avenue/I-405 Ramp	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	520	1	**360**	434	1	**357**
	Left-Through		0			0	
	Through	199	0	360	209	0	357
	Through-Right		0			0	
	Right	217	1	217	429	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	9	0	9	20	0	20
	Left-Through		0			0	
	Through	0	0	**149**	0	0	**99**
	Through-Right		0			0	
	Right	140	0	0	79	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	6	1	**6**	19	1	19
	Left-Through		0			0	
	Through	566	1	283	1448	1	**724**
	Through-Right		1			1	
	Right	244	1	0	271	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1564	2	**525**	1101	2	370
	Through-Right		1			1	
	Right	10	0	10	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	509		*North-South:*	456
			East-West:	531		*East-West:*	724
			SUM:	1040		*SUM:*	1180
	VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.693			0.787
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
51	North-South Street:	Inglewood Avenue	East-West Street:	Manchester Ave
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	46	62	0	**62**
	Left-Through		1			1	
	Through	99	0	**145**	120	0	182
	Through-Right		0			0	
	Right	94	1	82	40	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	0	**13**	30	0	30
	Left-Through		1			1	
	Through	91	0	104	184	0	**214**
	Through-Right		0			0	
	Right	109	1	85	91	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	69	1	69
	Left-Through		0			0	
	Through	577	2	289	1399	2	**700**
	Through-Right		0			0	
	Right	52	1	52	129	1	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	24	62	1	**62**
	Left-Through		0			0	
	Through	1254	1	**634**	927	1	474
	Through-Right		1			1	
	Right	13	0	13	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	158		*North-South:*	276
			East-West:	683		*East-West:*	762
			SUM:	841		*SUM:*	1038
	VOLUME/CAPACITY *(V/C)* RATIO:			0.561			0.692
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.561			0.692
	LEVEL OF SERVICE (LOS):			A			B

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
52	North-South Street:	La Brea Avenue	East-West Street:	Florence Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	18	1	18
	Left-Through		0			0	
	Through	831	2	**416**	1012	2	**506**
	Through-Right		0			0	
	Right	86	1	1	181	1	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	**78**	189	1	**189**
	Left-Through		0			0	
	Through	673	2	337	1167	2	584
	Through-Right		0			0	
	Right	92	1	61	102	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	1	**62**	136	1	136
	Left-Through		0			0	
	Through	362	1	211	1003	1	**535**
	Through-Right		1			1	
	Right	59	0	59	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	171	1	171	151	1	**151**
	Left-Through		0			0	
	Through	835	1	**472**	578	1	384
	Through-Right		1			1	
	Right	108	0	108	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	494		*North-South:*	695
			East-West:	534		*East-West:*	686
			SUM:	1028		*SUM:*	1381
	VOLUME/CAPACITY *(V/C)* RATIO:			0.748			1.004
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.748			1.004
	LEVEL OF SERVICE (LOS):			C			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
53	North-South Street:	La Brea Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	106	1	**106**
	Left-Through		0			0	
	Through	696	1	**358**	668	1	354
	Through-Right		1			1	
	Right	20	0	20	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	218	1	218
	Left-Through		0			0	
	Through	545	2	273	993	2	**497**
	Through-Right		0			0	
	Right	91	1	16	71	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	142	1	142
	Left-Through		0			0	
	Through	450	2	225	1103	2	**552**
	Through-Right		0			0	
	Right	61	1	0	94	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	59	1	**59**
	Left-Through		0			0	
	Through	1006	2	**503**	771	2	386
	Through-Right		0			0	
	Right	197	1	152	147	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	448		*North-South:*	603
			East-West:	653		*East-West:*	611
			SUM:	1101		*SUM:*	1214
	VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.883
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.883
	LEVEL OF SERVICE (LOS):			D			D

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
54	North-South Street:	Sepulveda Eastway	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	0	77	20	0	20
	Left-Through		0			0	
	Through	118	0	**258**	211	0	**458**
	Through-Right		0			0	
	Right	63	0	0	227	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	149	0	**149**
	Left-Through		0			0	
	Through	45	0	140	34	0	290
	Through-Right		0			0	
	Right	73	0	0	107	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	53	1	**53**
	Left-Through		0			0	
	Through	303	1	208	633	1	332
	Through-Right		1			1	
	Right	113	0	113	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	40	1	40	65	1	65
	Left-Through		0			0	
	Through	641	1	**351**	614	1	**346**
	Through-Right		1			1	
	Right	60	0	60	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	280		*North-South:*	607
			East-West:	403		*East-West:*	399
			SUM:	683		*SUM:*	1006
	VOLUME/CAPACITY *(V/C)* RATIO:			0.455			0.671
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.355**			**0.571**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
55	North-South Street:	Jenny Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	**47**	33	1	33
	Left-Through		0			0	
	Through	28	1	28	22	1	22
	Through-Right		0			0	
	Right	113	1	44	191	1	**81**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	11	20	1	**20**
	Left-Through		0			0	
	Through	20	1	**11**	20	1	12
	Through-Right		1			1	
	Right	2	0	2	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	**2**	3	1	3
	Left-Through		0			0	
	Through	316	2	158	753	2	**377**
	Through-Right		0			0	
	Right	74	1	51	57	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	221	1	**221**
	Left-Through		0			0	
	Through	686	2	**343**	635	2	318
	Through-Right		0			0	
	Right	7	1	2	40	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	58		*North-South:*	101
			East-West:	345		*East-West:*	598
			SUM:	403		*SUM:*	699
	VOLUME/CAPACITY *(V/C)* RATIO:			0.269			0.466
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.169**			**0.366**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
56	North-South Street:	Airport Boulevard	East-West Street:	Arbor Vitae Street/Westchester Pkv
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	**104**	160	1	160
	Left-Through		0			0	
	Through	491	2	246	866	2	**433**
	Through-Right		0			0	
	Right	97	1	24	148	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	60	119	1	**119**
	Left-Through		0			0	
	Through	695	3	**232**	618	3	206
	Through-Right		0			0	
	Right	167	1	77	110	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	**90**	100	1	100
	Left-Through		0			0	
	Through	234	2	117	650	2	**325**
	Through-Right		0			0	
	Right	106	1	2	158	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	139	1	**139**
	Left-Through		0			0	
	Through	585	1	**332**	569	1	335
	Through-Right		1			1	
	Right	79	0	79	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	336		*North-South:*	552
			East-West:	422		*East-West:*	464
			SUM:	758		*SUM:*	1016
	VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.739
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.451**			**0.639**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
57	North-South Street:	Aviation Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	267	1	**267**	231	1	**231**
	Left-Through		0			0	
	Through	433	2	217	606	2	303
	Through-Right		0			0	
	Right	109	1	32	133	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	38	1	38	69	1	69
	Left-Through		0			0	
	Through	388	1	**234**	429	1	**278**
	Through-Right		1			1	
	Right	80	0	80	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	118	1	118
	Left-Through		0			0	
	Through	317	2	159	742	2	**371**
	Through-Right		0			0	
	Right	92	1	0	203	1	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	157	1	**157**
	Left-Through		0			0	
	Through	738	1	**394**	601	1	320
	Through-Right		1			1	
	Right	49	0	49	39	0	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	501		*North-South:*	509
			East-West:	434		*East-West:*	528
			SUM:	935		*SUM:*	1037
	VOLUME/CAPACITY *(V/C)* RATIO:			0.680			0.754
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.580**			**0.654**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
58	North-South Street:	La Cienega Boulevard	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 2	WB --	2	EB -- 2	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	**283**	153	1	**153**
	Left-Through		0			0	
	Through	539	1	295	401	1	316
	Through-Right		1			1	
	Right	50	0	50	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	64	1	64	149	1	149
	Left-Through		0			0	
	Through	330	1	**184**	629	1	**339**
	Through-Right		1			1	
	Right	38	0	38	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	49	1	49
	Left-Through		0			0	
	Through	208	2	104	698	2	349
	Through-Right		0			0	
	Right	171	1	171	381	1	**381**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	99	1	99	60	1	**60**
	Left-Through		0			0	
	Through	555	2	**278**	352	2	176
	Through-Right		0			0	
	Right	154	1	154	79	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	467		*North-South:*	492
			East-West:	337		*East-West:*	441
			SUM:	804		*SUM:*	933
	VOLUME/CAPACITY *(V/C)* RATIO:			0.536			0.622
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.536			0.622
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
59	North-South Street:	Inglewood Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	174	1	174	113	1	113
	Left-Through		0			0	
	Through	122	0	**180**	202	0	**311**
	Through-Right		1			1	
	Right	58	0	0	109	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	67	1	67
	Left-Through		0			0	
	Through	94	0	**138**	246	0	**294**
	Through-Right		1			1	
	Right	44	0	0	48	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	43	1	43
	Left-Through		0			0	
	Through	262	1	156	701	1	**414**
	Through-Right		1			1	
	Right	50	0	50	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	98	1	**98**
	Left-Through		0			0	
	Through	563	1	**302**	383	1	207
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	318		*North-South:*	605
			East-West:	333		*East-West:*	512
			SUM:	651		*SUM:*	1117
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.784
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.784
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
60	North-South Street:	La Brea Avenue	East-West Street:	Arbor Vitae Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	1	**154**	224	1	**224**
	Left-Through		0			0	
	Through	687	2	236	657	2	242
	Through-Right		1			1	
	Right	20	0	20	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	118	1	118
	Left-Through		0			0	
	Through	442	3	**147**	1042	3	**347**
	Through-Right		0			0	
	Right	63	1	31	67	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	116	1	116
	Left-Through		0			0	
	Through	160	1	160	386	1	**386**
	Through-Right		0			0	
	Right	103	1	26	256	1	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	69	1	**69**
	Left-Through		0			0	
	Through	296	2	**148**	303	2	152
	Through-Right		0			0	
	Right	69	1	40	84	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	301		*North-South:*	571
			East-West:	212		*East-West:*	455
			SUM:	513		*SUM:*	1026
	VOLUME/CAPACITY *(V/C)* RATIO:			0.373			0.746
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.373			0.746
	LEVEL OF SERVICE (LOS):			A			C

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
61	North-South Street:	Airport Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	23	1	23
	Left-Through		0			0	
	Through	33	2	17	38	2	19
	Through-Right		0			0	
	Right	38	1	0	68	1	**44**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	221	2	77	516	2	181
	Left-Through		1			1	
	Through	20	1	20	17	1	17
	Through-Right		0			0	
	Right	324	1	**180**	485	1	**299**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	524	2	**288**	679	2	**373**
	Left-Through		0			0	
	Through	1654	4	414	2173	4	543
	Through-Right		0			0	
	Right	20	1	11	28	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	49	1	49
	Left-Through		0			0	
	Through	2618	4	**655**	1920	4	**480**
	Through-Right		0			0	
	Right	349	1	272	362	1	181
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	198		*North-South:*	343
			East-West:	943		*East-West:*	853
			SUM:	1141		*SUM:*	1196
	VOLUME/CAPACITY *(V/C)* RATIO:			0.830			0.870
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.730**			**0.770**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
62	North-South Street:	Aviation Boulevad	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	797	2	**438**	507	2	279
	Left-Through		0			0	
	Through	778	1	419	1241	1	**679**
	Through-Right		1			1	
	Right	59	0	59	117	0	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	2	56	112	2	**62**
	Left-Through		0			0	
	Through	462	2	**231**	569	2	285
	Through-Right		0			0	
	Right	151	1	0	144	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	235	1	**235**	397	1	**397**
	Left-Through		0			0	
	Through	1430	3	475	1986	3	581
	Through-Right		1			1	
	Right	470	0	470	337	0	337
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	110	1	110
	Left-Through		0			0	
	Through	2023	3	**543**	1738	3	**474**
	Through-Right		1			1	
	Right	148	0	148	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	669		*North-South:*	741
			East-West:	778		*East-West:*	871
			SUM:	1447		*SUM:*	1612
	VOLUME/CAPACITY *(V/C)* RATIO:			1.052			1.172
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.952**			**1.072**
	LEVEL OF SERVICE (LOS):			**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
63	North-South Street:	La Cienega Boulevard	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 3	WB --	0	EB -- 3	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	198	1	**198**	147	1	147
	Left-Through		0			0	
	Through	319	2	160	280	2	140
	Through-Right		0			0	
	Right	158	2	0	539	2	**226**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	126	424	1	**424**
	Left-Through		0			0	
	Through	493	2	247	789	2	395
	Through-Right		0			0	
	Right	728	2	**266**	494	2	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	134	1	**134**	200	1	200
	Left-Through		0			0	
	Through	859	3	286	1460	3	**487**
	Through-Right		0			0	
	Right	508	1	310	529	1	382
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	70	1	**70**
	Left-Through		0			0	
	Through	1473	3	**463**	1035	3	301
	Through-Right		1			1	
	Right	379	0	379	168	0	168
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	464		*North-South:*	650
			East-West:	597		*East-West:*	557
			SUM:	1061		*SUM:*	1207
	VOLUME/CAPACITY *(V/C)* RATIO:			0.772			0.878
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.672**			**0.778**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
64	North-South Street:	I-405 NB Ramps	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 1	WB --	0	EB -- 1	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	842	2	**463**	380	2	209
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	130	1	130	368	1	**368**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	27	1	**20**	28	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	15	1	**15**	51	1	51
	Left-Through		0			0	
	Through	671	2	297	1632	2	**585**
	Through-Right		1			1	
	Right	518	1	0	708	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1608	2	**537**	1331	2	447
	Through-Right		1			1	
	Right	3	0	3	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	483		*North-South:*	368
			East-West:	552		*East-West:*	585
			SUM:	1035		*SUM:*	953
	VOLUME/CAPACITY *(V/C)* RATIO:			0.690			0.635
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.690			0.635
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
65	North-South Street:	Inglewood Avenue	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	68	1	**68**
	Left-Through		0			0	
	Through	184	0	237	281	0	406
	Through-Right		1			1	
	Right	53	0	0	125	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	100	1	100
	Left-Through		0			0	
	Through	166	0	**263**	393	0	**482**
	Through-Right		1			1	
	Right	97	0	0	89	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	144	1	144
	Left-Through		0			0	
	Through	689	2	243	1701	2	**626**
	Through-Right		1			1	
	Right	40	0	40	176	0	176
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	47	1	47	97	1	**97**
	Left-Through		0			0	
	Through	1389	2	**489**	1201	2	427
	Through-Right		1			1	
	Right	79	0	79	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	387		*North-South:*	550
			East-West:	548		*East-West:*	723
			SUM:	935		*SUM:*	1273
	VOLUME/CAPACITY *(V/C)* RATIO:			0.623			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.623			0.849
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
66	North-South Street:	La Brea Avenue	East-West Street:	Century Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	213	1	**213**	253	1	**253**
	Left-Through		0			0	
	Through	767	3	256	902	3	301
	Through-Right		0			0	
	Right	58	1	15	139	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	214	1	214
	Left-Through		0			0	
	Through	529	3	**176**	1084	3	**361**
	Through-Right		0			0	
	Right	109	1	43	111	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	**132**	170	1	170
	Left-Through		0			0	
	Through	597	2	267	1425	2	**552**
	Through-Right		1			1	
	Right	204	0	204	232	0	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	128	1	**128**
	Left-Through		0			0	
	Through	1112	2	**412**	956	2	365
	Through-Right		1			1	
	Right	124	0	124	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	389		*North-South:*	614
			East-West:	544		*East-West:*	680
			SUM:	933		*SUM:*	1294
	VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.941
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.679			0.941
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
73	North-South Street:	Centinela Avenue	East-West Street:	Culver Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	30	1	30
	Left-Through		0			0	
	Through	1135	2	**568**	1304	2	**652**
	Through-Right		0			0	
	Right	166	1	96	173	1	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	**130**	170	1	**170**
	Left-Through		0			0	
	Through	866	2	433	1366	2	683
	Through-Right		0			0	
	Right	92	1	0	166	1	102
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	1	294	128	1	**128**
	Left-Through		0			0	
	Through	846	1	**430**	599	1	308
	Through-Right		1			1	
	Right	14	0	14	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	136	1	136
	Left-Through		0			0	
	Through	308	1	228	612	1	**396**
	Through-Right		1			1	
	Right	148	0	148	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	698		*North-South:*	822
			East-West:	570		*East-West:*	524
			SUM:	1268		*SUM:*	1346
	VOLUME/CAPACITY *(V/C)* RATIO:			0.845			0.897
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.745**			**0.797**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
74	North-South Street:	Centinela Avenue	East-West Street:	Sandford/SR-90 WB Ramps
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 1	SB --	0	NB -- 1	SB --	0
		EB -- 0	WB --	2	EB -- 0	WB --	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	**10**	20	1	**20**
	Left-Through		0			0	
	Through	662	2	331	1025	2	513
	Through-Right		0			0	
	Right	49	1	0	97	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1195	2	**401**	1479	2	**499**
	Through-Right		1			1	
	Right	8	0	8	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	38	0	**50**	29	0	**29**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	371	1	**333**	251	1	251
	Left-Through		0			0	
	Through	8	0	333	15	0	**305**
	Through-Right		0			0	
	Right	619	1	0	594	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	411		*North-South:*	519
			East-West:	383		*East-West:*	334
			SUM:	794		*SUM:*	853
	VOLUME/CAPACITY *(V/C)* RATIO:			0.557			0.599
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.457**			**0.499**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
75	North-South Street:	Centinela Avenue	East-West Street:	SR-90 EB Ramps
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	745	3	248	1103	3	**368**
	Through-Right		0			0	
	Right	308	1	308	227	1	227
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	382	2	210	710	2	**391**
	Left-Through		0			0	
	Through	1141	2	**571**	1116	2	558
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	0	18	29	0	29
	Left-Through		0			0	
	Through	1	0	19	1	0	30
	Through-Right		0			0	
	Right	126	1	**126**	82	1	**82**
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	759
			East-West:	126		*East-West:*	82
			SUM:	697		*SUM:*	841
VOLUME/CAPACITY *(V/C)* RATIO:				0.489			0.590
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.389**			**0.490**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
76	North-South Street:	Centinela Avenue	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 3	WB --	3	EB -- 3	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	2	**9**	17	2	9
	Left-Through		0			0	
	Through	18	3	6	19	3	6
	Through-Right		0			0	
	Right	9	1	5	20	1	**19**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	403	2	222	773	2	**425**
	Left-Through		0			0	
	Through	118	2	59	59	2	30
	Through-Right		0			0	
	Right	666	1	**384**	502	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	513	2	**282**	518	2	**285**
	Left-Through		0			0	
	Through	853	3	284	1102	3	367
	Through-Right		0			0	
	Right	10	1	1	10	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	2	9	6	2	3
	Left-Through		0			0	
	Through	1034	3	**345**	1130	3	**377**
	Through-Right		0			0	
	Right	371	1	149	413	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	393		*North-South:*	444
			East-West:	627		*East-West:*	662
			SUM:	1020		*SUM:*	1106
	VOLUME/CAPACITY *(V/C)* RATIO:			0.742			0.804
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.642**			**0.704**
	LEVEL OF SERVICE (LOS):			**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
81	North-South Street:	I-405 SB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	124	149	1	122
	Left-Through		0			0	
	Through	0	0	**169**	0	0	**122**
	Through-Right		0			0	
	Right	337	1	0	218	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	922	4	**231**	1173	4	293
	Through-Right		0			0	
	Right	219	1	219	312	1	**312**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	330	2	**182**	588	2	**323**
	Left-Through		0			0	
	Through	750	2	375	1101	2	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	169		*North-South:*	122
			East-West:	413		*East-West:*	635
			SUM:	582		*SUM:*	757
VOLUME/CAPACITY *(V/C)* RATIO:				0.408			0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.308**			**0.431**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
82	North-South Street:	I-405 NB Ramps	East-West Street:	Jefferson Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	149	1	149	294	1	294
	Left-Through		0			0	
	Through	42	0	**310**	37	0	**635**
	Through-Right		0			0	
	Right	268	0	0	598	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	264	2	**145**	203	2	**112**
	Left-Through		0			0	
	Through	787	2	394	1062	2	531
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1081	2	**360**	1388	2	**463**
	Through-Right		1			1	
	Right	179	1	179	187	1	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	310		*North-South:*	635
			East-West:	505		*East-West:*	575
			SUM:	815		*SUM:*	1210
	VOLUME/CAPACITY *(V/C)* RATIO:			0.572			0.849
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**			**0.749**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
91	North-South Street:	Falmouth Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	65	1	**65**
	Left-Through		0			0	
	Through	12	1	12	36	1	36
	Through-Right		0			0	
	Right	159	1	124	72	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	29	1	29
	Left-Through		0			0	
	Through	26	1	**26**	15	1	**15**
	Through-Right		0			0	
	Right	36	1	9	45	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	54	71	1	71
	Left-Through		0			0	
	Through	300	2	**150**	377	2	**189**
	Through-Right		0			0	
	Right	80	1	12	59	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	94	1	**94**
	Left-Through		0			0	
	Through	246	2	123	327	2	164
	Through-Right		0			0	
	Right	17	1	10	27	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	162		*North-South:*	80
			East-West:	220		*East-West:*	283
			SUM:	382		*SUM:*	363
	VOLUME/CAPACITY *(V/C)* RATIO:			0.255			0.242
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.155**			**0.142**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
92	North-South Street:	Falmouth Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	49	1	49
	Left-Through		0			0	
	Through	3	0	0	10	0	0
	Through-Right		0			0	
	Right	39	1	**23**	99	1	**94**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	356	2	**196**	103	2	**57**
	Left-Through		0			0	
	Through	2	0	0	0	0	0
	Through-Right		0			0	
	Right	150	1	88	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	92	1	**92**
	Left-Through		0			0	
	Through	435	2	218	304	2	152
	Through-Right		0			0	
	Right	73	1	62	18	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	32	1	32	10	1	10
	Left-Through		0			0	
	Through	201	2	101	362	2	181
	Through-Right		0			0	
	Right	329	1	**231**	249	1	**221**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	219		*North-South:*	151
			East-West:	356		*East-West:*	313
			SUM:	575		*SUM:*	464
	VOLUME/CAPACITY *(V/C)* RATIO:			0.418			0.337
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.318**			**0.237**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
93	North-South Street:	Lincoln Boulevard	East-West Street:	Loyola Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
	EB -- 3	WB --	0	EB -- 3	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	**50**	73	1	**73**
	Left-Through		0			0	
	Through	2384	4	596	1998	4	500
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1618	2	**671**	1958	2	**724**
	Through-Right		1			1	
	Right	395	0	395	215	0	215
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	268	2	**147**	426	2	**234**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	16	1	0	33	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	721		*North-South:*	797
			East-West:	147		*East-West:*	234
			SUM:	868		*SUM:*	1031
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.724
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.509**			**0.624**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
94	North-South Street:	Loyola Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	30	1	**30**
	Left-Through		0			0	
	Through	9	2	5	4	2	2
	Through-Right		0			0	
	Right	0	1	0	2	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	111	1	111	85	1	85
	Left-Through		0			0	
	Through	54	1	**54**	25	1	25
	Through-Right		0			0	
	Right	60	1	13	94	1	**58**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	95	1	**95**	72	1	72
	Left-Through		0			0	
	Through	556	2	278	753	2	**377**
	Through-Right		0			0	
	Right	222	1	191	262	1	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	2	1	**2**
	Left-Through		0			0	
	Through	1081	2	**541**	575	2	288
	Through-Right		0			0	
	Right	329	1	274	180	1	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	116		*North-South:*	88
			East-West:	636		*East-West:*	379
			SUM:	752		*SUM:*	467
	VOLUME/CAPACITY *(V/C)* RATIO:			0.501			0.311
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.401**			**0.211**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
95	North-South Street:	McConnell Avenue	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	0	NB -- 3	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	**186**	172	1	**95**
	Left-Through		0			0	
	Through	1	0	0	1	0	0
	Through-Right		0			0	
	Right	5	1	0	19	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	54	0	0	79	0	0
	Left-Through		0			0	
	Through	17	0	**0**	25	0	**0**
	Through-Right		0			0	
	Right	6	0	0	9	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	0	**0**	19	0	0
	Left-Through		0			0	
	Through	713	2	244	855	2	**307**
	Through-Right		1			1	
	Right	20	0	20	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	2	51	168	2	**92**
	Left-Through		0			0	
	Through	1043	3	**348**	589	3	196
	Through-Right		0			0	
	Right	86	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	186		*North-South:*	95
			East-West:	348		*East-West:*	399
			SUM:	534		*SUM:*	494
	VOLUME/CAPACITY *(V/C)* RATIO:			0.375			0.347
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.275**			**0.247**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
96	North-South Street:	Emerson Avenue	East-West Street:	Manchester Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	**96**	81	0	81
	Left-Through		1			1	
	Through	135	0	149	107	0	**123**
	Through-Right		1			1	
	Right	66	0	149	57	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	0	162	119	0	**119**
	Left-Through		1			1	
	Through	193	0	**228**	113	0	144
	Through-Right		1			1	
	Right	101	0	228	56	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	107	1	107
	Left-Through		0			0	
	Through	748	2	374	1052	2	**526**
	Through-Right		0			0	
	Right	61	1	61	79	1	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	57	1	**57**
	Left-Through		0			0	
	Through	1127	2	**564**	772	2	386
	Through-Right		0			0	
	Right	145	1	145	150	1	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	324		*North-South:*	242
			East-West:	625		*East-West:*	583
			SUM:	949		*SUM:*	825
	VOLUME/CAPACITY *(V/C)* RATIO:			0.633			0.550
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.533**			**0.450**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
97	North-South Street:	La Tijera Boulevard	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	52	2	**29**	118	2	**65**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	603	2	0	419	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	424	3	**148**	543	3	**190**
	Left-Through		0			0	
	Through	372	2	186	446	2	223
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	684	2	**342**	391	2	**196**
	Through-Right		0			0	
	Right	92	1	78	66	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	29		*North-South:*	65
			East-West:	490		*East-West:*	386
			SUM:	519		*SUM:*	451
	VOLUME/CAPACITY *(V/C)* RATIO:			0.364			0.316
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.264**			**0.216**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
98	North-South Street:	Sepulveda Westway	East-West Street:	La Tijera Boulevard
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	0	75	87	0	87
	Left-Through		0			0	
	Through	68	0	**196**	145	0	**456**
	Through-Right		0			0	
	Right	53	0	0	224	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	54	0	**54**	147	0	**147**
	Left-Through		0			0	
	Through	36	0	112	100	0	305
	Through-Right		0			0	
	Right	22	0	0	58	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	39	1	**39**	50	1	50
	Left-Through		0			0	
	Through	439	2	163	556	2	**199**
	Through-Right		1			1	
	Right	50	0	50	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	122	116	1	**116**
	Left-Through		0			0	
	Through	699	2	**259**	411	2	206
	Through-Right		1			1	
	Right	78	0	78	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	250		*North-South:*	603
			East-West:	298		*East-West:*	315
			SUM:	548		*SUM:*	918
VOLUME/CAPACITY *(V/C)* RATIO:				0.365			0.612
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.265**			**0.512**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
99	North-South Street:	Sepulveda Westway	East-West Street:	Westchester Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	18	0	**18**
	Left-Through		0			0	
	Through	1	0	7	42	0	127
	Through-Right		0			0	
	Right	4	0	0	67	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	47	0	47	136	0	136
	Left-Through		1			1	
	Through	41	0	**88**	129	0	**265**
	Through-Right		0			0	
	Right	26	1	17	69	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	19	1	**19**	29	1	29
	Left-Through		0			0	
	Through	340	2	170	397	2	**199**
	Through-Right		0			0	
	Right	73	1	73	142	1	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	43	1	43	82	1	**82**
	Left-Through		0			0	
	Through	740	2	**315**	377	2	189
	Through-Right		1			1	
	Right	206	0	206	247	0	247
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	90		*North-South:*	283
			East-West:	334		*East-West:*	281
			SUM:	424		*SUM:*	564
	VOLUME/CAPACITY *(V/C)* RATIO:			0.283			0.376
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.183**			**0.276**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
100	North-South Street:	Airport Boulevard	East-West Street:	96th Street
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	1	NB -- 0	SB --	1
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	120	1	**120**	118	1	118
	Left-Through		0			0	
	Through	565	2	283	1027	2	**514**
	Through-Right		0			0	
	Right	30	1	15	27	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	58	1	**58**
	Left-Through		0			0	
	Through	690	3	**230**	660	3	220
	Through-Right		0			0	
	Right	253	1	0	194	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	82	2	**45**	148	2	**81**
	Left-Through		0			0	
	Through	38	1	38	45	1	45
	Through-Right		0			0	
	Right	47	1	0	89	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	35	1	35
	Left-Through		0			0	
	Through	31	1	31	23	1	23
	Through-Right		0			0	
	Right	64	1	**35**	93	1	**64**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	572
			East-West:	80		*East-West:*	145
			SUM:	430		*SUM:*	717
VOLUME/CAPACITY *(V/C)* RATIO:				0.302			0.503
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.202**			**0.403**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
101	North-South Street:	Aviation Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	3	EB -- 0	WB --	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	281	2	155	196	2	**108**
	Left-Through		0			0	
	Through	609	2	**305**	449	2	225
	Through-Right		0			0	
	Right	126	1	0	245	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	2	**136**	247	2	136
	Left-Through		0			0	
	Through	359	2	180	617	2	**309**
	Through-Right		0			0	
	Right	192	1	114	159	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	2	**78**	249	2	137
	Left-Through		0			0	
	Through	276	2	126	1245	2	**514**
	Through-Right		1			1	
	Right	102	0	102	298	0	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	234	2	129	278	2	**153**
	Left-Through		0			0	
	Through	937	3	312	421	3	140
	Through-Right		0			0	
	Right	744	1	**608**	434	1	298
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	441		*North-South:*	417
			East-West:	686		*East-West:*	667
			SUM:	1127		*SUM:*	1084
	VOLUME/CAPACITY *(V/C)* RATIO:			0.820			0.788
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.720**			**0.688**
	LEVEL OF SERVICE (LOS):			**C**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
103	North-South Street:	Lincoln Boulevard	East-West Street:	Rose Avenue
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	110	1	**110**
	Left-Through		0			0	
	Through	1773	2	**887**	1347	2	674
	Through-Right		0			0	
	Right	46	1	20	48	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	96	1	**96**	92	1	92
	Left-Through		0			0	
	Through	1567	2	784	1876	2	**938**
	Through-Right		0			0	
	Right	84	1	0	112	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	205	1	**205**	185	1	185
	Left-Through		0			0	
	Through	252	1	252	395	1	**395**
	Through-Right		0			0	
	Right	128	1	70	147	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	59	1	**59**
	Left-Through		0			0	
	Through	419	1	**419**	219	1	219
	Through-Right		0			0	
	Right	166	1	118	81	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	983		*North-South:*	1048
			East-West:	624		*East-West:*	454
			SUM:	1607		*SUM:*	1502
	VOLUME/CAPACITY *(V/C)* RATIO:			1.071			1.001
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.971**			**0.901**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
104	North-South Street:	Culver Boulevard	East-West Street:	SR-90 WB Ramps
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	472	1	**472**	228	1	**228**
	Left-Through		0			0	
	Through	1328	2	664	640	2	320
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	284	2	142	938	2	**469**
	Through-Right		0			0	
	Right	400	1	**400**	295	1	218
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	154	1	154
	Left-Through		0			0	
	Through	118	0	**0**	0	0	0
	Through-Right		0			0	
	Right	175	1	0	526	1	**412**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	143	1	79	367	1	202
	Left-Through		1			1	
	Through	312	0	**392**	200	0	**237**
	Through-Right		1			1	
	Right	80	0	80	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	872		*North-South:*	697
			East-West:	392		*East-West:*	649
			SUM:	1264		*SUM:*	1346
VOLUME/CAPACITY *(V/C)* RATIO:				0.919			0.979
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.819**			**0.879**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
105	North-South Street:	Culver Boulevard	East-West Street:	SR-90 EB Ramps
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --		0	NB -- 0	SB --	0
	EB -- 0	WB --		0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1733	3	**578**	775	3	258
	Through-Right		0			0	
	Right	977	2	537	295	2	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	276	1	276
	Left-Through		0			0	
	Through	512	2	256	1547	2	**774**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	103	1	**103**
	Left-Through		0			0	
	Through	1	1	1	3	1	3
	Through-Right		1			1	
	Right	28	0	28	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	704		*North-South:*	774
			East-West:	94		*East-West:*	103
			SUM:	798		*SUM:*	877
VOLUME/CAPACITY *(V/C)* RATIO:				0.560			0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.460**			**0.515**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
106	North-South Street:	I-405 SB Ramps	East-West Street:	Howard Hughes Parkway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

	AM PEAK HOUR			PM PEAK HOUR		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 0	SB --	3	NB -- 0	SB --	3
	EB -- 0	WB --	0	EB -- 0	WB --	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	14	1	14
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	927	2	**348**	633	2	**30**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	294	2	162	578	2	**318**
	Left-Through		0			0	
	Through	788	2	**394**	640	2	320
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	231	3	77	208	3	69
	Through-Right		0			0	
	Right	21	1	8	139	1	**132**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	348		*North-South:*	30
			East-West:	394		*East-West:*	450
			SUM:	742		*SUM:*	480
VOLUME/CAPACITY *(V/C)* RATIO:				0.521			0.337
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.237**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LAX Northside		
107	North-South Street:	Center Drive	East-West Street:	Howard Hughes Parkway/I-405 NB
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB -- 0	SB --	0	NB -- 0	SB --	0
		EB -- 0	WB --	3	EB -- 0	WB --	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	24	2	**13**	156	2	86
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	26	1	1	209	1	**199**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	20	1	20
	Left-Through		0			0	
	Through	823	2	**412**	637	2	**319**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	205	3	68	164	3	55
	Through-Right		0			0	
	Right	188	1	175	65	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	13		*North-South:*	199
			East-West:	412		*East-West:*	319
			SUM:	425		*SUM:*	518
VOLUME/CAPACITY *(V/C)* RATIO:				0.298			0.364
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.198**			**0.264**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

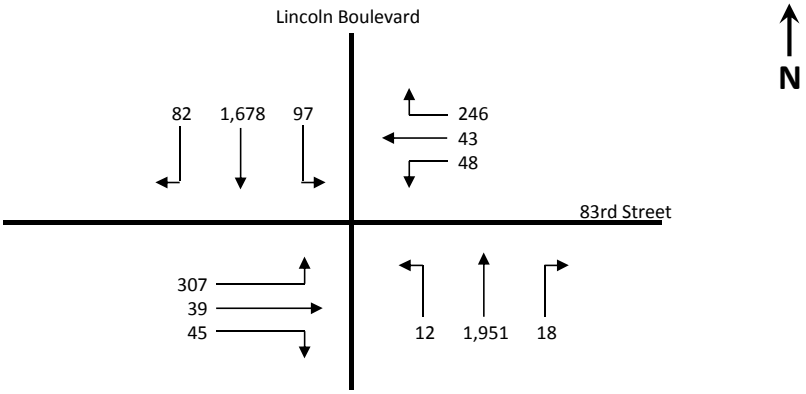
I/S #:	PROJECT TITLE:	LAX Northside		
108	North-South Street:	La Cienega Boulevard	East-West Street:	Imperial Highway
	Scenario:	Future with Project with Mitigation		
	Count Date:	Year 2022	Analyst:	Date:

		AM PEAK HOUR			PM PEAK HOUR		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB -- 3	SB --	3	NB -- 3	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	2	**54**	74	2	41
	Left-Through		0			0	
	Through	231	1	122	133	1	133
	Through-Right		1			1	
	Right	135	1	0	582	1	**303**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	2	31	422	2	**232**
	Left-Through		0			0	
	Through	261	1	**194**	556	1	315
	Through-Right		1			1	
	Right	322	1	0	388	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	382	2	**210**	233	2	128
	Left-Through		0			0	
	Through	238	3	79	1294	3	**431**
	Through-Right		0			0	
	Right	202	2	84	237	2	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	2	50	31	2	**17**
	Left-Through		0			0	
	Through	765	3	255	329	3	110
	Through-Right		0			0	
	Right	555	2	**290**	264	2	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	248		*North-South:*	535
			East-West:	500		*East-West:*	448
			SUM:	748		*SUM:*	983
	VOLUME/CAPACITY *(V/C)* RATIO:			0.544			0.715
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.444**			**0.615**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Intersection 11 - Lincoln Boulevard & 83rd Street

Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 97 and

Northbound Throughs + Rights:

$$\frac{1{,}951 + 18}{4} = \frac{1{,}969}{4} = 492$$

Total: 97 + 492 = 589 or

Northbound Lefts to 83rd Street: 12 and

Southbound Throughs and Rights:

$$\frac{1{,}678 + 82}{2.5} = \frac{1{,}760}{2.5} = 704$$

Total: 12 + 704 = 716

Critical Volume #1 (CV1): **716**

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 48 and

Eastbound Throughs + Rights:

$$\frac{39 + 45}{1} = \frac{84}{1} = 84$$

Total: 48 + 84 = 132 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{307}{2} \times 1.10 = 169$$

Westbound Throughs: 43 or

Westbound Rights:

Total Westbound Right-Turn Volume:	246
Volume Reduced by Overlapping Arrow:	97
Westbound Right-Turn Volume During Phase:	149

Total: 169 + 149 = 318

Critical Volume #2 (CV2): **318**

Critical Volume: 716 + 318 = **1034**

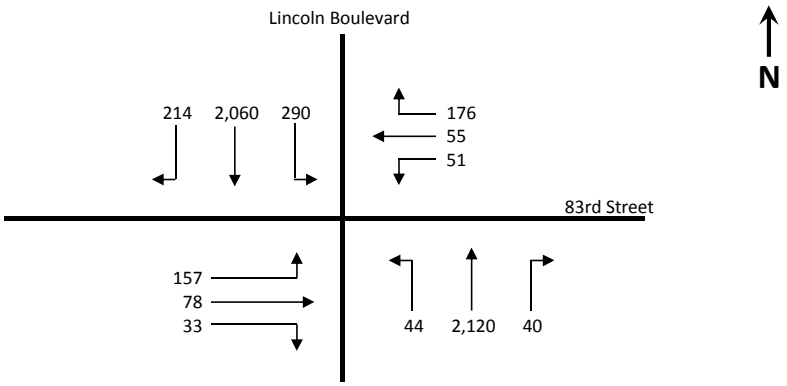
Intersection V/C: $\frac{1034}{1375} =$ **0.752**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.652 **Intersection LOS: B**

Intersection 11 - Lincoln Boulevard & 83rd Street

Future with Project with Mitigation Conditions (Year 2022) - AM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to 83rd Street: 290 and

Northbound Throughs + Rights:

$$\frac{2{,}120 + 40}{3.5} = \frac{2{,}160}{3.5} = 617$$

Total: 290 + 617 = 907 or

Northbound Lefts to 83rd Street: 44 and

Southbound Throughs + Rights:

$$\frac{2{,}060 + 214}{3} = \frac{2{,}274}{3} = 758$$

Total: 44 + 758 = 802

Critical Volume #1 (CV1): **907**

0

2) Critical volume calculation for eastbound/westbound traffic on 83rd Street

Westbound Lefts to Lincoln Boulevard: 51 and

Eastbound Throughs + Rights:

$$\frac{78 + 33}{1} = \frac{111}{1} = 111$$

Total: 51 + 111 = 162 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{157}{2} = 79$$

Westbound Throughs: 55 or

Westbound Rights:

Total Westbound Right-Turn Volume:	176
Volume Reduced by Overlapping Arrow:	290
Westbound Right-Turn Volume During Phase:	0

Total: 79 + 55 = 134

Critical Volume #2 (CV2): **162**

Critical Volume: 907 + 162 = **1069**

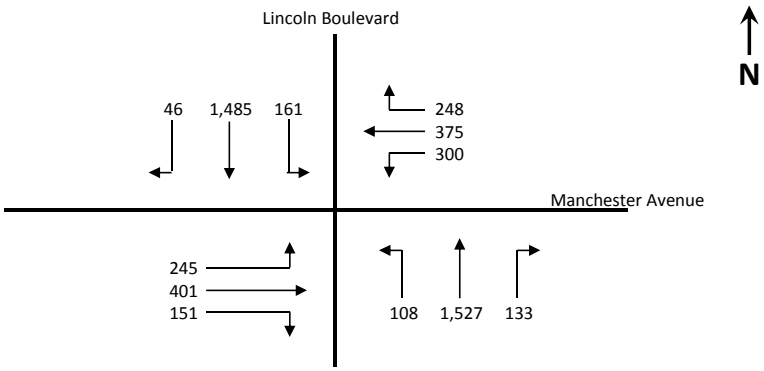
Intersection V/C: $\frac{1069}{1375}$ = **0.777**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.677 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 161 and

Northbound Throughs + Rights:

$$\frac{1{,}527 + 133}{4} = \frac{1{,}660}{4} = 415$$

Total: 161 + 415 = 576 or

Northbound Lefts to Manchester Avenue: 108 and

Southbound Throughs + Rights:

$$\frac{1{,}485 + 46}{3} = \frac{1{,}531}{3} = 510$$

Total: 108 + 510 = 618

Critical Volume #1 (CV1): **618**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: and

$$\frac{300}{2} \times 1.10 = 165$$

Eastbound Throughs: $\frac{401}{2} = 201$ or

Total Eastbound Right-Turn Volume: 151
Volume Reduced by Overlapping Arrow: 108
Eastbound Right-Turn Volume During Phase: 43

Total: 165 + 201 = 366 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{245}{2} \times 1.10 = 135$$

Westbound Throughs: $\frac{375}{2} = 188$ or

Total Westbound Right-Turn Volume: 248
Volume Reduced by Overlapping Arrow: 161
Westbound Right-Turn Volume During Phase: 87

Total: 135 + 188 = 323

Critical Volume #2 (CV2): **366**

Critical Volume: 618 + 366 = **984**

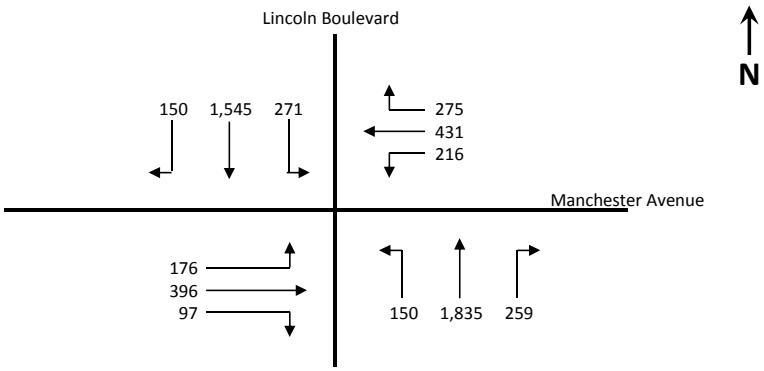
Intersection V/C: $\frac{984}{1375} =$ **0.716**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.616 **Intersection LOS: B**

Intersection 12 - Lincoln Boulevard & Manchester Avenue

Future with Project with Mitigation Conditions (Year 2022) - PM Peak Hour



1) Critical volume calculation for northbound/southbound traffic on Lincoln Boulevard

Southbound Lefts to Manchester Avenue: 271 and

Northbound Throughs + Rights:

$$\frac{1{,}835 + 259}{3.75} = \frac{2{,}094}{3.75} = 558$$

Total: 271 + 558 = 829 or

Northbound Lefts to Manchester Avenue: 150 and

Southbound Throughs + Rights:

$$\frac{1{,}545 + 150}{3} = \frac{1{,}695}{3} = 565$$

Total: 150 + 565 = 715

Critical Volume #1 (CV1): **829**

2) Critical volume calculation for eastbound/westbound traffic on Manchester Avenue

Westbound Lefts to Lincoln Boulevard: and

$$\frac{216}{2} \times 1.10 = 119$$

Eastbound Throughs: $\frac{396}{2} = 198$ or

Total Eastbound Right-Turn Volume: 97
Volume Reduced by Overlapping Arrow: 150
Eastbound Right-Turn Volume During Phase: 0

Total: 119 + 198 = 317 or

Estbound Lefts to Lincoln Boulevard: and

$$\frac{176}{2} \times 1.10 = 97$$

Westbound Throughs: $\frac{431}{2} = 216$ or

Total Westbound Right-Turn Volume: 275
Volume Reduced by Overlapping Arrow: 271
Westbound Right-Turn Volume During Phase: 4

Total: 97 + 216 = 313

Critical Volume #2 (CV2): **317**

Critical Volume: 829 + 317 = **1146**

Intersection V/C: $\frac{1146}{1375} =$ **0.833**

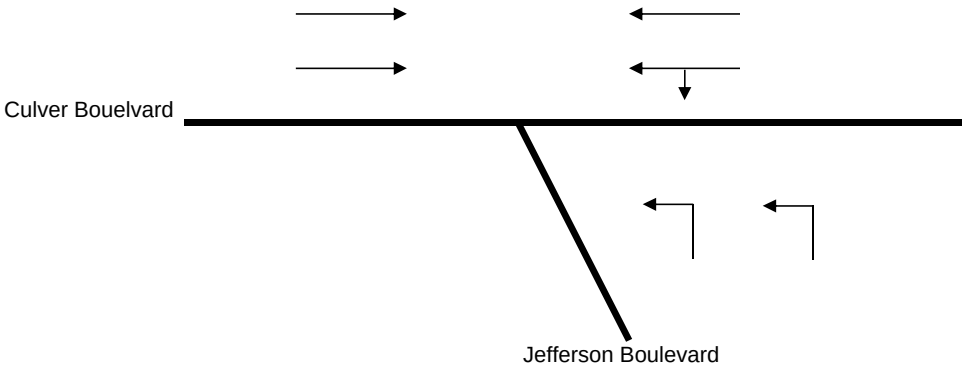
ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.733 **Intersection LOS: C**

Intersection 14

Culver Boulevard & Jefferson Boulevard

Future with Project with Mitigation (Year 2022) Conditions - AM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	421	23	3	0	406	558	2037	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

406 x 55% = 223

Critical Volume: 223

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{2037}{2} + \frac{23}{1} \right\} = 1042$ *or*

2. PCE Factor = 1

$$\left\{ \frac{421}{2} + \frac{(\ 23 \times 1\ )}{1} \right\} = 234$$

Critical Volume: 1042

Critical Volume = 223 + 1042 = **1265**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1265}{1500}$ = 0.843

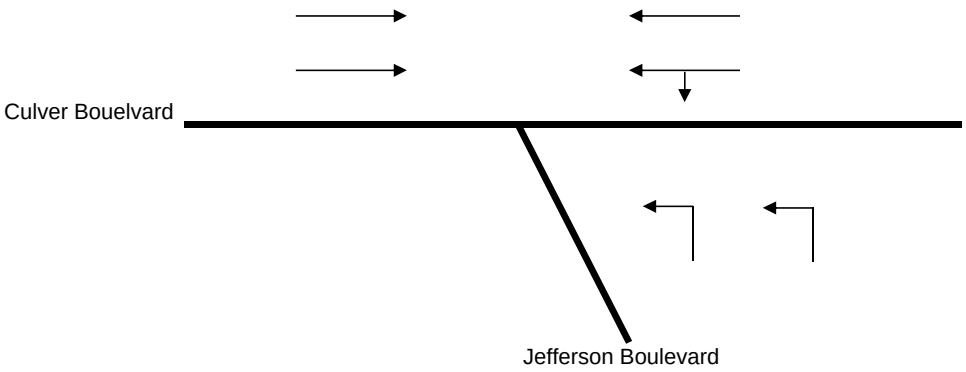
ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.743
Intersection LOS: C

Intersection 14

Culver Boulevard & Jefferson Boulevard

Future with Project with Mitigation (Year 2022) Conditions - PM Peak Hour



1	2	3	4	5	6	7	8	9	10	11	12
SBR	**SBT**	**SBL**	**WBR**	**WBT**	**WBL**	**NBR**	**NBT**	**NBL**	**EBR**	**EBT**	**EBL**
0	0	0	0	1248	61	8	0	844	317	877	0

Critical Volume for Northbound Traffic on Jefferson Boulevard

844 x 55% = 464

Critical Volume: 464

Critical Volume for Eastbound and Westbound Traffic on Culver Boulevard

1. $\left\{ \frac{877}{2} + \frac{61}{1} \right\} = 500$ *or*

2. PCE Factor = 2

$$\left\{ \frac{1248}{2} + \frac{(61 \times 2)}{1} \right\} = 746$$

Critical Volume: 746

Critical Volume = 464 + 746 = **1210**
Intersection Capacity = 1500 (2-phase)

Intersection V/C = $\frac{1210}{1500}$ = 0.807

ATSAC/ATCS Credit = 0.1

Final Intersection V/C: 0.707
Intersection LOS: C

LAX Northside

Intersection Capacity Utilization Analysis

22. HIGHLAND AVENUE & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	W		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	17	0.000	N/S 1:	0.429 *
Southbound	Through	1.00	1,600	278	0.174	N/S 2:	0.175
	Left	1.00	1,600	256	0.160 *	E/W 1:	0.184
	Right	1.00	1,600	631	0.234 *	E/W 2:	0.312 *
Westbound	Through	1.00	1,600	53	0.033		
	Left	1.00	1,600	69	0.043	V/C Ratio:	0.741
	Right	0.00	0	83	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	777	0.269 *	ITS:	0.000
	Left	1.00	1,600	2	0.001		
	Right	0.00	0	12	0.000	ICU:	0.841
Eastbound	Through	1.00	1,600	89	0.141		
	Left	0.00	1,600	125	0.078 *	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	42	0.013	N/S 1:	0.424
Southbound	Through	1.00	1,600	721	0.451 *	N/S 2:	0.457 *
	Left	1.00	1,600	409	0.256	E/W 1:	0.175 *
	Right	1.00	1,600	403	0.000	E/W 2:	0.103
Westbound	Through	1.00	1,600	120	0.075		
	Left	1.00	1,600	159	0.099 *	V/C Ratio:	0.632
	Right	0.00	0	107	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	431	0.168	ITS:	0.000
	Left	1.00	1,600	10	0.006 *		
	Right	0.00	0	13	0.000	ICU:	0.732
Eastbound	Through	1.00	1,600	64	0.076 *		
	Left	0.00	1,600	44	0.028	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

23. SEPULVEDA BOULEVARD & CENTINELA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	65	0.018		N/S 1:	0.307
Southbound	Through	3.00	4,800	933	0.194	*	N/S 2:	0.451 *
	Left	2.00	2,560	49	0.019		E/W 1:	0.179
	Right	0.00	0	232	0.000		E/W 2:	0.344 *
Westbound	Through	2.00	3,200	720	0.298	*		
	Left	2.00	2,560	317	0.124		V/C Ratio:	0.795
	Right	1.00	1,600	232	0.083		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,383	0.288		ITS:	-0.070
	Left	2.00	2,560	658	0.257	*		
	Right	2.00	3,200	410	0.000		ICU:	0.825
Eastbound	Through	3.00	4,800	264	0.055			
	Left	1.00	1,600	73	0.046	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	65	0.000		N/S 1:	0.362
Southbound	Through	3.00	4,800	1,491	0.311	*	N/S 2:	0.509 *
	Left	2.00	2,560	177	0.069		E/W 1:	0.281
	Right	0.00	0	185	0.000		E/W 2:	0.286 *
Westbound	Through	2.00	3,200	457	0.201	*		
	Left	2.00	2,560	350	0.137		V/C Ratio:	0.795
	Right	1.00	1,600	254	0.090		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,408	0.293		ITS:	-0.070
	Left	2.00	2,560	508	0.198	*		
	Right	2.00	3,200	796	0.050		ICU:	0.825
Eastbound	Through	3.00	4,800	691	0.144			
	Left	1.00	1,600	136	0.085	*	LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

35. SEPULVEDA BOULEVARD & MARIPOSA AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	74	0.000		N/S 1:	0.520	*
Southbound	Through	4.00	6,400	1,837	0.299		N/S 2:	0.347	
	Left	2.00	2,560	399	0.156	*	E/W 1:	0.180	*
	Right	1.00	1,600	93	0.000		E/W 2:	0.130	
Westbound	Through	1.00	1,600	98	0.061				
	Left	1.00	1,600	84	0.053	*	V/C Ratio:	0.700	
	Right	1.00	1,600	139	0.061		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,331	0.364	*	ITS:	0.000	
	Left	1.00	1,600	76	0.048				
	Right	0.00	0	46	0.000		ICU:	0.800	
Eastbound	Through	1.00	1,600	157	0.127	*			
	Left	1.00	1,600	110	0.069		LOS:	C	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	119	0.000		N/S 1:	0.469	
Southbound	Through	4.00	6,400	2,410	0.395	*	N/S 2:	0.476	*
	Left	2.00	2,560	213	0.083		E/W 1:	0.247	*
	Right	1.00	1,600	286	0.137		E/W 2:	0.211	
Westbound	Through	1.00	1,600	206	0.129				
	Left	1.00	1,600	178	0.111	*	V/C Ratio:	0.723	
	Right	1.00	1,600	201	0.070		Loss Time:	0.100	
Northbound	Through	4.00	6,400	2,468	0.386		ITS:	0.000	
	Left	1.00	1,600	130	0.081	*			
	Right	0.00	0	50	0.000		ICU:	0.823	
Eastbound	Through	1.00	1,600	167	0.136	*			
	Left	1.00	1,600	119	0.074		LOS:	D	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

36. SEPULVEDA BOULEVARD & GRAND AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	219	0.000		N/S 1:	0.584 *
Southbound	Through	4.00	6,400	1,288	0.235		N/S 2:	0.298
	Left	1.00	1,600	360	0.225	*	E/W 1:	0.121 *
	Right	1.00	1,600	89	0.000		E/W 2:	0.000
Westbound	Through	2.00	3,200	38	0.012			
	Left	2.00	2,560	56	0.022	*	V/C Ratio:	0.705
	Right	1.00	1,600	393	0.224		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,299	0.359	*	ITS:	0.000
	Left	1.00	1,600	101	0.063			
	Right	0.00	0	80	0.000		ICU:	0.805
Eastbound	Through	1.74	2,779	140	0.079			
	Left	1.26	1,617	160	0.099	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	132	0.000		N/S 1:	0.405
Southbound	Through	4.00	6,400	2,437	0.401	*	N/S 2:	0.515 *
	Left	1.00	1,600	136	0.085		E/W 1:	0.309 *
	Right	1.00	1,600	307	0.149		E/W 2:	0.000
Westbound	Through	2.00	3,200	239	0.075			
	Left	2.00	2,560	464	0.181	*	V/C Ratio:	0.824
	Right	1.00	1,600	123	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,047	0.320		ITS:	0.000
	Left	1.00	1,600	182	0.114	*		
	Right	0.00	1,600	181	0.113		ICU:	0.924
Eastbound	Through	1.49	783	80	0.102			
	Left	1.51	1,934	247	0.128	*	LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

37. SEPULVEDA BOULEVARD & EL SEGUNDO AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	133	0.040		N/S 1:	0.523 *
Southbound	Through	4.00	6,400	1,041	0.163		N/S 2:	0.248
	Left	2.00	2,560	250	0.098	*	E/W 1:	0.153
	Right	1.00	1,600	217	0.087		E/W 2:	0.187 *
Westbound	Through	2.00	3,200	324	0.101	*		
	Left	2.00	2,560	138	0.054		V/C Ratio:	0.710
	Right	0.00	0	202	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,517	0.425	*	ITS:	0.000
	Left	2.00	2,560	218	0.085			
	Right	1.00	1,600	227	0.099		ICU:	0.810
Eastbound	Through	2.00	3,200	250	0.078			
	Left	1.00	1,600	137	0.086	*	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	90	0.009		N/S 1:	0.390
Southbound	Through	4.00	6,400	2,633	0.411	*	N/S 2:	0.526 *
	Left	2.00	2,560	234	0.091		E/W 1:	0.394 *
	Right	1.00	1,600	324	0.157		E/W 2:	0.251
Westbound	Through	2.00	3,200	369	0.115			
	Left	2.00	2,560	520	0.203	*	V/C Ratio:	0.920
	Right	0.00	0	179	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,735	0.299		ITS:	0.000
	Left	2.00	2,560	295	0.115	*		
	Right	1.00	1,600	398	0.191	*	ICU:	1.020
Eastbound	Through	2.00	3,200	426	0.133			
	Left	1.00	1,600	150	0.094		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

38. SEPULVEDA BOULEVARD & ROSECRANS AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	102	0.016	N/S 1:	0.551 *
Southbound	Through	3.00	4,800	1,057	0.220	N/S 2:	0.307
	Left	2.00	2,560	292	0.114 *	E/W 1:	0.160
	Right [1]	1.00	1,600	580	0.000	E/W 2:	0.183 *
Westbound	Through	2.00	3,200	278	0.087 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	0.734
	Right	1.00	1,600	332	0.208	Loss Time:	0.100
Northbound	Through	4.00	6,400	2,799	0.437 *	ITS:	0.000
	Left	2.00	2,560	223	0.087		
	Right	1.00	1,600	99	0.018	ICU:	0.834
Eastbound	Through	3.00	4,800	767	0.160		
	Left	2.00	2,560	245	0.096 *	LOS:	D

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	467	0.217	N/S 1:	0.497
Southbound	Through	3.00	4,800	2,604	0.543 *	N/S 2:	0.737 *
	Left	2.00	2,560	510	0.199	E/W 1:	0.173
	Right [1]	1.00	1,600	797	0.000	E/W 2:	0.331 *
Westbound	Through	2.00	3,200	583	0.182 *		
	Left	2.00	2,560	0	0.000	V/C Ratio:	1.068
	Right	1.00	1,600	476	0.298	Loss Time:	0.100
Northbound	Through	4.00	6,400	1,410	0.220	ITS:	0.000
	Left	2.00	2,560	496	0.194 *		
	Right [2]	1.00	1,600	277	0.173	ICU:	1.168
Eastbound	Through	3.00	4,800	640	0.133		
	Left	2.00	2,560	382	0.149 *	LOS:	F

* Critical Movement [1] Free Right Turn [2] No Right Turn on Red (P.M. Peak Hour only)

LAX Northside

Intersection Capacity Utilization Analysis

67. INGLEWOOD AVENUE & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	29	0.000		N/S 1:	0.229 *
Southbound	Through	1.00	1,600	259	0.180		N/S 2:	0.228
	Left	1.00	1,600	41	0.026	*	E/W 1:	0.125
	Right	0.00	0	40	0.000		E/W 2:	0.141 *
Westbound	Through	1.00	1,600	176	0.135	*		
	Left	1.00	1,600	40	0.025		V/C Ratio:	0.370
	Right	0.00	0	70	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	255	0.203	*	ITS:	0.000
	Left	1.00	1,600	77	0.048			
	Right	0.00	0	40	0.000		ICU:	0.470
Eastbound	Through	1.00	1,600	120	0.100			
	Left	1.00	1,600	10	0.006	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	32	0.000		N/S 1:	0.347
Southbound	Through	1.00	1,600	512	0.340	*	N/S 2:	0.391 *
	Left	1.00	1,600	73	0.046		E/W 1:	0.319 *
	Right	0.00	0	38	0.000		E/W 2:	0.145
Westbound	Through	1.00	1,600	153	0.119			
	Left	1.00	1,600	98	0.061	*	V/C Ratio:	0.710
	Right	0.00	0	139	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	342	0.301		ITS:	0.000
	Left	1.00	1,600	82	0.051	*		
	Right	0.00	0	81	0.000		ICU:	0.810
Eastbound	Through	1.00	1,600	332	0.258	*		
	Left	1.00	1,600	42	0.026		LOS:	D

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

68. HAWTHORNE BOULEVARD & LENNOX BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	34	0.000	N/S 1:	0.209
Southbound	Through	3.00	4,800	837	0.181 *	N/S 2:	0.243 *
	Left	1.00	1,600	56	0.035	E/W 1:	0.137 *
	Right	1.00	1,600	122	0.059	E/W 2:	0.134
Westbound	Through	1.00	1,600	165	0.103		
	Left	1.00	1,600	65	0.041 *	V/C Ratio:	0.380
	Right	1.00	1,600	56	0.015	Loss Time:	0.100
Northbound	Through	3.00	4,800	835	0.174	ITS:	0.000
	Left	1.00	1,600	99	0.062 *		
	Right	0.00	1,600	154	0.096 *	ICU:	0.480
Eastbound	Through	2.00	1,600	101	0.063		
	Left	1.00	1,600	49	0.031	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	79	0.000	N/S 1:	0.348
Southbound	Through	3.00	4,800	1,361	0.300 *	N/S 2:	0.456 *
	Left	1.00	1,600	116	0.073	E/W 1:	0.241 *
	Right	1.00	1,600	74	0.010	E/W 2:	0.215
Westbound	Through	1.00	1,600	226	0.141		
	Left	1.00	1,600	117	0.073 *	V/C Ratio:	0.697
	Right	1.00	1,600	125	0.042	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,318	0.275	ITS:	0.000
	Left	1.00	1,600	249	0.156 *		
	Right	0.00	0	175	0.000	ICU:	0.797
Eastbound	Through	2.00	3,200	361	0.168 *		
	Left	1.00	1,600	119	0.074	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

69. INGLEWOOD AVENUE & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	169	0.082		N/S 1:	0.200
Southbound	Through	1.00	1,600	271	0.169	*	N/S 2:	0.317 *
	Left	1.00	1,600	109	0.068		E/W 1:	0.143
	Right	0.00	0	98	0.000		E/W 2:	0.321 *
Westbound	Through	3.00	4,800	1,210	0.273	*		
	Left	1.00	1,600	95	0.059		V/C Ratio:	0.638
	Right	1.00	1,600	108	0.038		Loss Time:	0.100
Northbound	Through	1.00	1,600	211	0.132		ITS:	0.000
	Left	1.00	1,600	237	0.148	*		
	Right	0.00	0	41	0.000		ICU:	0.738
Eastbound	Through	3.00	4,800	361	0.084			
	Left	1.00	1,600	76	0.048	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	70	0.000		N/S 1:	0.421
Southbound	Through	1.00	1,600	910	0.569	*	N/S 2:	0.643 *
	Left	1.00	1,600	190	0.119		E/W 1:	0.508 *
	Right	0.00	0	235	0.000		E/W 2:	0.340
Westbound	Through	3.00	4,800	591	0.172			
	Left	1.00	1,600	148	0.093	*	V/C Ratio:	1.151
	Right	1.00	1,600	177	0.064		Loss Time:	0.100
Northbound	Through	1.00	1,600	483	0.302		ITS:	0.000
	Left	1.00	1,600	119	0.074	*		
	Right	0.00	0	162	0.000		ICU:	1.251
Eastbound	Through	3.00	4,800	1,831	0.415	*		
	Left	1.00	1,600	269	0.168		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

70. HAWTHORNE BOULEVARD & IMPERIAL HIGHWAY

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	173	0.000		N/S 1:	0.207
Southbound	Through	3.00	4,800	723	0.187	*	N/S 2:	0.267 *
	Left	1.00	1,600	139	0.087		E/W 1:	0.204
	Right	0.00	0	119	0.000		E/W 2:	0.292 *
Westbound	Through	3.00	4,800	954	0.224	*		
	Left	1.00	1,600	174	0.109		V/C Ratio:	0.559
	Right	1.00	1,600	198	0.069		Loss Time:	0.100
Northbound	Through	3.00	4,800	574	0.120		ITS:	0.000
	Left	2.00	2,560	206	0.080	*		
	Right	0.00	0	77	0.000		ICU:	0.659
Eastbound	Through	3.00	4,800	379	0.095			
	Left	1.00	1,600	108	0.068	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	159	0.000		N/S 1:	0.298
Southbound	Through	3.00	4,800	1,238	0.291	*	N/S 2:	0.374 *
	Left	1.00	1,600	202	0.126		E/W 1:	0.487 *
	Right	0.00	0	109	0.000		E/W 2:	0.208
Westbound	Through	3.00	4,800	439	0.114			
	Left	1.00	1,600	127	0.079	*	V/C Ratio:	0.861
	Right	1.00	1,600	280	0.135		Loss Time:	0.100
Northbound	Through	3.00	4,800	825	0.172		ITS:	0.000
	Left	2.00	2,560	213	0.083	*		
	Right	0.00	0	198	0.000		ICU:	0.961
Eastbound	Through	3.00	4,800	1,761	0.408	*		
	Left	1.00	1,600	151	0.094		LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

71. INGLEWOOD AVENUE & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	96	0.000		N/S 1:	0.172
Southbound	Through	2.00	3,200	351	0.140	*	N/S 2:	0.265 *
	Left	1.00	1,600	38	0.024		E/W 1:	0.165
	Right	0.00	0	87	0.000		E/W 2:	0.300 *
Westbound	Through	3.00	4,800	1,149	0.258	*		
	Left	1.00	1,600	110	0.069		V/C Ratio:	0.565
	Right	0.00	0	76	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	396	0.148		ITS:	0.000
	Left	1.00	1,600	200	0.125	*		
	Right	0.00	0	87	0.000		ICU:	0.665
Eastbound	Through	3.00	4,800	374	0.096			
	Left	1.00	1,600	67	0.042	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	87	0.000		N/S 1:	0.305
Southbound	Through	2.00	3,200	784	0.272	*	N/S 2:	0.346 *
	Left	1.00	1,600	89	0.056		E/W 1:	0.602 *
	Right	0.00	0	160	0.000		E/W 2:	0.303
Westbound	Through	3.00	4,800	672	0.173			
	Left	1.00	1,600	202	0.126	*	V/C Ratio:	0.948
	Right	0.00	0	130	0.000		Loss Time:	0.100
Northbound	Through	2.00	3,200	667	0.249		ITS:	0.000
	Left	1.00	1,600	119	0.074	*		
	Right	0.00	0	289	0.000		ICU:	1.048
Eastbound	Through	3.00	4,800	1,998	0.476	*		
	Left	1.00	1,600	208	0.130		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

72. HAWTHORNE BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	58	0.012		N/S 1:	0.210
Southbound	Through	3.00	4,800	764	0.159	*	N/S 2:	0.264 *
	Left	2.00	2,560	212	0.083		E/W 1:	0.222
	Right	0.00	0	214	0.000		E/W 2:	0.315 *
Westbound	Through	3.00	4,800	1,062	0.266	*		
	Left	1.00	1,600	159	0.099		V/C Ratio:	0.579
	Right	0.00	0	109	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	704	0.127		ITS:	0.000
	Left	2.00	2,560	270	0.105	*		
	Right	0.00	0	124	0.000		ICU:	0.679
Eastbound	Through	3.00	4,800	464	0.123			
	Left	1.00	1,600	79	0.049	*	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	109	0.018		N/S 1:	0.345
Southbound	Through	3.00	4,800	1,864	0.388	*	N/S 2:	0.472 *
	Left	2.00	2,560	354	0.138		E/W 1:	0.666 *
	Right	0.00	0	168	0.000		E/W 2:	0.284
Westbound	Through	3.00	4,800	720	0.185			
	Left	1.00	1,600	149	0.093	*	V/C Ratio:	1.138
	Right	0.00	0	216	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	1,109	0.207		ITS:	0.000
	Left	2.00	2,560	216	0.084	*		
	Right	0.00	0	453	0.000		ICU:	1.238
Eastbound	Through	3.00	4,800	2,295	0.573	*		
	Left	1.00	1,600	159	0.099		LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

77. SEPULVEDA BOULEVARD & WASHINGTON PLACE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	69	0.000	N/S 1:	0.381 *
Southbound	Through	2.00	3,200	471	0.147	N/S 2:	0.198
	Left	1.00	1,600	20	0.013 *	E/W 1:	0.239
	Right	1.00	1,600	50	0.025	E/W 2:	0.270 *
Westbound	Through	2.00	3,200	447	0.140 *		
	Left	1.00	1,600	75	0.047	V/C Ratio:	0.651
	Right	0.00	0	87	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,092	0.368 *	ITS:	-0.070
	Left	1.00	1,600	82	0.051		
	Right	1.00	1,600	77	0.023	ICU:	0.681
Eastbound	Through	2.00	3,200	614	0.192		
	Left	1.00	1,600	208	0.130 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	125	0.031	N/S 1:	0.409 *
Southbound	Through	2.00	3,200	878	0.274	N/S 2:	0.346
	Left	1.00	1,600	47	0.029 *	E/W 1:	0.252
	Right	1.00	1,600	80	0.035	E/W 2:	0.274 *
Westbound	Through	2.00	3,200	575	0.180 *		
	Left	1.00	1,600	111	0.069	V/C Ratio:	0.683
	Right	0.00	0	88	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,129	0.380 *	ITS:	-0.070
	Left	1.00	1,600	115	0.072		
	Right	1.00	1,600	113	0.035	ICU:	0.713
Eastbound	Through	2.00	3,200	584	0.183		
	Left	1.00	1,600	150	0.094 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

78. SEPULVEDA BOULEVARD & WASHINGTON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	72	0.000	N/S 1:	0.347 *
Southbound	Through	2.00	3,200	487	0.175	N/S 2:	0.205
	Left	1.00	1,600	11	0.007 *	E/W 1:	0.220
	Right	0.00	0	62	0.000	E/W 2:	0.318 *
Westbound	Through	2.00	3,200	463	0.164 *		
	Left	1.00	1,600	30	0.019	V/C Ratio:	0.665
	Right	0.00	0	31	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,056	0.340 *	ITS:	-0.070
	Left	1.00	1,600	48	0.030		
	Right	0.00	0	49	0.000	ICU:	0.695
Eastbound	Through	2.00	3,200	593	0.201		
	Left	1.00	1,600	246	0.154 *	LOS:	B

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	95	0.000	N/S 1:	0.372 *
Southbound	Through	2.00	3,200	899	0.311	N/S 2:	0.360
	Left	1.00	1,600	22	0.014 *	E/W 1:	0.244
	Right	0.00	0	58	0.000	E/W 2:	0.276 *
Westbound	Through	2.00	3,200	551	0.190 *		
	Left	1.00	1,600	35	0.022	V/C Ratio:	0.648
	Right	0.00	0	51	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	1,095	0.358 *	ITS:	-0.070
	Left	1.00	1,600	78	0.049		
	Right	0.00	0	80	0.000	ICU:	0.678
Eastbound	Through	2.00	3,200	630	0.222		
	Left	1.00	1,600	137	0.086 *	LOS:	B

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

79. SAWTELLE BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	96	0.000		N/S 1:	0.262	*
Southbound	Through	2.00	3,200	353	0.140		N/S 2:	0.171	
	Left	1.00	1,600	189	0.118	*	E/W 1:	0.359	*
	Right	0.00	0	148	0.000		E/W 2:	0.318	
Westbound	Through	2.00	3,200	632	0.244				
	Left	1.00	1,600	200	0.125	*	V/C Ratio:	0.621	
	Right	0.00	0	176	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	285	0.144	*	ITS:	-0.070	
	Left	1.00	1,600	49	0.031				
	Right	0.00	0	65	0.000		ICU:	0.651	
Eastbound	Through	3.00	4,800	1,058	0.234	*			
	Left	1.00	1,600	119	0.074		LOS:	B	

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	236	0.000		N/S 1:	0.215	
Southbound	Through	2.00	3,200	787	0.320	*	N/S 2:	0.369	*
	Left	1.00	1,600	112	0.070		E/W 1:	0.409	*
	Right	0.00	0	189	0.000		E/W 2:	0.407	
Westbound	Through	2.00	3,200	925	0.348				
	Left	1.00	1,600	327	0.204	*	V/C Ratio:	0.778	
	Right	0.00	0	84	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	380	0.145		ITS:	-0.070	
	Left	1.00	1,600	78	0.049	*			
	Right	0.00	0	80	0.000		ICU:	0.808	
Eastbound	Through	3.00	4,800	902	0.205	*			
	Left	1.00	1,600	94	0.059		LOS:	D	

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

80. SEPULVEDA BOULEVARD & CULVER BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	87	0.000	N/S 1:	0.287 *
Southbound	Through	2.00	3,200	485	0.152	N/S 2:	0.199
	Left	1.00	1,600	38	0.024 *	E/W 1:	0.405 *
	Right	0.00	0	59	0.000	E/W 2:	0.280
Westbound	Through	3.00	4,800	761	0.171		
	Left	2.00	2,560	87	0.034 *	V/C Ratio:	0.692
	Right	1.00	1,600	155	0.080	Loss Time:	0.100
Northbound	Through	2.00	3,200	843	0.263 *	ITS:	-0.070
	Left	2.00	2,560	120	0.047		
	Right	0.00	0	67	0.000	ICU:	0.722
Eastbound	Through	2.00	3,200	1,120	0.371 *		
	Left	2.00	2,560	278	0.109	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	221	0.076	N/S 1:	0.327 *
Southbound	Through	2.00	3,200	862	0.269	N/S 2:	0.321
	Left	1.00	1,600	78	0.049 *	E/W 1:	0.287
	Right	0.00	0	46	0.000	E/W 2:	0.363 *
Westbound	Through	3.00	4,800	1,105	0.240 *		
	Left	2.00	2,560	141	0.055	V/C Ratio:	0.690
	Right	1.00	1,600	152	0.067	Loss Time:	0.100
Northbound	Through	2.00	3,200	888	0.278 *	ITS:	-0.070
	Left	2.00	2,560	133	0.052		
	Right	0.00	0	121	0.000	ICU:	0.720
Eastbound	Through	2.00	3,200	621	0.232		
	Left	2.00	2,560	316	0.123 *	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

83. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	8	0.000	N/S 1:	0.250 *
Southbound	Through	3.00	4,800	726	0.153	N/S 2:	0.154
	Left	0.00	0	0	0.000 *	E/W 1:	0.251 *
	Right	0.00	1,600	10	0.006	E/W 2:	0.006
Westbound	Through	3.00	3,200	4	0.001		
	Left	2.96	3,784	949	0.251 *	V/C Ratio:	0.501
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,199	0.250 *	ITS:	-0.070
	Left	0.00	1,600	2	0.001		
	Right	0.00	0	0	0.000	ICU:	0.531
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	10	0.000	N/S 1:	0.294 *
Southbound	Through	3.00	4,800	1,182	0.248	N/S 2:	0.257
	Left	0.00	0	0	0.000 *	E/W 1:	0.238 *
	Right	0.00	1,600	29	0.018	E/W 2:	0.018
Westbound	Through	3.00	3,200	14	0.004		
	Left	2.86	3,660	872	0.238 *	V/C Ratio:	0.532
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,394	0.294 *	ITS:	-0.070
	Left	0.00	1,600	15	0.009		
	Right	0.00	0	0	0.000	ICU:	0.562
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

84. SEPULVEDA BOULEVARD & SAWTELLE BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	69	0.000		N/S 1:	0.401
Southbound	Through	3.00	4,800	1,372	0.300	*	N/S 2:	0.403 *
	Left	1.00	1,600	65	0.041		E/W 1:	0.090
	Right	0.00	0	60	0.000		E/W 2:	0.096 *
Westbound	Through	2.00	3,200	68	0.040	*		
	Left	1.00	1,600	64	0.040		V/C Ratio:	0.499
	Right	0.00	0	21	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,283	0.360		ITS:	-0.070
	Left	1.00	1,600	165	0.103	*		
	Right	0.00	0	65	0.000		ICU:	0.529
Eastbound	Through	2.00	3,200	95	0.050			
	Left	1.00	1,600	90	0.056	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	150	0.000		N/S 1:	0.514 *
Southbound	Through	3.00	4,800	1,761	0.398		N/S 2:	0.507
	Left	1.00	1,600	131	0.082	*	E/W 1:	0.150
	Right	0.00	0	107	0.000		E/W 2:	0.161 *
Westbound	Through	2.00	3,200	170	0.087	*		
	Left	1.00	1,600	85	0.053		V/C Ratio:	0.675
	Right	0.00	0	94	0.000		Loss Time:	0.100
Northbound	Through	4.00	6,400	2,671	0.432	*	ITS:	-0.070
	Left	1.00	1,600	174	0.109			
	Right	0.00	0	144	0.000		ICU:	0.705
Eastbound	Through	2.00	3,200	165	0.097			
	Left	1.00	1,600	119	0.074	*	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

85. SLAUSON AVENUE & JEFFERSON BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:	E		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	47	0.014		N/S 1:	0.038
Southbound	Through	1.00	1,600	53	0.033	*	N/S 2:	0.163 *
	Left	1.00	1,600	8	0.005		E/W 1:	0.172
	Right	0.00	0	7	0.000		E/W 2:	0.214 *
Westbound	Through	3.00	4,800	875	0.184	*		
	Left	1.00	1,600	19	0.012		V/C Ratio:	0.377
	Right	0.00	0	26	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	27	0.033		ITS:	-0.070
	Left	2.00	2,560	332	0.130	*		
	Right	1.00	1,600	221	0.008		ICU:	0.407
Eastbound	Through	3.00	4,800	769	0.160			
	Left	1.00	1,600	48	0.030	*	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	62	0.012		N/S 1:	0.097
Southbound	Through	1.00	1,600	21	0.013	*	N/S 2:	0.218 *
	Left	1.00	1,600	9	0.006		E/W 1:	0.268 *
	Right	0.00	0	9	0.000		E/W 2:	0.245
Westbound	Through	3.00	4,800	909	0.191			
	Left	1.00	1,600	50	0.031	*	V/C Ratio:	0.486
	Right	0.00	0	38	0.000		Loss Time:	0.100
Northbound	Through	1.00	1,600	107	0.091		ITS:	-0.070
	Left	2.00	2,560	524	0.205	*		
	Right	1.00	1,600	445	0.073		ICU:	0.516
Eastbound	Through	3.00	4,800	1,137	0.237	*		
	Left	1.00	1,600	86	0.054		LOS:	A

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

86. SEPULVEDA BOULEVARD & JEFFERSON BOULEVARD / PLAYA STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	587	0.082		N/S 1:	0.412 *
Southbound	Through	2.00	3,200	871	0.272		N/S 2:	0.297
	Left	1.00	1,600	53	0.033	*	E/W 1:	0.135
	Right	0.00	1,600	210	0.131	*	E/W 2:	0.333 *
Westbound	Through	3.00	3,200	338	0.106			
	Left	2.00	2,560	130	0.051		V/C Ratio:	0.745
	Right	0.00	0	140	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	1,677	0.379	*	ITS:	-0.070
	Left	1.00	1,600	40	0.025			
	Right	0.00	0	17	0.000		ICU:	0.775
Eastbound	Through	2.00	3,200	253	0.084			
	Left	2.00	2,560	518	0.202	*	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	2.00	3,200	564	0.064		N/S 1:	0.543 *
Southbound	Through	2.00	3,200	1,260	0.394		N/S 2:	0.431
	Left	1.00	1,600	100	0.063	*	E/W 1:	0.299
	Right	0.00	1,600	237	0.148	*	E/W 2:	0.373 *
Westbound	Through	3.00	3,200	323	0.101			
	Left	2.00	2,560	287	0.112		V/C Ratio:	0.916
	Right	0.00	0	216	0.000		Loss Time:	0.100
Northbound	Through	3.00	4,800	2,087	0.480	*	ITS:	-0.070
	Left	1.00	1,600	59	0.037			
	Right	0.00	0	18	0.000		ICU:	0.946
Eastbound	Through	2.00	3,200	579	0.187			
	Left	2.00	2,560	577	0.225	*	LOS:	E

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

87. SEPULVEDA BOULEVARD & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	7%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	15	0.000	N/S 1:	0.379 *
Southbound	Through	2.00	3,200	736	0.235	N/S 2:	0.274
	Left	2.00	2,560	128	0.050 *	E/W 1:	0.103
	Right	1.00	1,600	224	0.115 *	E/W 2:	0.126 *
Westbound	Through	2.00	3,200	289	0.090		
	Left	2.00	2,560	80	0.031	V/C Ratio:	0.505
	Right	0.00	0	66	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,515	0.329 *	ITS:	-0.070
	Left	2.00	2,560	101	0.039		
	Right	1.00	1,600	81	0.031	ICU:	0.535
Eastbound	Through	2.00	3,200	231	0.072		
	Left	1.00	1,600	18	0.011 *	LOS:	A

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	40	0.000	N/S 1:	0.547 *
Southbound	Through	2.00	3,200	1,306	0.421	N/S 2:	0.497
	Left	2.00	2,560	353	0.138 *	E/W 1:	0.210 *
	Right	1.00	1,600	309	0.124	E/W 2:	0.167
Westbound	Through	2.00	3,200	348	0.109		
	Left	2.00	2,560	261	0.102 *	V/C Ratio:	0.757
	Right	0.00	0	114	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	1,847	0.409 *	ITS:	-0.070
	Left	2.00	2,560	195	0.076		
	Right	1.00	1,600	120	0.037	ICU:	0.787
Eastbound	Through	2.00	3,200	346	0.108 *		
	Left	1.00	1,600	69	0.043	LOS:	C

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

88. LA CIENEGA BOULEVARD & STOCKER STREET

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.654 *
Southbound	Through	2.00	3,200	0	0.000	N/S 2:	0.000
	Left	1.00	1,600	119	0.074 *	E/W 1:	0.571 *
	Right	1.00	1,600	129	0.043	E/W 2:	0.043
Westbound	Through	0.00	0	0	0.000		
	Left	2.00	2,560	1,462	0.571 *	V/C Ratio:	1.225
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	2,786	0.580 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	1.325
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.736 *
Southbound	Through	2.00	3,200	0	0.000	N/S 2:	0.000
	Left	1.00	1,600	289	0.181 *	E/W 1:	0.410 *
	Right	1.00	1,600	101	0.000	E/W 2:	0.000
Westbound	Through	0.00	0	0	0.000		
	Left	2.00	2,560	1,050	0.410 *	V/C Ratio:	1.146
	Right	1.00	1,600	0	0.000	Loss Time:	0.100
Northbound	Through	3.00	4,800	2,665	0.555 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	1.246
Eastbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	LOS:	F

* Critical Movement

LAX Northside

Intersection Capacity Utilization Analysis

89. LA CIENEGA BOULEVARD SB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	S[1]		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	677	0.273 *	N/S 1:	0.032
Southbound	Through	0.07	117	3	0.026	N/S 2:	0.273 *
	Left	1.93	2,466	79	0.032	E/W 1:	0.602 *
	Right	0.00	0	0	0.000	E/W 2:	0.000
Westbound	Through	3.00	4,800	2,097	0.437 *		
	Left	1.00	1,600	225	0.141	V/C Ratio:	0.875
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	0.00	0	0	0.000 *		
	Right	0.00	0	114	0.000	ICU:	0.975
Eastbound	Through	5.00	8,000	1,202	0.165 *		
	Left	0.00	0	0	0.000	LOS:	E

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	578	0.042	N/S 1:	0.069 *
Southbound	Through	0.05	73	4	0.055	N/S 2:	0.055
	Left	1.95	2,502	172	0.069 *	E/W 1:	0.610 *
	Right	0.00	0	0	0.000	E/W 2:	0.000
Westbound	Through	3.00	4,800	1,307	0.272 *		
	Left	1.00	1,600	272	0.170	V/C Ratio:	0.679
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	151	0.000	ICU:	0.779
Eastbound	Through	5.00	8,000	2,552	0.338 *		
	Left	0.00	0	0	0.000	LOS:	C

* Critical Movement

[1] Overlap matched to eastbound through movement based on phasing

LAX Northside

Intersection Capacity Utilization Analysis

90. LA CIENEGA BOULEVARD NB RAMP & SLAUSON AVENUE

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	Y
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:	N[1]		

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.118
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.147 *
	Left	0.00	0	0	0.000	E/W 1:	0.504 *
	Right	1.00	1,600	130	0.081	E/W 2:	0.000
Westbound	Through	4.00	6,400	2,010	0.314 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.651
	Right	1.00	1,600	218	0.000	Loss Time:	0.100
Northbound	Through	0.03	43	5	0.118	ITS:	0.000
	Left	1.97	2,526	371	0.147 *		
	Right	0.00	0	0	0.000	ICU:	0.751
Eastbound	Through	3.00	4,800	914	0.190 *		
	Left	2.00	2,560	332	0.130	LOS:	C

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.052
Southbound	Through	0.00	0	0	0.000 *	N/S 2:	0.065 *
	Left	0.00	0	0	0.000	E/W 1:	0.647 *
	Right	1.00	1,600	110	0.069	E/W 2:	0.000
Westbound	Through	4.00	6,400	1,439	0.225 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.712
	Right	1.00	1,600	339	0.000	Loss Time:	0.100
Northbound	Through	0.06	96	5	0.052	ITS:	0.000
	Left	1.94	2,483	161	0.065 *		
	Right	0.00	0	0	0.000	ICU:	0.812
Eastbound	Through	3.00	4,800	2,025	0.422 *		
	Left	2.00	2,560	678	0.265	LOS:	D

* Critical Movement

[1] Overlap matched to westbound through movement based on phasing

LAX Northside

Intersection Capacity Utilization Analysis

102. AVIATION BOULEVARD & EL SEGUNDO BOULEVARD

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	E/W Split Phase:	N
Double-Left Penalty:	20 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

A.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	228	0.116	N/S 1:	0.360
Southbound	Through	2.00	3,200	803	0.251 *	N/S 2:	0.482 *
	Left	1.00	1,600	69	0.043	E/W 1:	0.209
	Right	0.00	0	57	0.000	E/W 2:	0.462 *
Westbound	Through	3.00	4,800	1,900	0.408 *		
	Left	2.00	2,560	335	0.131	V/C Ratio:	0.944
	Right	0.00	0	140	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	874	0.317	ITS:	0.000
	Left	1.00	1,600	370	0.231 *		
	Right	1.00	1,600	72	0.000	ICU:	1.044
Eastbound	Through	3.00	4,800	375	0.078		
	Left	1.00	1,600	86	0.054 *	LOS:	F

P.M. PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	74	0.000	N/S 1:	0.352 *
Southbound	Through	2.00	3,200	274	0.086	N/S 2:	0.225
	Left	1.00	1,600	69	0.043 *	E/W 1:	0.507 *
	Right	0.00	0	86	0.000	E/W 2:	0.317
Westbound	Through	3.00	4,800	700	0.164		
	Left	2.00	2,560	232	0.091 *	V/C Ratio:	0.859
	Right	0.00	0	344	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	644	0.309 *	ITS:	0.000
	Left	1.00	1,600	223	0.139		
	Right	1.00	1,600	555	0.277	ICU:	0.959
Eastbound	Through	3.00	4,800	1,997	0.416 *		
	Left	1.00	1,600	245	0.153	LOS:	E

* Critical Movement

Appendix K

Descriptions of Public Transit Lines

Description of Public Transit Lines

The following provides a brief description of each of the bus lines providing service in the Project vicinity:

- Metro Local 42/42A – Routes 42/42A are local lines that travel north-south on La Tijera Boulevard in the vicinity of the Project Site with average headways of 35 minutes during the weekday morning and afternoon peak hours. These lines travel from Downtown Los Angeles to Hawthorne and provide service to LAX, South Bay and Inglewood.

- Metro Local 111/311 – Routes 111/311 are local lines that travel east-west on Florence Avenue in the vicinity of the Project Site with average headways of 20 minutes during the weekday morning and afternoon peak hours. These lines travel from the LAX City Bus Center to the Norwalk Green Line Station and provide service to the Florence Blue Line Station and Inglewood Transit Center.

- Metro Local 115 – Route 115 is a local line that travels east-west on Manchester Avenue in the vicinity of the Project Site with average headways of 10 minutes during the weekday morning and afternoon peak hours. This line travels from Playa del Rey to Norwalk and provides service to Westchester, Inglewood and Loyola Marymount University.

- Metro Local 117 – Route 117 is a local line that travels east-west on Century Boulevard in the vicinity of the Project Site with average headways of 20 minutes during the weekday morning and afternoon peak hours. This line travels from the LAX City Bus Center to Downey and provides service to Inglewood, South Gate and the 103rd Street Blue Line Station.

- Metro Local 232 – Route 232 is a local line that travels north-south on Sepulveda Boulevard in the vicinity of the Project Site with average headways of 20 minutes during the weekday morning and afternoon peak hours. This line travels from the LAX City Bus Center to Long Beach and provides service to Manhattan Beach, Redondo Beach, and Lomita.

- Culver City Bus Line 6 – Line 6 is a local line that travels north-south on Sepulveda Boulevard in the vicinity of the Project Site and has average headways of 20 minutes during the weekday morning and afternoon peak hours. This line travels from UCLA to the Aviation/LAX Green Line Station and provides service to West Los Angeles, the LAX City Bus Center, and the Culver City Transit Center.

- Culver City Bus Line 6 Rapid – Line 6 Rapid is a local line that travels north-south on Sepulveda Boulevard in the vicinity of the Project Site and has average headways of 15 minutes during the weekday morning and afternoon peak hours. This line travels from

UCLA to the Aviation/LAX Green Line Station and provides service to West Los Angeles, the LAX City Bus Center and the Culver City Transit Center.

- Big Blue Bus Line 3 – Line 3 is a local line that travels east-west on Lincoln Boulevard in the vicinity of the Project Site with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line travels from the Aviation/LAX Green Line Station to UCLA and provides service to Marina del Rey and Santa Monica.

- Big Blue Bus Rapid Line 3 – Line 3 is a rapid line that travels north-south on Lincoln Boulevard and Airport Boulevard in the vicinity of the Project Site with average headways of 15 minutes during the weekday morning and afternoon peak hours. This line travels from 4th Street/Wilshire Boulevard to Aviation/LAX Green Line Station and provides service to the LAX City Bus Center and Loyola Marymount University.

- LADOT Commuter Express 574 – Line 574 is an express line that travels north-south on Sepulveda Boulevard and Aviation Boulevard in the vicinity of the Project Site with average headways of 30 minutes during the weekday morning peak hours and 45 minutes during the weekday afternoon peak hours. This line travels from Sylmar to El Segundo and provides service to Sylmar, Granada Hills, and LAX.

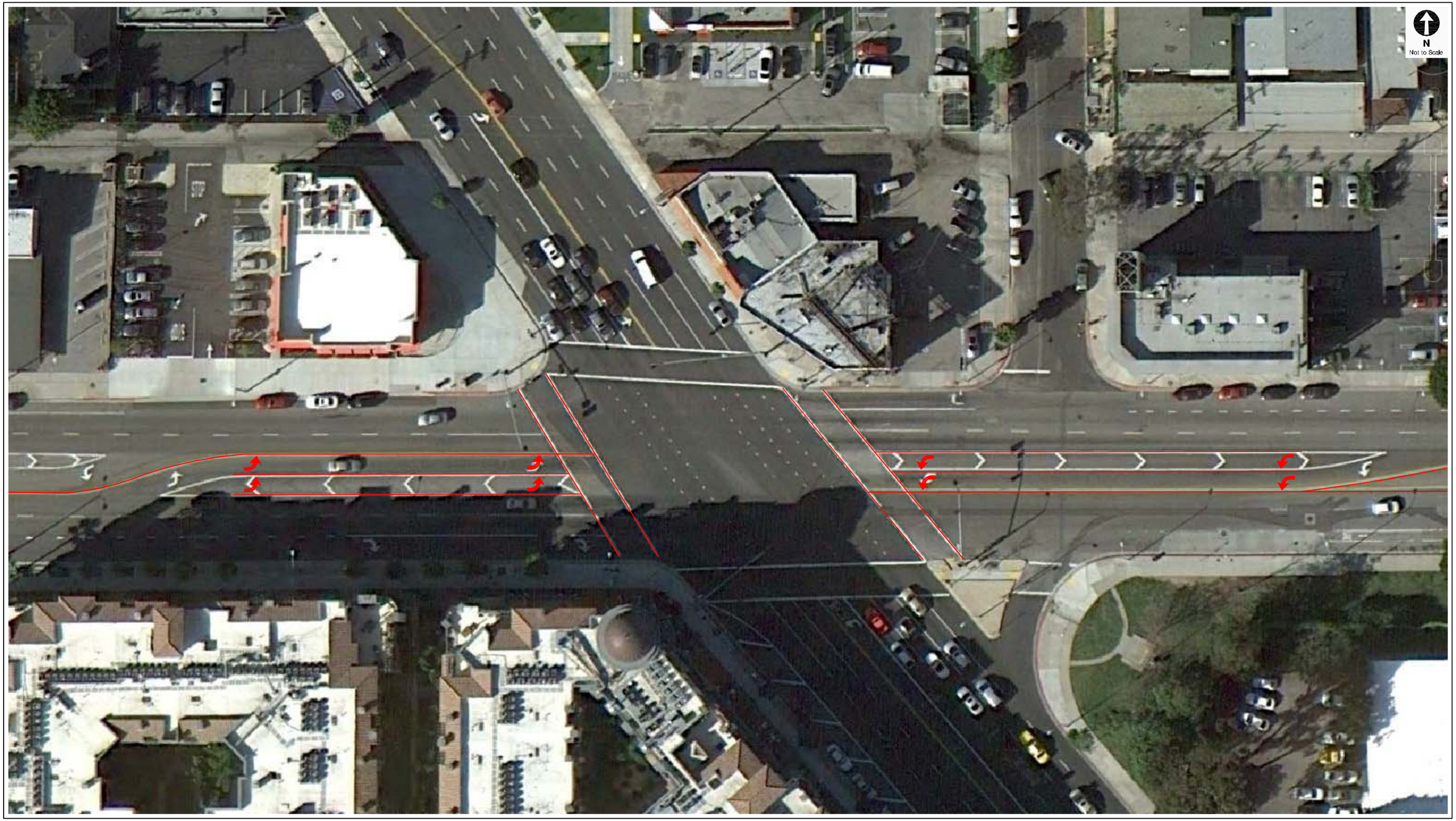
- Torrance Transit Line 8 – Line 8 is a local line that travels east-west on Imperial Highway and El Segundo Boulevard in the vicinity of the Project Site with average headways of 22 minutes during the weekday morning and afternoon peak hours. This line travels from Torrance to LAX and provides service to Redondo Beach, Hermosa Beach, and Manhattan Beach.

- Beach Cities Transit Line 109 – Line 109 is a local line that travels in the east-west direction on Imperial Highway and Grand Avenue and the north-south direction on Aviation Boulevard, Main Street, and Sepulveda Boulevard in the vicinity of the Project Site with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line travels from the LAX City Bus Center to Hermosa Beach and provides service to downtown Manhattan Beach, downtown El Segundo, and Metro Aviation and Douglas Green Line stations.

- Metro Green Line – The Metro Green Line operates in the Study Area, south of the Project Site. The Metro Green Line runs east-west between Norwalk and Redondo Beach along the I-105, connecting with the Metro Blue Line at the Imperial/Wilmington Station and shuttle services to LAX at the Aviation/LAX Station. The Metro Blue Line operates between Downtown Los Angeles and Long Beach and connects with the Metro Red Line and Purple Line in Downtown Los Angeles. The Metro Green Line has average headways of 10 minutes during weekday morning and afternoon peak periods.

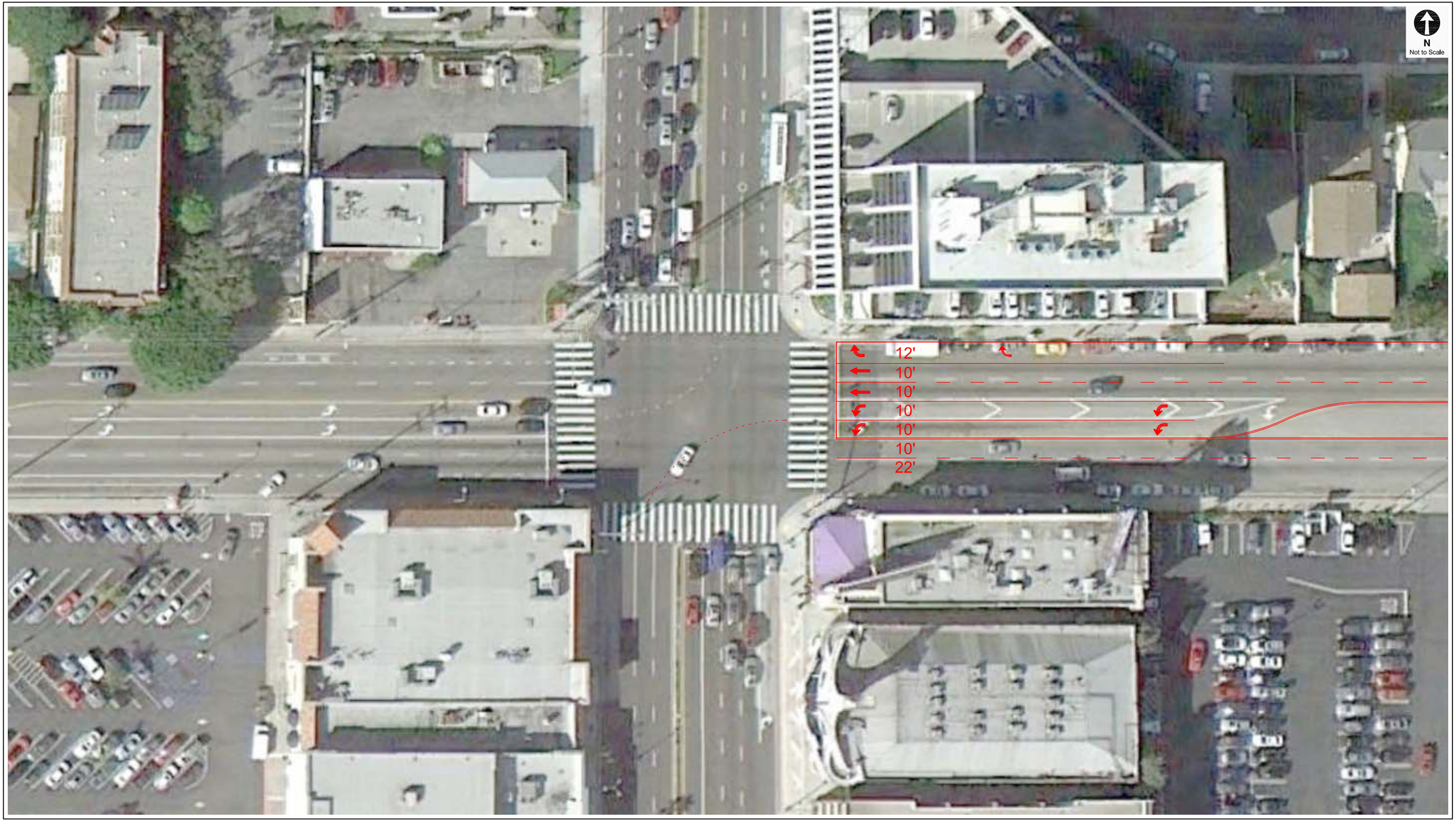
Appendix L

Conceptual Drawings of Considered Physical Improvements



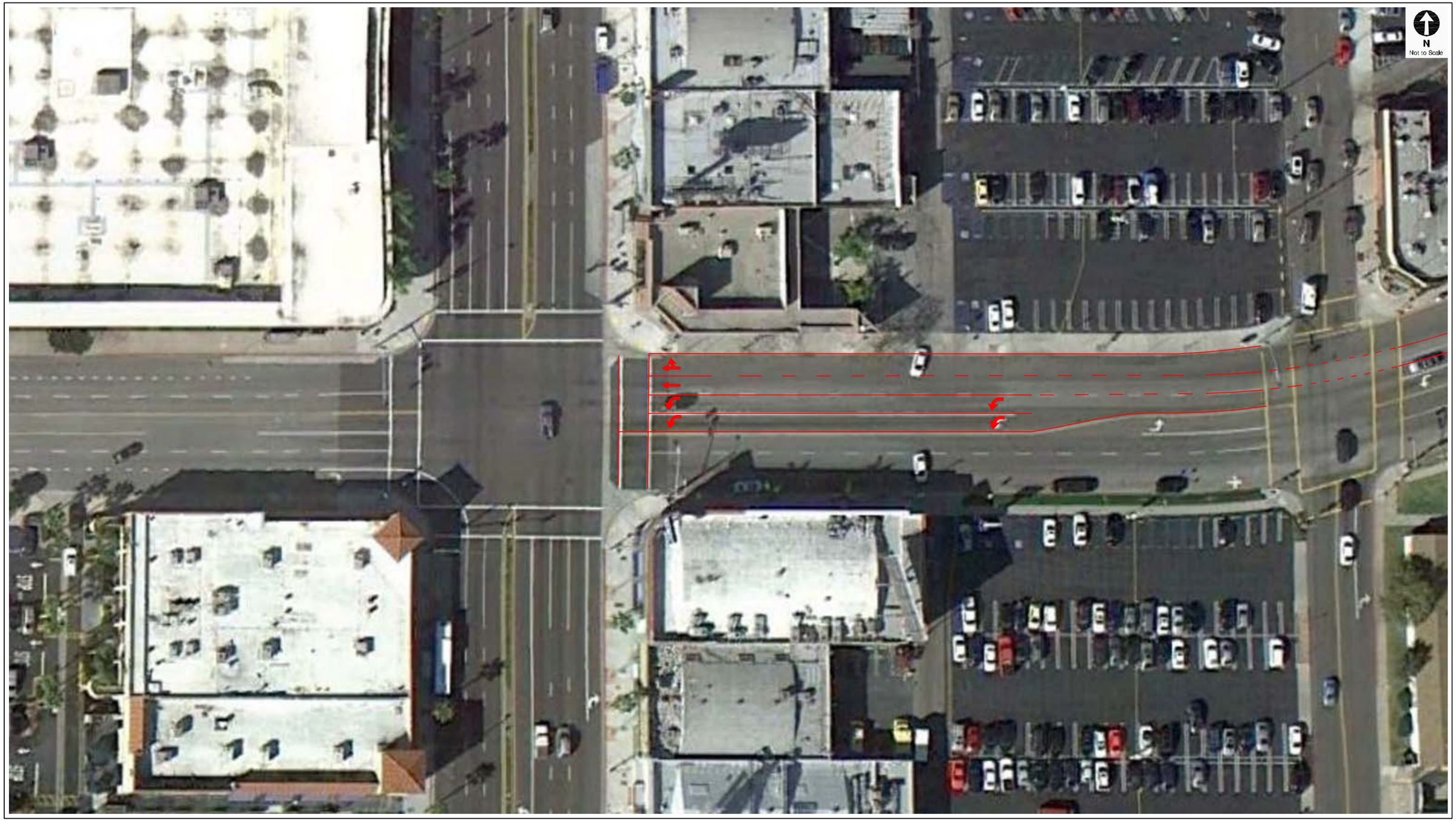
INTERSECTION 12 - LINCOLN BOULEVARD & MANCHESTER AVENUE

FIGURE
L-1



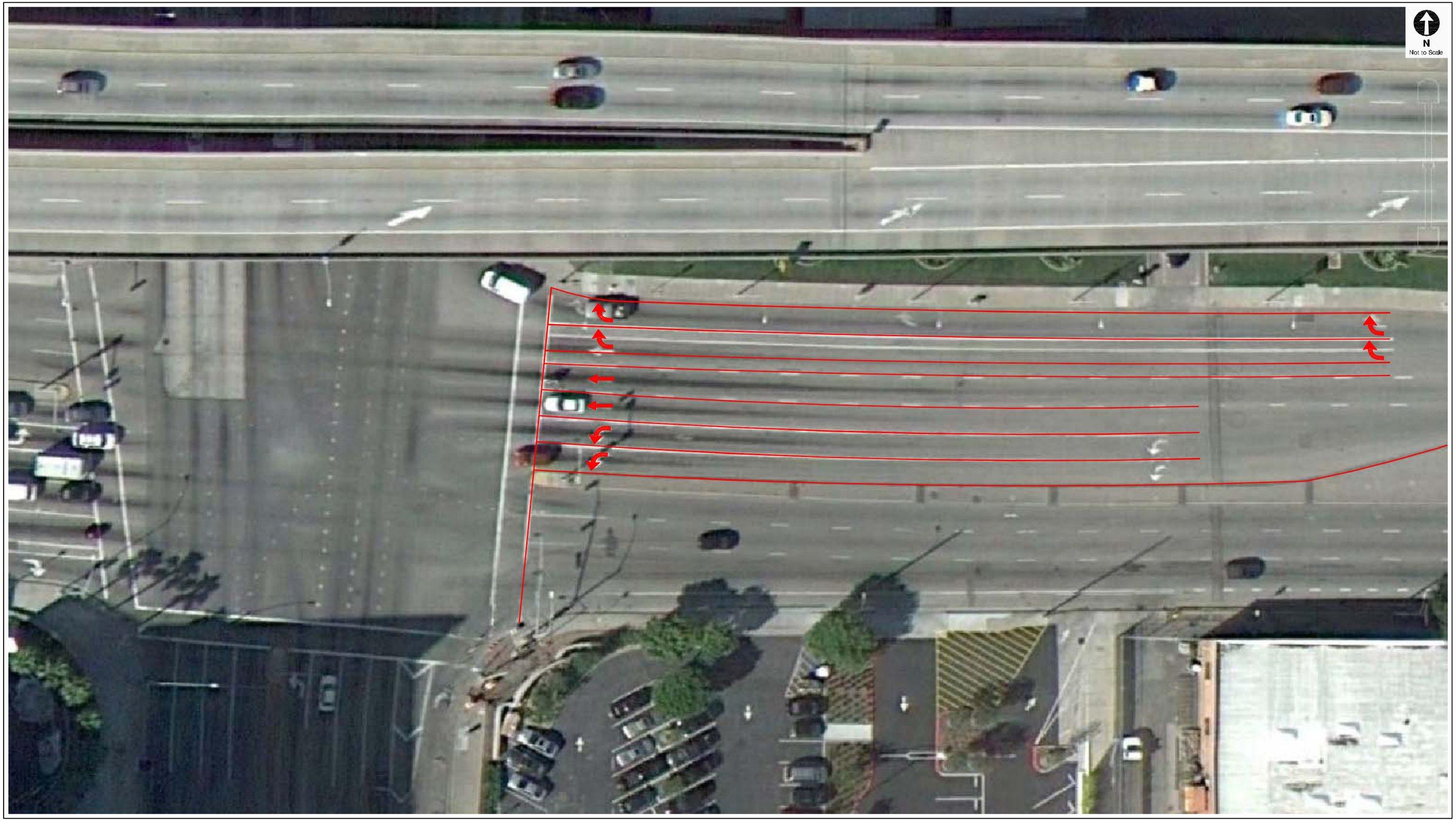
INTERSECTION 28 - SEPULVEDA BOULEVARD & MANCHESTER AVENUE

FIGURE
L-2



INTERSECTION 29 - SEPULVEDA BOULEVARD & LA TIJERA AVENUE

FIGURE
L-3



INTERSECTION 34 - SEPULVEDA BOULEVARD & IMPERIAL HIGHWAY

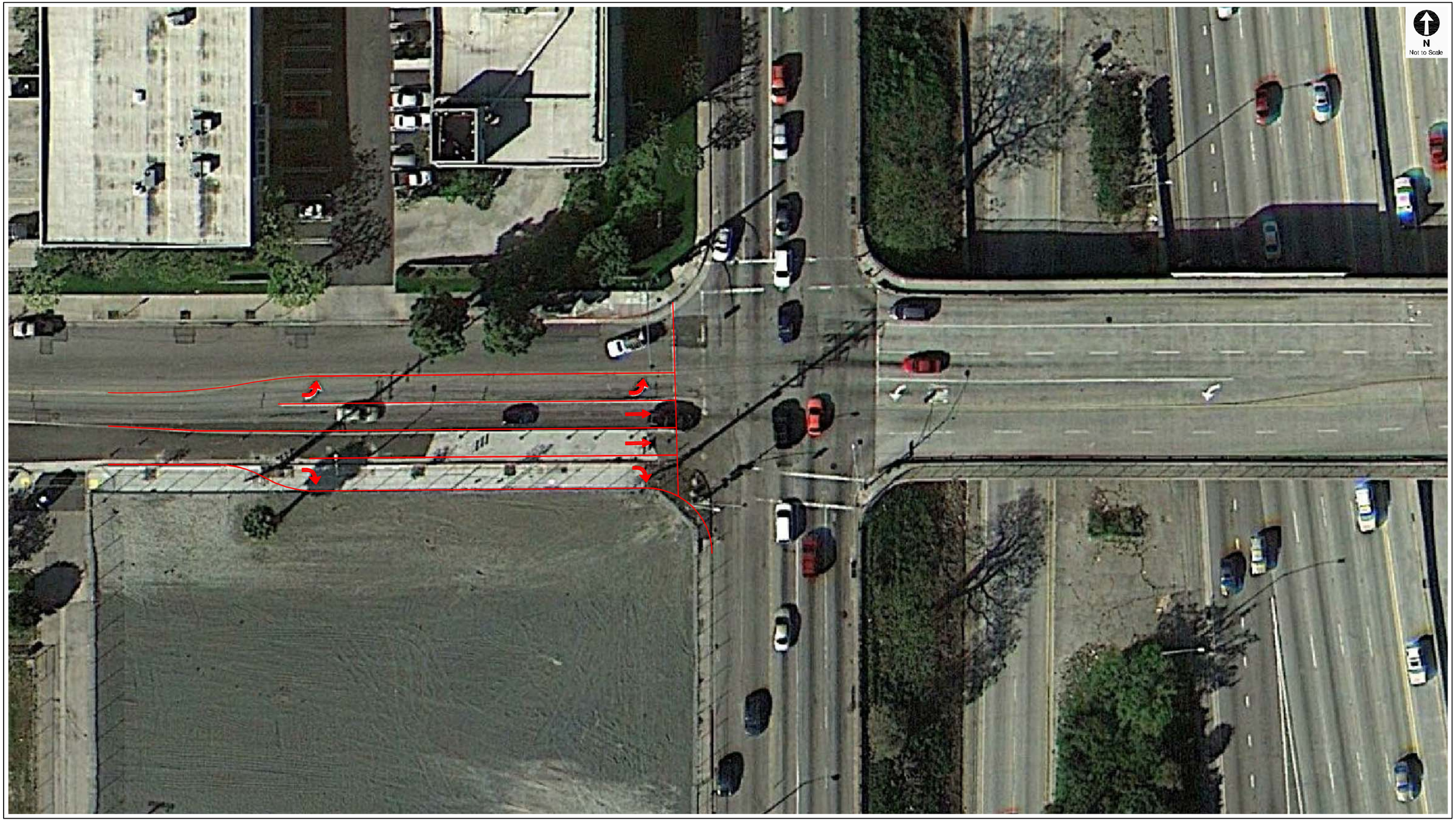
FIGURE
L-4

INTERSECTION 46 - AIRPORT BOULEVARD & MANCHESTER AVENUE

FIGURE
L-5

INTERSECTION 57 - AVIATION BOULEVARD & ARBOR VITAE STREET

FIGURE
L-6



INTERSECTION 58 - LA CIENEGA BOULEVARD & ARBOR VITAE STREET

FIGURE
L-7

Appendix M

Shared Credits for Physical Improvements

Shared Credit for Physical Improvements

This Appendix summarizes an analysis of the volume to capacity (V/C) credit for physical improvements shared between the proposed Project and other developments proposed by the Applicant. As described in Chapter 8, the physical improvement identified for Intersection #12 (Manchester Avenue & Lincoln Boulevard) was also proposed by LAWA's Specific Plan Amendment Study (SPAS). The physical improvements identified for Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) and Intersection #57 (Aviation Boulevard & Arbor Vitae Street) were also proposed by LAWA's Tom Bradley International Terminal (TBIT) improvement project. This Appendix analyzes the reduction in V/C ratio as a result of the proposed physical improvements to determine whether there is enough benefit to mitigate the impacts from both the proposed Project and the other developments.

The analysis was conducted in two ways. In the first method, the environmental impact reports (EIRs) for the two other developments (SPAS and TBIT) were reviewed to determine the minimum V/C reduction required at the impacted locations to reduce those developments' impacts to a less than significant level and whether the loss of that amount of V/C credit from the Project analysis would result in significant impacts. In the second method, the traffic expected from the two other developments at the affected intersections was added to the Project's traffic in a cumulative impact analysis, before and after implementation of the Project's mitigation program, to determine whether the impacts are still mitigated.

METHOD 1 – REDUCTION OF V/C CREDIT

As described above, the first method involved calculating the amount of V/C credit from the physical mitigations required by the other developments to reduce impacts below the level of significance and then adding that amount of V/C credit on to the Project's level of service (LOS) analysis. If the proposed Project's impacts can be mitigated even after accounting for the credit required to mitigate the impacts of the other developments, it would show that the mitigation is sufficient to reduce both the Project's impacts and the other developments' impacts below the level of significance.

Table M-1 shows the V/C ratios for the three intersections from the other developments' EIRs under future conditions without and with those developments during the time periods in which the proposed Project would cause significant impacts. It also shows whether the other developments cause significant impacts during those same time periods and the minimum V/C reduction required from the physical improvements to reduce those impacts below the level of significance.

Table M-2 summarizes the intersection impact analysis for the proposed Project under existing and future conditions after implementation of the mitigation program. It also shows whether the three intersections would be impacted if the minimum V/C reductions required to mitigate the impacts of the other developments, as shown in Table M-1, were not credited to the Project mitigation. As Table M-2 shows, even after removing the credit associated with the mitigation requirements of the other developments, Intersections #12 (Lincoln Boulevard & Manchester Avenue) and #57 (Aviation Boulevard & Arbor Vitae Street) would not be impacted by the proposed Project.

Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would be impacted under Future with Project with Mitigation conditions during the afternoon peak hour even before removing the credit associated with the mitigation requirements of the other developments, and the impact at that location is significant and unavoidable. However, it is important to note that the intersection would not be impacted under TBIT until a passenger threshold of 18.7 million annual passengers (MAP) is reached. Should that level of airline traffic never occur, the intersection would not need to share mitigation credit and, after mitigation, the Project's impact on the intersection would be less than significant.

METHOD 2 – CUMULATIVE PROJECT IMPACTS

The second method to determine whether the credit from the proposed physical mitigations can effectively be shared between the proposed Project and the other developments is to conduct a supplemental impact analysis that considers the cumulative effects of the developments as if they were one project. The project-only traffic volumes were gathered from SPAS for Intersection #12 (Lincoln Boulevard & Manchester Avenue) and from TBIT for Intersections #29

(Sepulveda Boulevard & La Tijera Boulevard) and #57 (Aviation Boulevard & Arbor Vitae Street) and were added to project-only traffic volumes for the proposed Project from Figure 7.

Table M-3 summarizes the intersection impact analysis for the cumulative projects under existing and future conditions after implementation of the mitigation program. As Table M-3 shows, Intersections #12 (Lincoln Boulevard & Manchester Avenue) and #57 (Aviation Boulevard & Arbor Vitae Street) would not be impacted by the cumulative projects. Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would be impacted during the afternoon peak hour under existing or future conditions by the cumulative projects. These results are the same as the results using the first method, as shown in Table M-2.

It is important to note that Intersection #29 (Sepulveda Boulevard & La Tijera Boulevard) would not be impacted under TBIT until a passenger threshold of 18.7 MAP is reached. Should that level of airline traffic never occur, the intersection would not need to share mitigation credit and, after mitigation, the Project's impact on the intersection would be less than significant.

TABLE M-1
MINIMUM V/C REDUCTION REQUIRED TO MITIGATE IMPACTS OF OTHER DEVELOPMENTS

No.	Intersection	Project	Peak Hour	Without Project		With Project		Impacted	Minimum V/C Reduction to Mitigate
				V/C	LOS	V/C	LOS		
12.	Lincoln Boulevard & Manchester Avenue	SPAS	A.M. P.M.	0.800 0.871	C D	0.862 0.882	D D	**YES** NO	0.043 *n/a*
29.	Sepulveda Boulevard & La Tijera Boulevard	TBIT	A.M. P.M.	0.753 0.771	C C	0.838 0.876	D D	**YES** **YES**	0.046 0.076
57.	Aviation Boulevard & Arbor Vitae Street	TBIT	A.M. P.M.	0.707 0.817	C D	0.747 0.857	C D	NO **YES**	*n/a* 0.021

Notes:

SPAS = Specific Plan Amendment Study; TBIT = Tom Bradley International Terminal;

All V/C ratios, levels of service, and impact results are from these developments' environmental impact reports.

TABLE M-2
MINIMUM V/C REDUCTION REQUIRED TO MITIGATE IMPACTS OF OTHER DEVELOPMENTS

No.	Intersection	Peak Hour	Existing without Project		Existing with Project with Mitigation				Added V/C [a]	Δ V/C	Impact
			V/C	LOS	V/C	LOS	Δ V/C	Impact			
12.	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.543 0.689	A B	-0.057 0.044	NO NO	0.043 *n/a*	-0.014 *n/a*	NO *n/a*
29.	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.504 0.635	A B	0.510 0.666	A B	0.006 0.031	NO NO	0.046 0.076	0.052 0.107	NO **YES**
57.	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.414 0.560	A A	0.457 0.536	A A	0.043 -0.024	NO NO	*n/a* 0.021	*n/a* -0.003	*n/a* NO

TABLE M-3
CUMULATIVE PROJECTS, AFTER MITIGATION
SIGNIFICANT INTERSECTION IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing without Cumulative Projects		Existing with Cumulative Projects with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
12.	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.600 0.645	A B	0.645 0.681	B B	0.045 0.036	NO NO
29.	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.504 0.635	A B	0.563 0.742	A C	0.059 0.107	NO **YES**
57.	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.414 0.560	A A	0.542 0.592	A A	0.128 0.032	NO NO
No.	**Intersection**	**Peak Hour**	**Future without Cumulative Projects**		**Future with Cumulative Projects with Mitigation**			
			V/C	**LOS**	**V/C**	**LOS**	**Δ V/C**	**Impact**
12.	Lincoln Boulevard & Manchester Avenue	A.M. P.M.	0.615 0.692	B B	0.659 0.731	B C	0.044 0.039	NO NO
29.	Sepulveda Boulevard & La Tijera Boulevard	A.M. P.M.	0.522 0.673	A B	0.608 0.779	B C	0.086 0.106	NO **YES**
57.	Aviation Boulevard & Arbor Vitae Street	A.M. P.M.	0.527 0.669	A B	0.653 0.698	B B	0.126 0.029	NO NO

Notes:

Existing without Cumulative Projects V/C ratios and levels of service from Table 5.

Future without Cumulative Projects V/C ratios and levels of service from Table 10.