Final Environmental Impact Report
(Final EIR)
[State Clearinghouse No. 1997061047]

for

Los Angeles International Airport (LAX)
Proposed Master Plan Improvements

Third Addendum

City of Los Angeles

December 2004

Table of Contents[1]

1. Introduction 1-1
   - 1.1 Background and Purpose of This Third Addendum to the Final Environmental Impact Report 1-1
   - 1.2 Organization of the Third Addendum to the Final EIR 1-2

2. Refinements to the Alternative D Off-Airport Surface Transportation System Mitigation Program 2-1
   - 2.1 Background 2-1
   - 2.2 Additional Information and Analysis 2-2
     - 2.2.1 Changes to the Definition of Playa Vista 2-2
     - 2.2.2 Methodology Used in Incorporating Reduced Playa Vista Assumptions in the Transportation Analysis 2-2
     - 2.2.3 Updates to Baseline Assumptions at Intersections 2-3
     - 2.2.4 Future Conditions With Reduction in Playa Vista Development 2-3
   - 2.3 Relationship to the Final EIR 2-44

Appendices

AD(3)-A1 Level of Service Summaries
AD(3)-A2 Revised Traffic Analysis Data Levels of Service Worksheets
AD(3)-A3 Arterial Link, Freeway Ramp, and Freeway Segment Analyses

List of Tables

Table AD(3)2-1 Original and Reduced Definitions of Playa Vista 2-2
Table AD(3)2-2 Existing and Future Transportation Deficiencies with Original and Reduced Playa Vista Assumptions 2-6
Table AD(3)2-3 Significantly Affected Surface Transportation Facilities Compared to Adjusted Environmental Baseline (With Original and Reduced Playa Vista Assumptions) 2-8
Table AD(3)2-4 Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison) 2-9
Table AD(3)-5 2015 Traffic Mitigation Changes from the Final EIR (Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange) 2-17
Table AD(3)2-6 Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison) 2-22
Table AD(3)2-7 2015 Traffic Mitigation Changes from the Final EIR (Alternative Traffic Mitigation Plan without the Lennox Blvd Interchange) 2-32
Table AD(3)2-8 Recommended Off-Airport Surface Transportation Phasing Plan (with Lennox Boulevard Interchange) 2-38
Table AD(3)2-9 Alternative Off-Airport Surface Transportation Phasing Plan (without Lennox Boulevard Interchange) 2-41

[1] Use of "AD(3)" preceding appendix, figure, and table numbers in this document denotes Third Addendum.

List of Figures

Figure AD(3)2-1 Differences in Traffic Volumes - 2015 PM Peak Hour Adj. Env. Baseline with Reduced Playa Vista - Adj. Env. Baseline with Original Playa Vista 2-4
Figure AD(3)2-2 Differences in Traffic Volumes - 2015 PM Peak Hour No Action/No Project with Reduced Playa Vista - No Action/No Project with Original Playa Vista..... 2-5
Figure AD(3)2-3 Differences in Traffic Volumes – 2015 PM Peak Hour Alternative D with Reduced Playa Vista – Alternative D with Original Playa Vista 2-5

1. INTRODUCTION

1.1 Background and Purpose of This Third Addendum to the Final Environmental Impact Report

This document represents the Third Addendum to the Final Environmental Impact Report (EIR) for the proposed Los Angeles International Airport (LAX) Master Plan Improvements Project (Project). In April 2004, the City of Los Angeles (City) published the Final EIR for the proposed Project, in accordance with the requirements of the California Environmental Quality Act (CEQA). In September 2004, the City published an Addendum to the Final EIR to clarify and amplify upon the contents of the Final EIR. The information and analysis presented in the September Addendum addressed the following:

1. Additional discussion of environmental consequences related to the relocation plan/property acquisition, environmental justice, and air quality associated with the proposed Project;
2. Refinements to Alternative D;
3. A feasibility analysis of three "Alternative E" proposals; and
4. Refinements to the Environmental Action Plan.

The September Addendum also provided, through appendices: (1) additional comments on the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) completed for the Project and responses to those comments, which were inadvertently not included with the Final EIR; and (2) a compilation of errata to the Final EIR. The September Addendum determined that, pursuant to Section 15088.5 of the State CEQA Guidelines, the information and analysis presented therein did not constitute "significant new information" that would meet the criteria for recirculation.

In December 2004, the City published a Second Addendum to the Final EIR to clarify and amplify upon the contents of the Final EIR. The information and analysis presented in the Second Addendum addressed the following:

1. Description of regulatory agency (California Coastal Commission and U.S. Fish and Wildlife Service) actions and associated information related to the Project, and the potential implications of such actions relative to the Final EIR; and
2. Refinement to the Timing of the Soundproofing Program for Affected Environmental Justice Communities.

The Second Addendum also provided, through appendices: (1) supporting documentation regarding California Coastal Commission action; and (2) a compilation of errata to the Final EIR. The Second Addendum determined that, pursuant to Section 15088.5 of the State CEQA Guidelines, the information and analysis presented therein did not constitute "significant new information" that would meet the criteria for recirculation.

The purpose of this Third Addendum to the Final EIR is to document a revised analysis of the LAX Master Plan Alternative D transportation impacts and mitigation measures, incorporating recent reductions in the amount of development proposed for the Playa Vista project, which is located a few miles north of the airport. While the reductions to Playa Vista do not change the characteristics of the proposed improvements at LAX, they do change the background conditions against which project transportation impacts are identified and mitigated. This report provides an analysis of LAX Master Plan Alternative D transportation impacts, incorporating the reductions to Playa Vista in the background assumptions.[2] Once the reduced Playa Vista project traffic projections are taken into account, the traffic impacts from the LAX

[2] Based on the reduced amount of traffic associated with the Playa Vista project, as approved by the Los Angeles City Council in September 2004, it was anticipated that there would be a reduction in the number of LAX Master Plan Alternative D traffic impacts using the trip generation assumptions for the less intense Playa Vista development. The reason for this is that the impact thresholds, identified in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.4.1) of the Final EIR, are on a graduated scale. As traffic volumes get smaller, the magnitude of project-related trips necessary to create a significant impact gets larger.

Master Plan will actually be considerably reduced from those previously projected. Once the LAX Master Plan mitigation measures are applied, the significantly impacted traffic intersections, links, and freeway ramps will be substantially reduced in number from those previously projected and there will be no new significant impacts. The revised analysis of the Alternative D transportation impacts and mitigation measures presented herein provides a more accurate reflection of actual traffic conditions, based on the fact that action taken on the Playa Vista project in September 2004 provides certainty as to the future development of Playa Vista being substantially less than assumed in the previous analysis.

This Third Addendum, similar to the September Addendum and the Second Addendum, examines how new information and analysis regarding the proposed Project relates to the Final EIR, and whether they constitute "significant new information" as defined in the State CEQA Guidelines.

1.2 Organization of the Third Addendum to the Final EIR

The information and analysis presented in this Third Addendum is organized as follows:

Chapter 1 - Introduction

This chapter provides a discussion of the background, purpose, and structure of the Third Addendum to the Final EIR.

Chapter 2 - Refinements to the Alternative D Off-Airport Surface Transportation System Mitigation Program

Subsequent to the publication of the Final EIR in April 2004, certain refinements to the mitigation program proposed for the Project have be formulated by LAWA and FAA. Refinements are proposed for the Alternative D Off-airport Surface Transportation System Mitigation Program in light of the recently approved Village at Playa Vista project, which involves substantially less development than the Playa Vista project accounted for in the surface transportation analysis contained in the Final EIR.

Chapter 2 of this Third Addendum describes the background, basis, and methodology for reevaluation of the traffic impacts associated with Alternative D in light of the reduced Playa Vista project, and how the results of the reevaluation compare to the conclusions presented in the Final EIR. Chapter 2 also describes the recommended off-airport traffic mitigation plan, as refined in light of the results of the traffic reevaluation.

2. REFINEMENTS TO THE ALTERNATIVE D OFF-AIRPORT SURFACE TRANSPORTATION SYSTEM MITIGATION PROGRAM

2.1 Background

The traffic analysis for the LAX Master Plan began in 1995, and has proceeded in parallel with the environmental review process for the Playa Vista project, which began around the same time. Throughout the LAX Master Plan process, development proposed at Playa Vista has been treated as a related project. This means that all of the proposed Playa Vista development as defined in 1995 has been assumed to be in place by the year 2015. Phase I of the Playa Vista project, which has been partially constructed, was assumed to be completed by 2005. The transportation improvements approved as mitigation measures for Playa Vista Phase I have been included in the baseline transportation system for both the 2005 and 2015 analyses of the LAX Master Plan Improvements EIR. Since there was no approval for proposed mitigation measures in Playa Vista Phase II, none of the Phase II transportation improvements have been included in the baseline assumptions for the LAX Master Plan EIR traffic analysis. This created a conservative or "worst-case" scenario for the LAX Master Plan analysis of year 2015 conditions by adding all of the proposed Playa Vista Phase II traffic, but none of the Playa Vista Phase II transportation mitigations. As a result, the LAX Master Plan Final EIR traffic analysis tended to analyze traffic conditions that are worse than will actually occur when Playa Vista Phase II is developed and its mitigation measures are implemented.

The traffic analysis in the LAX Master Plan Final EIR assumed a fully mitigated Playa Vista Phase I in the baseline assumptions (adjusted environmental baseline). No transportation improvements associated with Phase II of Playa Vista have been assumed in any of the LAX Master Plan traffic analyses. When Playa Vista Phase II is built, additional transportation improvements, representing mitigation of its impacts, will be built as well. The addition of these Playa Vista transportation improvements will make the transportation system work better than shown in the traffic analysis in the LAX Master Plan Final EIR. It is the responsibility of the Playa Vista developer to implement the transportation improvements as mitigation for their Phase II impacts.

On September 22, 2004, the Los Angeles City Council approved the Playa Vista Phase II development, referred to as the Village at Playa Vista. The projected level of traffic generated from buildout of this final phase of Playa Vista is approximately one-seventh of that originally assumed for Playa Vista Phase II in the off-airport surface transportation study of the LAX Master Plan Improvements Final EIR. In terms of new traffic generation, the planned Playa Vista project is, by far, the largest single contributor to background project traffic included in the LAX Master Plan traffic study, and is located only a few miles north of LAX. While the reductions to Playa Vista do not change the characteristics of the proposed improvements at LAX, they do change the background conditions against which the project transportation impacts are identified and mitigated. Based on a substantial reduction in the volume of background traffic that would result from the reduction in development proposed at Playa Vista, it was considered possible, if not likely, that the future (2015) traffic conditions with the reduced background traffic and the LAX Master Plan buildout traffic would be different than presented in the Final EIR. Once the Playa Vista development was officially acted upon by the City in September 2004, which provided certainty that future development at Playa Vista would, in fact, be substantially less than assumed in the Final EIR traffic analysis, LAWA completed a revised traffic report using the new Playa Vista traffic projections. The following provides a description of the changes to the Phase II Playa Vista project, the methodology used to incorporate the reduced Playa Vista development assumptions in the traffic analysis for Alternative D, and updates to baseline assumptions at intersections in the Project vicinity that were reflected in the various scenarios modeled (i.e., Adjusted Environmental Baseline, No Action/No Project, and Alternative D). Following these discussions is a description of the changes to future traffic conditions and impacts associated with Alternative D as a result of the reduced Phase II development at Playa Vista, and a revised surface transportation mitigation program for Alternative D in light of such changes.

2.2 Additional Information and Analysis

2.2.1 Changes to the Definition of Playa Vista

The changes to the Playa Vista project occur in Phase II. This phase has been substantially reduced in scale, as shown in **Table AD(3)2-1**, Original and Reduced Definitions of Playa Vista. As the table shows, the reduction results in a 49 percent decrease in trip generation for Playa Vista, Phase II (otherwise called the Village at Playa Vista) during the AM peak hour, a 52 percent decrease in trip generation during the PM peak hour, and nearly a 59 percent decrease in trip generation during the airport peak hour.

Table AD(3)2-1

Original and Reduced Definitions of Playa Vista

Land Use Type	Original Definition			Reduced Definition[1]		
	Phase I	Phase II	Total	Phase I	Phase II	Total
Dwelling Units	3,246	9,839	13,085	3,246	2,600	5,846
Retail Square Feet	35,000	560,000	595,000	35,000	150,000	185,000
Office Square Feet	2,000,000	2,073,050	4,073,050	2,000,000	175,000	2,175,000
Studio Square Feet	1,000,000	0	1,000,000	1,000,000	0	1,000,000
Community-Serving Uses (s.f.)	120,000	520,000	640,000	120,000	40,000	160,000
Hotel Rooms	0	750	750	0	0	0
Marina (Boat Slips)	0	750	750	0	0	0
Trip Generation						
AM Peak Hour Trip-Ends[2]	5,117	7,696	12,813	5,117	1,448	6,565
PM Peak Hour Trip-Ends[2]	6,021	10,517	16,538	6,021	1,910	7,931
Airport Peak Hour Trip-Ends[3]	3,914	8,560	12,474	3,914	1,242	5,156

[1] Source: LADOT, Initial Traffic Impact Assessment for the Proposed Village at Playa Vista Project (EIR No. ENV-2002-6129-EIR, August 11, 2003

[2] Source: Kaku Associates, Playa Vista project trip tables.

[3] Source: Parsons, 2004.

2.2.2 Methodology Used in Incorporating Reduced Playa Vista Assumptions in the Transportation Analysis

Transportation impacts were determined using the LAX Ground Access Model. In simple terms, new Playa Vista Phase II trip tables were obtained from the Playa Vista traffic consultant, and inserted to replace the previous Playa Vista Phase II trip tables used in the traffic model during previous analyses. After this change was made, the analysis was conducted in similar fashion to the previous LAX Master Plan analyses.

In order to analyze LAX Master Plan Alternative D with the "new" Playa Vista definition, Playa Vista trip tables for three scenarios were produced: adjusted environmental baseline (assuming 1996 LAX trips plus year 2015 background trips), No Action/No Project (assuming 2015 LAX trips with no LAX Master Plan plus year 2015 background trips), and Alternative D (assuming 2015 LAX trips with adoption of the LAX Master Plan plus year 2015 background trips). Each of these requires a different adjustment to the Playa Vista trip tables to retain the correct number of trips to and from each zone within that project.

The most notable element of the LAX Master Plan project in terms of interaction with the Playa Vista project is not the Airport itself, but a component included in the Master Plan, the LAX Northside Project. This project component, which is included in the No Action/No Project Alternative and, in reduced scale in Alternative D, results in a larger number of trips between the Playa Vista development than does the Airport proper.

The reduced Playa Vista trip tables contained trips traveling between Playa Vista and LAX (including LAX Northside). For the LAX scenarios that were to be analyzed, (adjusted environmental baseline, No Action/No Project, and Alternative D) the number of trips between LAX and Playa Vista required modifications. The basic tenets for these modifications were:

- Maintain the total number of trips into and out of each Playa Vista zone as provided by the Playa Vista consultant;
- Maintain the total number of trips into and out of each LAX zone for that alternative as determined by previous airport trip generation estimates;
- Adjust the number of airport trips to and from Playa Vista, consistent with the reduction in Playa Vista trips compared to the previous Playa Vista assumptions; and
- Adjust the number of airport trips to all non-Playa Vista zones and adjust the number of Playa Vista trips to all non-airport zones such that the total number of airport trips and Playa Vista trips is unchanged.

Since the Playa Vista analysis included only AM and PM trips, a methodology was required to produce the Airport Peak trip tables. Through consultation with the Los Angeles Department of Transportation (LADOT) (who performed an analysis of peaking characteristics in the area) it was decided that the magnitude of trips for the Airport Peak Hour should be 65 percent of the number of trips in the PM Hour. In order to preserve the mix of directionality (inbound vs. outbound) the AM trips were added to the PM trips, and trips were then factored so that the total number equaled 65 percent of the PM total. For example, a zone might have 100 origins and 200 destinations (300 total trips) in the AM peak hour, with 300 origins and 150 destinations (450 total trips) in the PM peak hour. The airport peak hour would have a total of 293 trips (65 percent of 450 PM peak hour trips). The directionality would be determined by the following formulas:

$$\text{Airport peak origins} = \left[\frac{\text{100 AM origins + 300 PM origins}}{\text{300 AM trips + 450 PM trips}} \right] \times 293$$

$$\text{Airport peak destinations} = 293 - \text{Airport peak origins}$$

This process resulted in nine Playa Vista trip tables: one for each of the three time periods (AM, PM, and Airport Peak (AP)) in each of the three alternatives (adjusted environmental baseline, No Action/No Project, and LAX Master Plan Alternative D). Once these trip tables were completed, the transportation impact and mitigation process was performed in similar fashion to the previous analyses.

2.2.3 Updates to Baseline Assumptions at Intersections

In addition to the changes to the trip tables described above, modifications were made to baseline assumptions at several intersections to incorporate recent physical changes that have occurred to the intersections and/or updated information on planned improvements. This type of updating process is common for transportation planning studies and is consistent with the overall approach used in the transportation impact analysis for the LAX Master Plan Draft EIS/EIR, Supplement to the Draft EIS/EIR, and Final EIR. Some updates were made as a result to public comments received during the public review process; these updates are documented in the Part II, *Responses to Comments,* of the Final EIR. The updates to the baseline assumptions are accounted for in the Adjusted Environmental Baseline conditions and in the No Action/No Project conditions, which extend from the baseline conditions.

2.2.4 Future Conditions With Reduction in Playa Vista Development

This section describes future year 2015 conditions with the reduced Phase II development at Playa Vista. After incorporating the reduced Playa Vista development assumptions, the following 2015 scenarios were analyzed:

- Adjusted environmental baseline;
- No Action/No Project; and
- LAX Master Plan, Alternative D.

2.2.4.1 Changes in Traffic Volumes Due to Reduction in Playa Vista Development

As described in subsection 2.2.1 above, the reduction in the Playa Vista Phase II development results in decreases in the trip generation for each of the three peak hours ranging from approximately 6,200 to approximately 8,600 vehicle trips. This reduction in Playa Vista trip generation results in decreased traffic volumes throughout the study area.

Figure AD(3)2-1, Differences in Traffic Volumes - 2015 PM Peak Hour**,** Adjusted Environmental Baseline with Reduced Playa Vista – Adjusted Environmental Baseline with Original Playa Vista, shows how the reduction of the Playa Vista development affects traffic in the PM peak hour of the 2015 adjusted environmental baseline. **Figure AD(3)2-2,** Differences in Traffic Volumes - 2015 PM Peak Hour**,** No Action/No Project with Reduced Playa Vista – No Action/No Project with Original Playa Vista, shows how the reduction of the Playa Vista development affects traffic in the PM peak hour of the 2015 No Action/No Project scenario. **Figure AD(3)2-3,** Differences in Traffic Volumes - 2015 PM Peak Hour**,** Alternative D with Reduced Playa Vista – Alternative D with Original Playa Vista, shows how the reduction of the Playa Vista development affects traffic in the PM peak hour of the 2015 Master Plan Alternative D scenario. In all three figures, green lines represent reductions in traffic volumes while red lines represent increases in traffic volumes. The magnitudes of the changes are indicated by the widths of the lines. Similar results occur in the AM peak and airport peak hours.

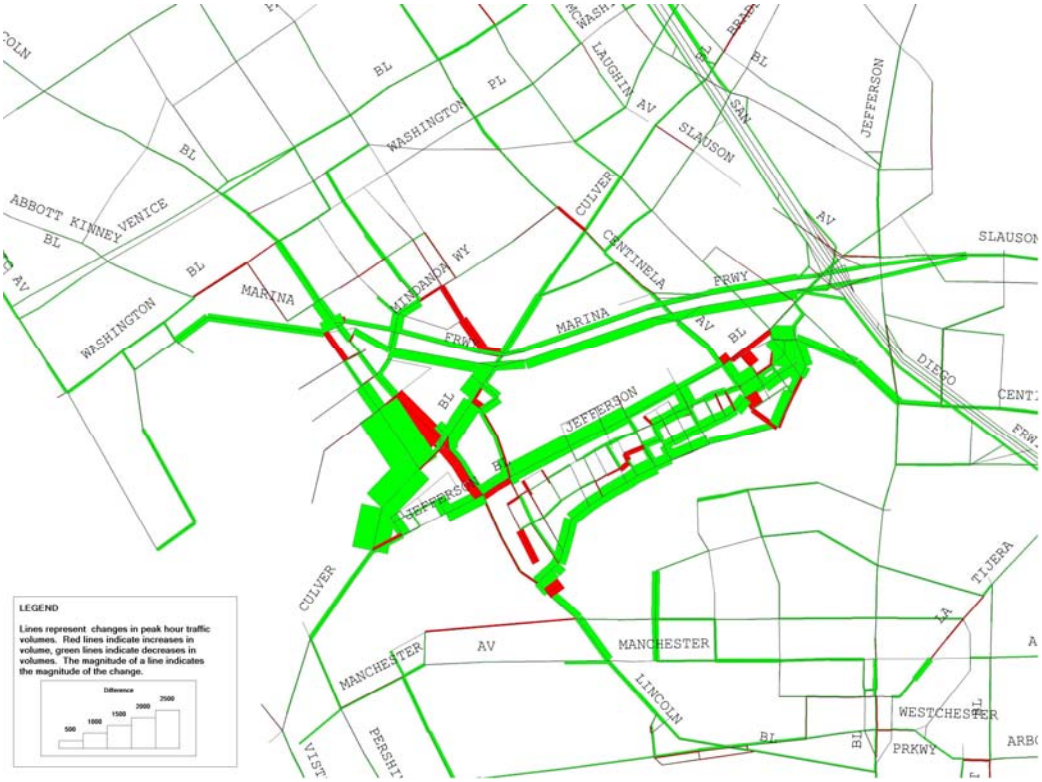
Figure AD(3)2-1
Differences in Traffic Volumes - 2015 PM Peak Hour Adj. Env. Baseline with Reduced Playa Vista - Adj. Env. Baseline with Original Playa Vista



Figure AD(3)2-2
Differences in Traffic Volumes - 2015 PM Peak Hour No Action/No Project with Reduced Playa Vista - No Action/No Project with Original Playa Vista



Figure AD(3)2-3
Differences in Traffic Volumes – 2015 PM Peak Hour
Alternative D with Reduced Playa Vista – Alternative D with Original Playa Vista



The largest reductions in traffic volumes occur near Playa Vista, and the magnitude of the reduction decreases as the distance from Playa Vista increases. Small increases in traffic volumes occur at various locations, which indicate a change in some travel paths as adjustments are made to access streets that have become less congested due to the reduction in Playa Vista. The locations and magnitudes of the changes are similar between the adjusted environmental baseline scenario, the No Action/No Project scenario, and the Alternative D scenario.

2.2.4.2 Future Transportation Deficiencies

Table AD(3)2-2, Existing and Future Transportation Deficiencies with Original and Reduced Playa Vista Assumptions**,** is an update to Table F4.3.2-3, Existing and Future Transportation Deficiencies, in Section 4.3.2, *Off-Airport Surface Transportation*, of the Final EIR. As shown in **Table AD(3)2-2**, the total number of surface transportation deficiencies is lower with the reduced Playa Vista assumptions than with the original Playa Vista assumptions used in the Final EIR traffic analyses. For Alternative D, the number of deficient intersections drops from 50 (32 + 18) to 44 (30 + 14) and the number of deficient street links drops from 12 to 9. Deficient freeway segments and ramps increase by one each. Detailed level-of-service summaries for intersections are included in Appendix AD(3)-A1. Detailed level-of-service summaries for arterial links, freeway ramps, and freeway segments are included in Appendix AD(D)-A3.

With reduced Playa Vista, there are more off-airport traffic deficiencies in Alternative D than in the Adjusted Environmental Baseline. These new deficiencies constitute some, but not all, of the project's significant impacts under the CEQA thresholds established in the Final EIR. Moreover, these "new" deficiencies do not represent a new category of impact, but fall within the types of impacts previously disclosed, analyzed and mitigated. Identification and mitigation of these and other significant transportation impacts are discussed below. With reduced Playa Vista, there are slightly (2) more deficiencies in Alternative D than in No Action/No Project. The increased number of deficiencies are, however, addressed by the off-airport mitigation program proposed for the CEQA significant impacts.

Table AD(3)2-2

Existing and Future Transportation Deficiencies with Original and Reduced Playa Vista Assumptions

		With Original Playa Vista			With Reduced Playa Vista[4]		
	Baseline	2015 AEB	2015 NA/NP	2015 Alt D[3]	2015 AEB	2015 NA/NP	2015 Alt D
Deficient[1] Intersections (61 total)	18	34	40	32	21	29	30
Deficient Street Links	6	8	9	12	8	9	9
Deficient Freeway Segments	3	4	4	5	5	6	6
Deficient Freeway Ramps	2	1	2	3	1	3	4
Total Deficient Facilities	29	47	55	52	35	47	49
Add'l Deficient Intersections (24 total)[2]	n/a	16[3]	n/a	18	12	16	14

1 An intersection or surface street is deficient (City of Los Angeles Department of Transportation standard) if its level of service is E or F. A freeway or freeway ramp is deficient (Los Angeles County Congestion Management Program standard) if its level of service is F.

2 14 additional intersections north of LAX were analyzed for Adjusted Environmental Baseline and LAX Master Plan Alternatives C and D only (refer to Section 2.1 of Technical Report S-2b, *Supplemental Off-Airport Surface Transportation Technical Report* . 10 additional intersections east of the I-405 Freeway were analyzed for Adjusted Environmental Baseline and Alternative D only (refer to Section 2.1 of Technical Report S-2b).

3 Analysis of intersections in these instances is based on a refined Adjusted Environmental Baseline, as described in Section 2.2 of Technical Report S-2b.

4 Analysis in these instances is based on a refined network and a reduced development for Playa Vista, as described in subsection 2.2.1 of this Third Addendum, and further refined to be consistent with *LADOT Master Plan Alternative D Project*, dated April 15, 2004.

Source: Parsons, 2004.

2.2.4.3 Impacts of Master Plan Alternative D

The primary objective of the surface transportation impact analysis is to identify the impact that the proposed project has on the surrounding transportation system. The potential for creating a significant traffic impact increases as the amount of background traffic increases. Conversely, as the level of background traffic is reduced, the potential of creating a project-related traffic impact also is reduced.

Table AD(3)2-3, Significantly Affected Surface Transportation Facilities Compared to Adjusted Environmental Baseline (With Original and Reduced Playa Vista Assumptions, is an update, using the reduced Playa Vista trip generations, to Table F4.3.2-7, Significantly Affected Surface Transportation Facilities Compared to Adjusted Environmental Baseline, in Section 4.3.2, *Off –Airport Surface Transportation*, of the Final EIR. **Table AD(3)2-3** shows that the total number of potentially significant traffic impacts (i.e., before application of mitigation measures) decreases for both No Action/No Project and Alternative D when the reduced Playa Vista Phase II trip generation numbers are used in the LAX traffic model. For Alternative D, the number of intersections with potentially significant impacts drops from 58 to 55, the number of street links with potentially significant impacts drops from 11 to 7, and the number of freeway segments with potentially significant impacts drops from 5 to 4. The number of freeway ramps with potentially significant impacts increases from 3 to 4. In comparing the number of potentially significant impacts (before application of mitigation measures) under Alternative D in 2015 to the number of facilities impacted under No Action/No Project, based on the reduced Playa Vista Phase II trip generation numbers, there would be 12 fewer intersections with potentially significant impacts (55 versus 67), six fewer street links with potentially significant impacts (7 versus 13), an equal number of freeway ramps with potentially significant impacts (4), and one additional freeway ramp with potentially significant impacts (3 versus 4). As described below in Subsection 2.2.4.4, *Traffic Mitigation,* the additional freeway ramp that may be significantly impacted based on the reduced Playa Vista Phase II trip generation numbers can be fully mitigated (i.e., impact reduced to a level less than significant) within the framework of the existing comprehensive mitigation program proposed in the Final EIR for off-airport surface transportation impacts, as part of the overall mitigation refinements described below,

Detailed information on transportation impacts is included in Appendix AD(3)-A2.

Table AD(3)2-3

Significantly Affected Surface Transportation Facilities Compared to Adjusted Environmental Baseline (With Original and Reduced Playa Vista Assumptions)

	With Original Playa Vista		With Reduced Playa Vista[4]	
	2015 NA/NP	2015 Alt D	2015 NA/NP	2015 Alt D
Affected[1] Intersections (61 analyzed)	49	42	47	41
Add'l Affected Intersections (24 total)	n/a	16 [3]	20	14 [5]
Total Impacted Intersections		58	67	55
Affected Street Links (30 analyzed)	12	11	13	7
Affected Fwy Segments (15 analyzed)	3	5	4	4
Affected Freeway Ramps (39 analyzed)	3	3	3	4
Total Significantly-Affected Facilities	n/a	77	87	70

Notes:
NA/NP = No Action/No Project. Represents significantly affected facilities if No Action/No Project conditions were compared to the Adjusted Environmental Baseline.
n/a = Not Applicable

1 Significance thresholds for intersections and street segments are based on LADOT Traffic Impact Study Guidelines during any peak hour studied. Significance thresholds for freeway segments and ramps are based on Los Angeles County Congestion Management Program guidelines.

2 4 additional intersections north of LAX were analyzed for Adjusted Environmental Baseline and Alternatives C and D only (refer to Section 2.1 of Technical Report S-2b). 10 additional intersections east of I-405 were analyzed for Adjusted Environmental Baseline and Alternative D only (refer to Section 2.1 of Technical Report S-2b).

3 Analysis of intersections in these instances is based on a refined Adjusted Environmental Baseline, as described in Section 2.2 of Technical Report S-2b.

4 Analysis in these instances is based on a refined network and a reduced development for Playa Vista, as described in subsection 2.2.1 of this Third Addendum, and further refined to be consistent with *LADOT Master Plan Alternative D Project*, dated April 15, 2004.

5 There are 11 affected intersections under the 2015 Alternative D unmitigated condition before the freeway interchange improvements are included. The number of affected intersections increases from 11 to 14 as a result of adding the freeway interchange improvements as traffic mitigations.

Source: Parsons, 2004.

2.2.4.4 Traffic Mitigation

Two Alternative D Traffic Mitigation Plans (Adjusted Environmental Baseline Comparison) have been prepared. The Recommended Traffic Mitigation Plan includes the Lennox Boulevard Interchange on the I-405 Freeway as a mitigation; the Alternative Traffic Mitigation Plan does not include the interchange as a mitigation.

2.2.4.4.1 Recommended Traffic Mitigation Plan

For Alternative D with the reduced Phase II Playa Vista development, a traffic mitigation plan was prepared to address significant impacts projected to occur at project buildout in year 2015. This preferred, recommended traffic mitigation plan is shown in **Table AD(3)2-4,** Alternative D Recommended 2015 Mitigation Plan with Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison). This plan assumes that Mitigation Measure MM-ST-13, Create a New Interchange at I-405 and Lennox Boulevard, is implemented. In part, this mitigation states:

> Create a New Interchange at I-405 Freeway and Lennox Boulevard. This interchange shall provide grade-separated ramps from I-405 directly into airport property, and vice-versa. It shall be located approximately mid-way between Century Boulevard and Imperial Highway.

Table **AD(3)2-4** is intended to replace the mitigation plan shown in Table F4.3.2-29, Year 2015 Alternative D Mitigation Plan (Adjusted Environmental Baseline Comparison), in Section 4.3.2, *Off-Airport Surface Transportation,* of the Final EIR. Those mitigations which were proposed to occur by Year 2008, per Table F4.3.2-28, *Year 2008 Alternative D Mitigation Plan (Adjusted Environmental Baseline Comparison)*, of the Final EIR, are still planned to be implemented by that date, provided that the improvement remains necessary in the traffic mitigation plan using the reduced Playa Vista trip generations. In light of the fact that the 2008 off-airport traffic impacts analysis presented in the Final EIR is intended to address impacts anticipated to occur during the peak construction year for Alternative D, the more detailed evaluation of those Master Plan projects contributing to those peak construction year impacts, which would be required in conjunction with additional project-level environmental evaluation of such projects, would serve as the basis and opportunity to incorporate refinements to the 2008 mitigation plan assuming the reduced Playa Vista II traffic generation numbers.

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 3	Airport and Arbor Vitae	AM PM AP	N/A N/A N/A	Mitigation for this impact is to restripe to provide a northbound right-turn lane. The NB lane configuration will change from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT.	0.692 0.661 0.721	B B C
Intersection 7	Arbor Vitae and Aviation	AM PM AP	N/A N/A N/A	The impact at this intersection is mitigated through the construction of the Lennox Boulevard Interchange on the I-405 Freeway.	0.600 0.775 0.837	A C D
Intersection 8	Arbor Vitae and La Cienega	AM PM AP	N/A N/A N/A	The Arbor Vitae Street bridge (east leg of the intersection) is proposed to be widened by Caltrans to a width of 103 feet. Project Component Improvements call for widening the south side of Arbor Vitae Street west of La Cienega Blvd. and the west side of La Cienega Blvd. south of Arbor Vitae Street to achieve standard City of LA street widths. Mitigation of this impact involves 1) the addition of an EB right-turn lane, 2) widening the east side of La Cienega Blvd. by construction of retaining walls within Caltrans' right-of-way to provide a NB right-turn lane, 3) the addition of an optional through/right lane westbound, and 3) upgrading the signal to ATSAC/ATCS equivalent. The resulting lane configuration is: NB – 1 LT, 2 TH, 1 RT; SB - 1 LT, 1 TH, 1 TH/RT; EB – 1 LT, 3 TH, 1 RT; WB – 1 LT, 2 TH, 1 TH/RT, 1 RT.	0.669 0.836 0.811	B D D
Intersection 10	Aviation and 111th St	AM PM AP	N/A N/A N/A	Project Component Improvements call for widening the east side of Aviation Boulevard north and south of 111th Street, and widening 111th Street east of Aviation Boulevard to achieve City of LA standards. Traffic mitigation involves providing a second SB left-turn lane and a second WB right-turn lane. The resulting lane configuration is: NB – 1 LT, 3 TH, 1 RT; SB – 2 LT, 2 TH, 1 TH/RT; EB – 1 LT, 1 TH/RT; WB – 1 LT, 1 TH, 2 RT.	0.547 0.579 0.596	A A A

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 11	Aviation and Century	AM	N/A	Project Component Improvements call for widening the east side of Aviation Blvd north and south of Century Blvd to achieve standard City of LA street widths. The traffic mitigation involves the addition of an exclusive right-turn lane for northbound traffic and a second left turn lane for WB traffic. Resulting lane configuration is: N/B - 2 LT, 3 THRU, 1 RT; S/B - 2 LT, 2 THRU, 1 THRU/RT; E/B - 1 LT, 3 THRU, 1 THRU/RT; W/B – 2 LT, 4 TH, 1 RT.	0.588	A
		PM	N/A		0.885	D
		AP	N/A		0.909	E
Intersection 12	Aviation and El Segundo	AM	N/A	Intersectional analysis assumed proposed improvements by County of LA is completed as separate project. Mitigation of this impact involves 1) upgrading the signal to ATSAC/ATCS equivalent, and 2) restriping the EB approach from 1 LT, 3 TH, 1 RT to 1 LT, 3 TH, 1 TH/RT.	0.837	D
		PM	N/A		0.937	E
		AP	N/A		0.909	E
Intersection 13	Aviation and Imperial	AM	N/A	Project Component Improvements call for widening the east side of Aviation Boulevard north of Imperial Highway to achieve City of LA standard street widths. Mitigation for this impact involves 1) restriping the NB approach from 2 LT, 2 TH, 1 RT to 2 LT, 3 TH, 1 RT, and 2) providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.715	C
		PM	N/A		0.976 [a]	E
		AP	N/A		0.772	C
Intersection 14	Aviation and Manchester	AM	N/A	Mitigation for this impact involves 1) restriping both EB and WB lane configuration from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 1 TH/RT, and 2) upgrading the traffic signal to ATSAC/ATCS equivalent. This proposal would require the elimination of parking on the south side of Manchester Blvd. east of Aviation Blvd. and on the north side of Manchester Blvd. west of Aviation Blvd. in order to provide appropriate merging distances.	0.830	D
		PM	N/A		0.864	D
		AP	N/A		1.151	F
Intersection 15	Aviation and Rosecrans	AM	N/A	Intersectional analysis assumes proposed improvement by the City of Hawthorne is completed. Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	0.923	E
		PM	N/A		1.083	F
		AP	N/A		1.157	F
Intersection 16	Bali and Lincoln	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way.	0.586	A
		PM	N/A		0.851 [b]	D
		AP	N/A		0.504	A
Intersection 20	Centinela and La Cienega	AM	N/A	Mitigation for this impact involves 1) removing the median islands on La Cienega Boulevard north and south of Centinela Avenue in order to restripe the NB and SB lane configurations from 1 LT, 2 TH, 1 TH/RT to 2 LT, 2 TH, 1 TH/RT, and 2) restriping the WB approach from 1 LT, 3 TH, 1 RT to 2 LT, 2 TH, 1 TH/RT.	1.036	F
		PM	N/A		1.111	F
		AP	N/A		0.994	E
Intersection 22	Centinela and Sepulveda	AM	N/A	Mitigation for this impact involves removing the median island on the east leg from the intersection to the underpass of the I-405 Freeway in order to restripe the WB approach from 2 LT, 1 TH, 1 TH/RT to 2 LT, 2 TH, 1 RT	1.127	F
		PM	N/A		1.031	F
		AP	N/A		0.777	C

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 25	Century and Hawthorne/ La Brea	AM PM AP	N/A N/A N/A	Mitigation for this impact involves the removal of the raised median island on La Brea Ave/ Hawthorne Blvd south of Century Blvd. in order to install an additional NB left turn lane. The NB lane configuration would change from 1 LT, 3 TH, 1 TH/RT to 2 LT, 3 TH, 1 TH/RT.	0.784 0.876 0.971	C D E
Intersection 26	Century and La Cienega	AM PM AP	N/A N/A N/A	Project Component Improvements call for restriping the intersection to provide the following lane configuration: N/B - 1 LT, 2 TH, 1 TH/RT, 1 RT; S/B - 1 LT, 3 TH, 1 RT; E/B - 1 LT, 3 TH, 2 RT; W/B - 1 LT, 3 TH, 1 TH/RT. This intersection is partially mitigated in all three time periods.	0.888 1.102 0.806	D F D
Intersection 27	Century and Sepulveda	AM PM AP	N/A N/A N/A	Mitigation of this impact involves reconfiguring the west leg of the intersection to allow for authorized vehicles only into the Central Terminal Area and trimming the median island on the north leg of the intersection in order to restripe the WB lanes from 1 LT, 1 LT/TH, 2 RT to 2 LT, 1 LT/TH, 1 RT	0.738 0.746 0.550	C C A
Intersection 34	Douglas and Imperial	AM PM AP	N/A N/A N/A	Mitigation or this impact involves changing the NB RTOR from Auto to Free. To accommodate this movement, one EB through lane would need to be removed from Imperial Highway between Nash Street and Douglas Street.	0.296 0.567 0.315	A A A
Intersection 35	El Segundo and Sepulveda	AM PM AP	N/A N/A N/A	Mitigation for this impact involves 1) providing EB right-turn overlap arrow, and 2) upgrading the signal to ATSAC/ATCS or equivalent.	1.099 1.127 0.988	F F E
Intersection 36	Grand and Vista del Mar	AM PM AP	N/A N/A N/A	Mitigation for this impact involves restriping the WB approach from 1 LT, 1 LT/TH, 1 RT to 1 LT, 1 LT/TH/RT, 1 RT.	0.803 0.433 0.416	D A A
Intersection 40	Florence and La Cienega	AM PM AP	N/A N/A N/A	Mitigation for this impact involves 1) changing the NB/SB phasing from Split to Protective-Var; 2) restriping the SB lanes from 1 LT, 1 LT/TH, 1 TH, 1 RT to 2 LT, 1 TH, 1 TH/RT; and 3) upgrading the signal to ATSAC/ATCS equivalent.	0.718 0.967 1.390	C E F
Intersection 42	Hawthorne and Imperial	AM PM AP	N/A N/A N/A	Mitigation for this impact involves 1) upgrading the signal to ATSAC/ATCS equivalent, and 2) changing the SB lane configuration from 1 LT, 2 TH, 1 TH/RT to 1 LT, 3 TH, 1 RT. The removal of a short stretch of parking on the west side of Hawthorne Blvd. north of Imperial Highway is required.	0.595 0.738 0.875	A C D
Intersection 43	Highland/Vista del Mar and Rosecrans	AM PM AP	N/A N/A N/A	Mitigation for this impact involves upgrading the signal to provide a WB right-turn overlap arrow.	1.127 1.293 0.746	F F C
Intersection 44	Howard Hughes Pkwy and Sepulveda	AM PM AP	N/A N/A N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.	0.592 0.842 [a] 0.548	A D A

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 45	I-105 Fwy/Continental City and Imperial	AM PM AP	N/A N/A N/A	Project Mitigation Improvements call for the installation of a north leg of this at-grade intersection. The SB approach will be planned as 3 LT and 2 RT. Project Component Improvements also call for widening the north side of Imperial Highway west of Continental City Drive in order to install a third WB through lane. The mitigation of this impact involves widening Imperial Highway east of Continental City Drive in order to install two WB right-turn lanes. The WB lane configuration will be changed from 2 LT, 3 TH to 1 LT, 3 TH, 2 RT. The mitigation of this impact also involves widening the south side of Imperial Highway west of Continental City Drive in order to retain the EB lane configuration of 3 TH, 1 RT.	0.467 0.558 0.667	A A B
Intersection 46	I-405 Fwy NB Ramps at Imperial	AM PM AP	N/A N/A N/A	Mitigation for this impact calls for widening the off-ramp to change the NB lane configuration from 1 LT, 1 RT to 2 LT, 1 LT/RT.	0.381 0.507 0.741	A A C
Intersection 47	Imperial and Main	AM PM AP	N/A N/A N/A	Mitigation for this impact involves narrowing the median island on the east leg and restriping the WB approach from 1 LT, 2 TH to 2 LT, 2 TH.	0.603 0.817 0.500	B D A
Intersection 49	Imperial and Pershing	AM PM AP	N/A N/A N/A	Mitigation for this impact involves widening the north side of Imperial Highway east of Pershing Drive to install a second right-turn lane. The WB lane configuration would change from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 2 RT. Also, the median on the east leg of the intersection is to be narrowed to allow 3 receiving lanes for a SB triple left-turn movement. The SB lane configuration is to be changed from 1 LT, 1 LT/THRU/RT, 1 RT to 2 LT, 1 LT/THRU, 1 RT.	0.632 0.645 0.360	B B A
Intersection 50	Imperial and Sepulveda	AM PM AP	N/A N/A N/A	Mitigation for this impact upgrading the signal to provide overlap arrows for both the NB and WB approaches.	0.816 1.015 0.888	D E D
Intersection 51	Imperial and Vista del Mar	AM PM AP	N/A N/A N/A	Mitigation for this impact involves upgrading the signal to provide an overlap arrow for the NB approach.	0.770 0.593 0.565	C A A
Intersection 52	Imperial and La Cienega	AM PM AP	N/A N/A N/A	This intersection remains unmitigated during the PM and AP hours.	0.664 0.770 0.866	B C D
Intersection 57	Jefferson and Lincoln	AM PM AP	N/A N/A N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.714 0.995 [a] 0.784	C E C

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 67	La Cienega and 111th	AM	N/A	Project Component Improvements call for widening the south side of 111th Street west of La Cienega Blvd. and the removal of the median island on La Cienega Blvd. south of 111th Street. Mitigation for this impact involves the removal of the median island on the north leg to provide a second NB left-turn lane. This will require the removal of parking on the east side of La Cienega Boulevard. The resulting lane configuration is: NB – 2 LT, 3 TH; SB – 2 TH, 1 TH/RT; EB – 2 LT, 2 RT.	0.419	A
		PM	N/A		0.327	A
		AP	N/A		0.659	B
Intersection 71	La Cienega and Lennox	AM	N/A	With the proposed new interchange providing full access to the I-405 Freeway from Lennox, this signalized intersection will be removed.	N/A	N/A
		PM	N/A		N/A	N/A
		AP	N/A		N/A	N/A
Intersection 72	La Cienega and Manchester	AM	N/A	Mitigation for this impact involves 1) changing the NB/SB phasing from Split to Prot-Var, and 2) restriping La Cienega Blvd from north of Florence Avenue to south of Olive Street in order to change the SB approach from 1 LT, 1 LT/TH, 1 TH, 1 TH/RT to 2 LT, 1 TH, 1 TH/RT.	0.703	C
		PM	N/A		0.744	C
		AP	N/A		1.147	F
Intersection 82	La Tijera and Manchester	AM	N/A	Mitigation for this impact involves changing the eastbound RT lane to a TH/RT lane on Manchester Ave. This may require the removal of parking on Manchester Ave., east of La Tijera Blvd. during the PM peak hour.	0.579	A
		PM	N/A		0.704	C
		AP	N/A		0.618	B
Intersection 83	La Tijera and Sepulveda	AM	N/A	The mitigation for this impact involves changing the WB lane configuration from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT and the EB lane configuration from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 1 TH/RT. This will require the removal of parking from both the north and south sides of La Tijera Blvd east of Sepulveda Blvd. during the AM and PM peak periods. In addition, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit to and from LAX.	0.798 [a]	C
		PM	N/A		0.759	C
		AP	N/A		0.404	A
Intersection 87	Lincoln and 83rd	AM	N/A	Mitigation for this impact involves 1) widening and restriping the EB approach from 1 LT, 1 TH/RT to 2 LT, 1 TH/RT and 2) upgrading the signal to provide a WB right-turn overlap arrow.	0.829	D
		PM	N/A		0.990	E
		AP	N/A		0.723	C
Intersection 88	Lincoln and Manchester	AM	N/A	Mitigation for this impact involves 1) widening the north and south legs of the intersection to provide right-turn lanes, 2) removing the median island on the east leg of the intersection to install a second WB left turn lane, and 3) providing a fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. The lane configurations would be: NB – 1 LT, 4 TH, 1 RT; SB – 1 LT, 3 TH, 1 RT; WB – 2 LT, 2 TH, 1 RT; EB - 2 LT, 2 TH, 1 TH/RT.	0.779 [a]	C
		PM	N/A		1.045	F
		AP	N/A		0.648	B
Intersection 89	Lincoln and Marina Expwy	AM	N/A	Mitigation for this impact is to provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way.	0.808	D
		PM	N/A		0.918 [b]	E
		AP	N/A		0.766	C

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	LOS
Intersection 91	Lincoln and Mindanao	AM	N/A	Mitigation for this impact is to provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way.	0.923 [b]	E
		PM	N/A		0.937	E
		AP	N/A		0.832	D
Intersection 94	Lincoln and Teale	AM	N/A	Intersectional analysis assumed full build-out of the intersection by Playa Vista mitigation plans were already in place. Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.700	B
		PM	N/A		0.951 [a]	E
		AP	N/A		0.559	A
Intersection 99	Manchester and Sepulveda	AM	N/A	Mitigation for this impact involves 1) restricting parking on the north side of Manchester Avenue during the PM peak period to allow the WB approach to be restriped as 1 LT, 2 TH, 1 RT, and 2) upgrading the signal to provide a WB right-turn overlap arrow.	0.811	D
		PM	N/A		0.984	E
		AP	N/A		0.690	B
Intersection 100	Mariposa and Sepulveda	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	0.845	D
		PM	N/A		0.955	E
		AP	N/A		0.935	E
Intersection 103	Rosecrans and Sepulveda	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	1.162	F
		PM	N/A		1.554	F
		AP	N/A		1.106	F
Intersection 105	Sepulveda and I-105 ramp N/O[17] Imperial	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	1.167	F
		PM	N/A		1.013 [a]	F
		AP	N/A		0.846	D
Intersection 106	Sepulveda and 76th/77th	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.669	B
		PM	N/A		0.704 [a]	C
		AP	N/A		0.649	B
Intersection 111	La Cienega and I-405 Ramps N/O Century	AM	N/A	The impact at this intersection is mitigated through the Project Component Improvements which call for widening the west side of La Cienega Blvd to provide an additional through lane for NB and SB traffic, and through the construction of the Lennox Blvd interchange on the I-405 Freeway.	0.687	B
		PM	N/A		0.684	B
		AP	N/A		0.715	C
Intersection 136	Sepulveda and 79th/80th	AM	N/A	Mitigation for this impact involves widening the north side of 79th Street to allow the WB approach to be restriped with 1 LT, 1 TH, 1 TH/RT.	0.740	C
		PM	N/A		0.795	C
		AP	N/A		0.503	A
Intersection 137	Sepulveda and 83rd	AM	N/A	Mitigation for this impact involves restriping the WB approach from 1 LT, 1 TH/RT to 1 LT, 1 TH, 1 RT.	0.685	B
		PM	N/A		0.853	D
		AP	N/A		0.417	A
Intersection 309	Hawthorne and Lennox	AM	N/A	The impact of this intersection is mitigated through the construction of the Lennox Boulevard interchange.	0.551	A
		PM	N/A		0.656	B
		AP	N/A		0.740	C
Intersection 310	Inglewood and Lennox	AM	N/A	The impact of this intersection is mitigated through the construction of the Lennox Boulevard interchange.	0.653	B
		PM	N/A		0.715	C
		AP	N/A		0.659	B

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	LOS
Intersection 312	El Segundo and La Cienega	AM	N/A	Mitigation of this impact involves upgrading the traffic signal to ATSAC/ATCS equivalent.	0.605	B
		PM	N/A		0.599	A
		AP	N/A		0.426	A
Intersection 502	Arbor Vitae and Inglewood	AM	N/A	Mitigation of this impact involves retriping the SB lane configuration from 1 LT/TH/RT to 1 LT/TH, 1 RT. This would require the removal of parking on the west side of Inglewood Avenue north of Arbor Vitae Street.	0.739	C
		PM	N/A		0.770	C
		AP	N/A		0.821	D
Intersection 503	Century and Inglewood	AM	N/A	Mitigation of this impact involves upgrading the traffic signal to ATSAC/ATCS equivalent.	0.697	B
		PM	N/A		0.697	B
		AP	N/A		0.813	D
Intersection 505	Imperial and Inglewood	AM	N/A	Mitigation of this impact involves upgrading the traffic signal to ATSAC/ATCS equivalent.	0.869	D
		PM	N/A		1.038	F
		AP	N/A		0.966	E
Intersection 506	Arbor Vitae and La Brea	AM	N/A	Mitigation of this impact involves upgrading the traffic signal to ATSAC/ATCS equivalent.	0.609	B
		PM	N/A		0.616	B
		AP	N/A		0.846	D
Link 1	Lincoln S/O Venice	AM	NB	Fair share contributions to regional transit service will mitigate the impacts to this link.	0.689	B
			SB		0.859	D
		PM	NB		0.917 [a]	E
			SB		0.853	D
		AP	NB		0.695	B
			SB		0.735	C
Link 5	Overland S/O Venice	AM	NB	Fair share contributions to regional transit service will mitigate the impacts to this link.	1.232 [a]	F
			SB		1.674	F
		PM	NB		1.483 [a}	F
			SB		1.769 [a]	F
		AP	NB		1.490 [a]	F
			SB		1.791 [a]	F
Link 8	Centinela E/O La Brea	AM	EB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impacts to this link.	0.377	A
			WB		0.883	D
		PM	EB		0.681	B
			WB		1.148	F
		AP	EB		0.709	C
			WB		0.531	A
Link 13	Imperial W/O La Brea	AM	EB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impacts to this link.	0.238	A
			WB		0.344	A
		PM	EB		0.548	A
			WB		0.343	A
		AP	EB		0.688	A
			WB		0.695	A

Table AD(3)2-4

Alternative D Recommended Mitigation Plan with Lennox Boulevard Interchange on the I-405 Fwy (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	LOS
Link 15	Sepulveda N/O Rosecrans		NB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impacts to this link.	0.891	D
			SB		0.195	A
			NB		0.419	A
			SB		0.816	D
			NB		0.458	A
			SB		0.496	A
Link 21	Lincoln S/O Jefferson	AM	NB	Fair share contributions to regional transit service will mitigate the impacts to this link.	0.636	B
			SB		0.302	A
		PM	NB		0.944 [a]	E
			SB		0.692	B
		AP	NB		0.578	A
			SB		0.567	A
Link 28	El Segundo W/O Hawthorne	AM	EB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impacts to this link.	0.120	A
			WB		0.480	A
		PM	EB		0.763	C
			WB		0.345	A
		AP	EB		0.684	B
			WB		0.858	D
Ramp 14	I-405 SB off-ramp at La Cienega N/O Century	AM		The impact at this ramp is mitigated through the construction of the I-105 ramps and the Lennox Boulevard interchange on the I-405 Freeway.	0.763	N/A
		PM			0.483	N/A
		AP			0.809	N/A
Ramp 19	I-405 NB on-ramp at Century EB	AM		The impact at this ramp is mitigated through the construction of the I-105 ramps and the Lennox Boulevard interchange on the I-405 Freeway.	0.608	N/A
		PM			0.860	N/A
		AP			0.546	N/A
Ramp 26	I-405 SB on-ramp at El Segundo	AM		This ramp is mitigated through fair-share mitigation of future ramp widening.	0.118	N/A
		PM			0.530	N/A
		AP			0.152	N/A
Ramp 35	I-105 WB off-ramp at Nash	AM		The impact at this ramp is mitigated through the construction of the I-105 ramps and the Lennox Boulevard interchange on the I-405 Freeway.	1.150	N/A
		PM			0.240	N/A
		AP			0.629	N/A

Source: Parsons, LADOT, 2004.

Table AD(3)2-5, 2015 Traffic Mitigation Changes from the Final EIR (Preferred Traffic Mitigation Plan with the Lennox Boulevard Interchange), shows the differences between the Alternative D traffic mitigation plan in the Final EIR (using the previous Playa Vista trip generation assumptions) and the proposed 2015 traffic mitigation plan with the updated (reduced) Playa Vista trip generation assumptions.

The recommended mitigation plan in the reduced Playa Vista scenario is similar in magnitude to the original recommended mitigation plan, but it does have some differences. While the need for improvements is reduced or eliminated at some locations, new or additional improvements are required at others, compared to the original mitigation plan for Alternative D. No new significant intersectional impacts are created. In fact, there are no longer significant impacts at the following intersections:

- Intersection # 17 - Centinela Avenue and Culver Boulevard
- Intersection # 18 - Centinela Avenue and Jefferson Boulevard
- Intersection # 81 - La Tijera Boulevard and Lincoln Boulevard

- Intersection # 90 - Lincoln Boulevard and Maxella Avenue
- Intersection # 109 - Sepulveda Boulevard and Westchester Parkway

There are two intersections that remain only partially mitigated: Intersection # 26, Century Boulevard and La Cienega Boulevard (during the a.m., p.m., and airport peak hours) and Intersection # 52, Imperial Highway and La Cienega Boulevard (during the p.m. and airport peak hours). At both these intersections, under either version of the Playa Vista project, the Airport Master Plan project impacts would not be mitigated to less than significant levels.

One additional link, on Sepulveda Boulevard north of Rosecrans Boulevard (Link # 15), is impacted as compared to the recommended traffic mitigation plan presented in the Final EIR using the original Playa Vista trip generation assumptions. However, this project-related impact is mitigated to less than significant levels through the integration of an ATSAC/ATCS equivalent signal improvement. There are no longer significant impacts at the following links:

- Link # 2 - Centinela Avenue S/O Venice Boulevard
- Link # 3 - Sawtelle Boulevard S/O Venice Boulevard
- Link # 4 - Sepulveda Boulevard S/O Venice Boulevard
- Link # 20 - Jefferson Boulevard E/O Lincoln Boulevard
- Link # 22 - Culver Boulevard W/O Jefferson Boulevard

The mitigation measures for the links that continue to have significant impacts in the reduced Playa Vista scenario are unchanged from the original mitigation plan included in the Final EIR.

For freeway ramps, one additional ramp (I-405 southbound off-ramp at La Cienega north of Century Boulevard) is significantly impacted compared to the original mitigation plan included in the Final EIR. This ramp is fully mitigated by certain refinements to the overall mitigation program presented in the Final EIR with: 1) the addition of the proposed I-105 ramps directly to and from the new on-airport roadways between La Cienega Boulevard and Aviation Boulevard and, 2) the Lennox Interchange on the I-405 Freeway.

The mitigation plan for freeways and other Congestion Management Program (CMP) facilities is based on the CMP analysis found in Appendix G of Technical Report S-2b of the Final EIR. Given that there are no additional significantly impacted freeway segments in the reduced Playa Vista scenario, no changes were made to the prior CMP analysis.

Table AD(3)-5

2015 Traffic Mitigation Changes from the Final EIR
(Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 3	Airport and Arbor Vitae	No Change.
Intersection 7	Arbor Vitae and Aviation	The street widening of Arbor Vitae Street above and beyond the Project Component Improvements is no longer needed. This additional widening would have created a second WB left-turn lane.
Intersection 8	Arbor Vitae and La Cienega	The addition of a NB through lane is replaced with the addition of a NB right-turn lane. This will eliminate the need for a retaining wall and street widening on the east side of La Cienega Boulevard north of Arbor Vitae Street. A signal upgrade to ATSAC/ATCS equivalent has been added.
Intersection 10	Aviation and 111th St	No Change.
Intersection 11	Aviation and Century	A right-turn only lane for NB traffic and a second left-turn lane for westbound traffic have been added to the proposed mitigation. This widening is above and beyond the Project Component Improvements.

Table AD(3)-5

2015 Traffic Mitigation Changes from the Final EIR
(Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 12	Aviation and El Segundo	No Change.
Intersection 13	Aviation and Imperial	A mitigation has been added to provide a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.
Intersection 14	Aviation and Manchester	No Change.
Intersection 15	Aviation and Rosecrans	The mitigation has been revised from installing a NB right-turn overlap arrow to upgrading the signal to ATSAC/ATCS equivalent.
Intersection 16	Bali and Lincoln	No Change.
Intersection 17	Centinela and Culver	Restriping the SB approach from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 18	Centinela and Jefferson	Intersection no longer has a project-related significant impact.
Intersection 20	Centinela and La Cienega	No Change.
Intersection 22	Centinela and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Other mitigation elements remain unchanged.
Intersection 25	Century and Hawthorne/ La Brea	The removal of the raised median island and restriping on La Brea Ave north of Century Blvd. in order to install an additional SB left- turn lane is no longer needed. Other mitigation elements remain unchanged.
Intersection 26	Century and La Cienega	No Change.
Intersection 27	Century and Sepulveda	No Change.
Intersection 34	Douglas and Imperial	No Change.
Intersection 35	El Segundo and Sepulveda	No Change.
Intersection 36	Grand and Vista del Mar	No Change.
Intersection 40	Florence and La Cienega	No Change.

Table AD(3)-5

2015 Traffic Mitigation Changes from the Final EIR
(Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 42	Hawthorne and Imperial	No Change.
Intersection 43	Highland/Vista del Mar and Rosecrans	No Change.
Intersection 44	Howard Hughes Pkwy and Sepulveda	No Change.
Intersection 45	I-105 Fwy/Continental City and Imperial	No Change. Clarification that widening is required on the south side of Imperial Highway west of Continental City Drive to retain the EB lane configuration of 3 TH, 1 RT.
Intersection 46	I-405 Fwy NB Ramps at Imperial	Upgrading the signal to ATSAC/ATCS equivalent is no longer required. The widening of the off-ramp remains as a mitigation.
Intersection 47	Imperial and Main	No Change.
Intersection 49	Imperial and Pershing	No Change.
Intersection 50	Imperial and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Other mitigation elements remain unchanged.
Intersection 51	Imperial and Vista del Mar	The mitigation to change the westbound phasing from Perm. to Split is no longer required.
Intersection 52	Imperial and La Cienega	No Change. This intersection remains unmitigated during the PM and AP hours.
Intersection 57	Jefferson and Lincoln	Restriping the NB approach from 1 LT, 3 TH, 1 TH/RT, 1 RT to 1 LT, 4 TH, 1 RT is no longer available as a mitigation. Mitigation to provide a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX remains.
Intersection 67	La Cienega and 111th	Mitigation was added to provide a second NB left-turn lane. This will require the removal of the median on the north leg of the intersection and the removal of parking on the east side of La Cienega Boulevard.
Intersection 71	La Cienega and Lennox	No Change.
Intersection 72	La Cienega and Manchester	No Change.
Intersection 81	La Tijera and Lincoln	Intersection no longer has a project-related significant impact. Originally was a temporary, less than significant impact.

Table AD(3)-5

2015 Traffic Mitigation Changes from the Final EIR
(Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 82	La Tijera and Manchester	No Change.
Intersection 83	La Tijera and Sepulveda	Mitigations have been added to 1) change the EB lane configuration from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 1 TH/RT, and 2) provide a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.
Intersection 87	Lincoln and 83rd	No Change.
Intersection 88	Lincoln and Manchester	No Change.
Intersection 89	Lincoln and Marina Expwy	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way remains.
Intersection 90	Lincoln and Maxella	Providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 91	Lincoln and Mindanao	No Change.
Intersection 94	Lincoln and Teale	The mitigation to provide a NB right-turn overlap arrow has been removed. Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX remains as a mitigation.
Intersection 99	Manchester and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Restriping the WB approach to install an optional through lane has been revised to installing a right-turn lane. The addition of a WB overlap arrow remain as a mitigation.
Intersection 100	Mariposa and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Upgrading the signal to ATSAC/ATCS equivalent remains as a mitigation.
Intersection 103	Rosecrans and Sepulveda	No Change.
Intersection 105	Sepulveda and I-105 ramp N/O[17] Imperial	Upgrading the signal to ATSAC/ATCS equivalent is no longer available as a mitigation. Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX remains as a mitigation.
Intersection 106	Sepulveda and 76th/77th	No Change.
Intersection 109	Sepulveda and Westchester	Intersection no longer has a project-related significant impact. Originally was a temporary, less than significant impact.
Intersection 111	La Cienega and I-405 Ramps N/O Century	No Change.

Table AD(3)-5

2015 Traffic Mitigation Changes from the Final EIR
(Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 136	Sepulveda and 79th/80th	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Widening the north side of 79th/80th Street and restriping the WB approach remains as a mitigation.
Intersection 137	Sepulveda and 83rd	Mitigation has been revised from providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX to the following: Restripe the WB approach from 1 LT, 1 TH/RT to 1 LT, 1 TH, 1RT.
Intersection 309	Hawthorne and Lennox	No Change.
Intersection 310	Inglewood and Lennox	No Change.
Intersection 312	El Segundo and La Cienega	No Change.
Intersection 502	Arbor Vitae and Inglewood	Revision to this mitigation involves a minor change to the SB lane configuration.
Intersection 503	Century and Inglewood	No Change.
Intersection 505	Imperial and Inglewood	Restriping the SB approach from 1 LT, 1 LT/TH, to 1 LT, 1 TH, 1 RT is no longer needed. Mitigation to upgrade the signal to ATSAC/ATCS equivalent remains unchanged.
Intersection 506	Arbor Vitae and La Brea	No Change.
Link 1	Lincoln S/O Venice	No Change.
Link 2	Centinela S/O Venice	Fair share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 3	Sawtelle S/O Venice	Fair share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 4	Sepulveda S/O Venice	Fair share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 5	Overland S/O Venice	No Change.
Link 8	Centinela E/O LaBrea	No Change.
Link 13	Imperial W/O LaBrea	No Change.
Link 15	Sepulveda N/O Rosecrans	This new impact is mitigated through the integration of an ATSAC/ATCS equivalent signal improvement.
Link 20	Jefferson E/O Lincoln	Fair share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 21	Lincoln S/O Jefferson	No Change.
Link 22	Culver W/O Jefferson	Fair share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.

Table AD(3)-5

2015 Traffic Mitigation Changes from the Final EIR
(Preferred Traffic Mitigation Plan with the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Link 28	El Segundo W/O Hawthorne	No Change.
Ramp 14	I-405 SB off-ramp at La Cienega N/O Century	This new impact is mitigated through the construction of the I-105 ramps and the Lennox Boulevard interchange on the I-405 Freeway.
Ramp 19	I-405 NB on-Ramp and Century	No Change.
Ramp 26	I-405 SB on-ramp and El Segundo	No Change.
Ramp 35	I-105 WB off-ramp and Nash	No Change.

Source: LAWA< 2004.

2.2.4.4.2 Alternative Traffic Mitigation Plan

An alternative mitigation plan, shown on **Table AD(3)2-6**, Alternative D 2015 Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison) does not include the proposed Lennox Boulevard Interchange on the I-405 Freeway. It does include the proposed I-105 ramps directly to and from the new on-airport roadways between La Cienega Boulevard and Aviation Boulevard. This alternative mitigation plan would be used if approval for the Lennox Boulevard interchange is not received from Caltrans or the Federal Highway Administration. This is the same assumption used in preparation of the alternative transportation mitigation plan in the Final EIR. **Table AD(3)2-7,** 2015 Traffic Mitigation Changes from the Final EIR (Alternative Traffic Mitigation Plan without the Lennox Boulevard Interchange) shows the differences between the Alternative D traffic mitigation plan in the Final EIR (using the previous Playa Vista trip generation assumptions) and the proposed traffic mitigation plan with the updated (reduced) Playa Vista trip generation assumptions.

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway
(Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 3	Airport and Arbor Vitae	AM	N/A	Mitigation for this impact is to restripe to provide a northbound right-turn lane. The NB lane configuration will change from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT.	0.695	B
		PM	N/A		0.725	C
		AP	N/A		0.732	C

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 7	Arbor Vitae and Aviation	AM	N/A	Project component improvements call for widening the south side of Arbor Vitae Street east and west of Aviation Boulevard and widening the east and west sides of Aviation Blvd south of Arbor Vitae Street in order to achieve standard City of LA street widths. Mitigation of this impact involves additional widening to add a second westbound left turn lane. Resulting lane configuration is: NB – 1 LT, 2 TH, 1 RT; SB – 1 LT, 1 TH. 1 TH/RT; EB – 1 LT, 2 TH, 1 TH/RT; WB – 2 LT, 2 TH, 1 RT. This intersection remains only partially mitigated.	0.699	B
		PM	N/A		0.816	D
		AP	N/A		0.881	D
Intersection 8	Arbor Vitae and La Cienega	AM	N/A	The Arbor Vitae Street bridge (east leg of the intersection) is proposed to be widened by Caltrans to a width of 103 feet. Project Component Improvements call for widening the south side of Arbor Vitae Street west of La Cienega Blvd. and the west side of La Cienega Blvd. south of Arbor Vitae Street to achieve standard City of LA street widths. Mitigation of this impact involves 1) the addition of an EB right-turn lane, 2) widening the east side of La Cienega Blvd. by construction of retaining walls within Caltrans' right-of-way to provide a NB right-turn lane, 3) the addition of an optional through/right lane westbound, and 3) upgrading the signal to ATSAC/ATCS equivalent. The resulting lane configuration is: NB – 1 LT, 2 TH, 1 RT; SB - 1 LT, 1 TH, 1 TH/RT; EB – 1 LT, 3 TH, 1 RT; WB – 1 LT, 2 TH, 1 TH/RT, 1 RT. In addition, provide a fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.	0.847 [a]	D
		PM	N/A		0.923	E
		AP	N/A		0.910	E
Intersection 10	Aviation and 111th St	AM	N/A	Project Component Improvements call for widening the east side of Aviation Boulevard north and south of 111th Street, and widening 111th Street east of Aviation Boulevard to achieve City of LA standards.	0.699	B
		PM	N/A		0.688	B
		AP	N/A		0.809	D
Intersection 11	Aviation and Century	AM	N/A	Project Component Improvements call for widening the east side of Aviation Blvd north and south of Century Blvd to achieve standard City of LA street widths. The traffic mitigation involves the addition of an exclusive right-turn lane for northbound traffic and a second left-turn lane for westbound traffic. Resulting lane configuration is: N/B - 2 LT, 3 TH, 1 RT; S/B - 2 LT, 2 TH, 1 TH/RT; E/B - 1 LT, 3 TH, 1 TH/RT; W/B – 2 LT, 4 TH, 1 RT. In addition, provide a fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.	0.723	C
		PM	N/A		0.974 [a]	E
		AP	N/A		0.989	E

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 12	Aviation and El Segundo	AM	N/A	Intersectional analysis assumed proposed improvements by County of LA is completed as separate project. Mitigation of this impact is to upgrade the signal to ATSAC/ATCS equivalent.	0.835	D
		PM	N/A		0.936	E
		AP	N/A		0.909	E
Intersection 13	Aviation and Imperial	AM	N/A	Project Component Improvements call for widening the east side of Aviation Boulevard north of Imperial Highway to achieve City of LA standard street widths. Mitigation for this impact involves restriping the NB approach from 2 LT, 2 TH, 1 RT to 2 LT, 3 TH, 1 RT. In addition, provide a fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.	0.671	B
		PM	N/A		0.996 [a]	E
		AP	N/A		0.816	D
Intersection 14	Aviation and Manchester	AM	N/A	Mitigation for this impact involves 1) restriping both EB and WB lane configuration from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 1 TH/RT, and 2) upgrading the traffic signal to ATSAC/ATCS equivalent. This proposal would require the elimination of parking on the south side of Manchester Blvd. east of Aviation Blvd. and on the north side of Manchester Blvd. west of Aviation Blvd. in order to provide appropriate merging distances.	0.845	D
		PM	N/A		0.897	D
		AP	N/A		1.171	F
Intersection 15	Aviation and Rosecrans	AM	N/A	Intersectional analysis assumes proposed improvement by the City of Hawthorne is completed. Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	0.921	E
		PM	N/A		1.093	F
		AP	N/A		1.195	F
Intersection 16	Bali and Lincoln	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way.	0.582	A
		PM	N/A		0.856 [b]	D
		AP	N/A		0.520	A
Intersection 20	Centinela and La Cienega	AM	N/A	Mitigation for this impact involves the removal of the median islands on La Cienega Boulevard north and south of Centinela Avenue and restriping the NB and SB lane configurations from 1 LT, 2 TH, 1 TH/RT to 2 LT, 2 TH, 1 TH/RT.	0.995	E
		PM	N/A		1.146	F
		AP	N/A		0.933	E

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 22	Centinela and Sepulveda	AM	N/A	Mitigation for this impact involves removing the median island on the east leg from the intersection to the underpass of the I-405 Freeway in order to restripe the WB approach from 2 LT, 1 TH, 1 TH/RT to 2 LT, 2 TH, 1 RT	1.136	F
		PM	N/A		1.022	F
		AP	N/A		0.774	C
Intersection 25	Century and Hawthorne/ La Brea	AM	N/A	Mitigation for this impact involves the removal of the raised median island on La Brea Ave/ Hawthorne Blvd south of Century Blvd. in order to install an additional NB left turn lane. The NB lane configuration would change from 1 LT, 3 TH, 1 TH/RT to 2 LT, 3 TH, 1 TH/RT.	0.791	C
		PM	N/A		0.844	D
		AP	N/A		0.887	D
Intersection 26	Century and La Cienega	AM	N/A	Project Component Improvements call for restriping the intersection to provide the following lane configuration: N/B - 1 LT, 2 TH, 1 TH/RT, 1 RT; S/B - 1 LT, 3 TH, 1 RT; E/B - 1 LT, 3 TH, 2 RT; W/B - 1 LT, 3 TH, 1 TH/RT. This intersection is partially mitigated in all three time periods.	1.343	F
		PM	N/A		1.192	F
		AP	N/A		1.273	F
Intersection 27	Century and Sepulveda	AM	N/A	Mitigation of this impact involves reconfiguring the west leg of the intersection to allow for authorized vehicles only into the Central Terminal Area and trimming the median island on the north leg of the intersection in order to restripe the WB lanes from 1 LT, 1 LT/TH, 2 RT to 2 LT, 1 LT/TH, 1 RT	0.735	C
		PM	N/A		0.750	C
		AP	N/A		0.559	A
Intersection 34	Douglas and Imperial	AM	N/A	Mitigation of this impact involves changing the NB RTOR from Auto to Free. To accommodate this movement, one EB through lane would need to be removed from Imperial Highway between Nash Street and Douglas Street.	0.291	A
		PM	N/A		0.607	B
		AP	N/A		0.295	A
Intersection 35	El Segundo and Sepulveda	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS or equivalent.	1.098	F
		PM	N/A		1.123	F
		AP	N/A		1.040	F
Intersection 36	Grand and Vista del Mar	AM	N/A	Mitigation for this impact involves restriping the WB approach from 1 LT, 1 LT/TH, 1 RT to 1 LT, 1 LT/TH/RT, 1 RT,	0.810	D
		PM	N/A		0.436	A
		AP	N/A		0.419	A

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 40	Florence and La Cienega	AM	N/A	Mitigation for this impact involves 1) changing the NB/SB phasing from Split to Protective-Var; 2) restriping the SB lanes from 1 LT, 1 LT/TH, 1 TH, 1 RT to 2 LT, 1 TH, 1 TH/RT; and 3) upgrading the signal to ATSAC/ATCS equivalent.	0.712	C
		PM	N/A		1.018	F
		AP	N/A		1.376	F
Intersection 42	Hawthorne and Imperial	AM	N/A	Mitigation for this impact involves 1) upgrading the signal to ATSAC/ATCS equivalent, and 2) changing the SB lane configuration from 1 LT, 2 TH, 1 TH/RT to 1 LT, 3 TH, 1 RT. The removal of a short stretch of parking on the west side of Hawthorne Blvd. north of Imperial Highway is required.	0.605	B
		PM	N/A		0.719	C
		AP	N/A		0.873	D
Intersection 43	Highland/Vista del Mar and Rosecrans	AM	N/A	Mitigation for this impact involves upgrading the signal to provide a WB right-turn overlap arrow.	1.127	F
		PM	N/A		1.329	F
		AP	N/A		0.740	C
Intersection 44	Howard Hughes Pkwy and Sepulveda	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.	0.599	A
		PM	N/A		0.842 [a]	D
		AP	N/A		0.550	A
Intersection 45	I-105 Fwy/Continental City and Imperial	AM	N/A	Project Mitigation Improvements call for the installation of a north leg of this at-grade intersection. The SB approach will be planned as 3 LT and 2 RT. Project Component Improvements also call for widening the north side of Imperial Highway west of Continental City Drive in order to install a third WB through lane. The mitigation of this impact involves widening the north and south sides of Imperial Highway east of Continental City Drive in order to install two WB right-turn lanes. The WB lane configuration will be changed from 2 LT, 3 TH to 1 LT, 3 TH, 2 RT. An additional mitigation for this impact involves widening the south side of Imperial Highway west of Continental City Drive in order to retain the EB lane configuration of 3 TH, 1 RT. Finally, provide a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.499	A
		PM	N/A		0.625	B
		AP	N/A		0.725 [a]	C
Intersection 46	I-405 Fwy NB Ramps at Imperial	AM	N/A	Mitigation for this impact calls for 1) widening the off-ramp to change the NB lane configuration from 1 LT, 1 RT to 2 LT, 1 LT/RT and 2) upgrading the signal to ATSAC/ATCS or equivalent.	0.301	A
		PM	N/A		0.365	A
		AP	N/A		0.687	B

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 47	Imperial and Main	AM	N/A	Mitigation for this impact involves narrowing the median island on the east leg and restriping the WB approach from 1 LT, 2 TH to 2 LT, 2 TH.	0.606	B
		PM	N/A		0.819	D
		AP	N/A		0.494	A
Intersection 49	Imperial and Pershing	AM	N/A	Mitigation for this impact involves widening the north side of Imperial Highway east of Pershing Drive to install a second right-turn lane. The WB lane configuration would change from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 2 RT. Also, the median on the east leg of the intersection is to be narrowed to allow 3 receiving lanes for a SB triple left-turn movement. The SB lane configuration is to be changed from 1 LT, 1 LT/THRU/RT, 1 RT to 2 LT, 1 LT/THRU, 1 RT.	0.637	B
		PM	N/A		0.644	B
		AP	N/A		0.358	A
Intersection 50	Imperial and Sepulveda	AM	N/A	Mitigation for this impact upgrading the signal to provide overlap arrows for both the NB and WB approaches.	0.815	D
		PM	N/A		1.034	F
		AP	N/A		0.904	E
Intersection 51	Imperial and Vista del Mar	AM	N/A	Mitigation for this impact involves upgrading the signal to provide an overlap arrow for the NB approach.	0.769	C
		PM	N/A		0.594	A
		AP	N/A		0.560	A
Intersection 52	Imperial and La Cienega	AM	N/A	This intersection remains unmitigated during the AM hour, when it will operate at LOS C, and AP, when it will operate at LOS D.	0.765	C
		PM	N/A		0.678	B
		AP	N/A		0.880	D
Intersection 57	Jefferson and Lincoln	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.723	C
		PM	N/A		0.993 [a]	E
		AP	N/A		0.804	D
Intersection 67	La Cienega and 111th	AM	N/A	Project Component Improvements call for widening the south side of 111th Street west of La Cienega Blvd. and the removal of the median island on La Cienega Blvd. south of 111th Street. Mitigation for this impact involves the removal of the median island on the north leg to provide a second NB left-turn lane and a SB right-turn lane. This will require the removal of parking on the east side of La Cienega Boulevard. The resulting lane configuration is: NB – 2 LT, 2 TH; SB – 3 TH, 1 RT; EB – 2 LT, 2 RT. Mitigation also calls for changing the NB phasing from Perm. to Prot-Fix.	0.390	A
		PM	N/A		0.294	A
		AP	N/A		0.678	B

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Intersection 71	La Cienega and Lennox	AM	N/A	Project component improvements call for widening the west side of La Cienega Boulevard north and south of Lennox Boulevard. This lane configuration would be: NB – 3 TH, 1 RT; SB – 2 LT, 3 TH, 1 free RT, EB – 2 LT, 2 RT; WB – 3 LT, 1 free RT. Additional mitigation of this impact involves upgrading the signal to provide a NB right-turn overlap arrow.	0.381	A
		PM	N/A		0.598	A
		AP	N/A		0.669	B
Intersection 72	La Cienega and Manchester	AM	N/A	Mitigation for this impact involves 1) changing the NB/SB phasing from Split to Prot-Var, and 2) restriping La Cienega Blvd from north of Florence Avenue to south of Olive Street in order to change the SB approach from 1 LT, 1 LT/TH, 1 TH, 1 TH/RT to 2 LT, 1 TH, 1 TH/RT.	0.732	C
		PM	N/A		0.764	C
		AP	N/A		1.202	F
Intersection 82	La Tijera and Manchester	AM	N/A	Mitigation for this impact involves changing the eastbound RT lane to a TH/RT lane on Manchester Ave. This may require the removal of parking on Manchester Ave., east of La Tijera Blvd. during the PM peak hour.	0.584	A
		PM	N/A		0.715	C
		AP	N/A		0.620	B
Intersection 83	La Tijera and Sepulveda	AM	N/A	The mitigation for this impact involves changing the WB lane configuration from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT and the EB lane configuration from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 1 TH/RT. This will require the removal of parking from both the north and south sides of La Tijera Blvd east of Sepulveda Blvd. during the AM and PM peak periods. In addition, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit to and from LAX.	0.806 [a]	D
		PM	N/A		0.762	C
		AP	N/A		0.405	A
Intersection 87	Lincoln and 83rd	AM	N/A	Mitigation for this impact involves 1) widening and restriping the EB approach from 1 LT, 1 TH/RT to 2 LT, 1 TH/RT and 2) upgrading the signal to provide a WB right-turn overlap arrow.	0.830	D
		PM	N/A		0.983	E
		AP	N/A		0.726	C
Intersection 88	Lincoln and Manchester	AM	N/A	Mitigation for this impact involves widening all four legs of the intersection to allow the following lane configuration: NB – 1 LT, 4 TH, 1 RT; SB – 1 LT, 3 TH, 1 RT; WB – 2 LT, 2 TH, 1 RT; EB - 2 LT, 2 TH, 1 TH/RT. An additional mitigation will be to provide a fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.	0.789 [a]	C
		PM	N/A		1.043	F
		AP	N/A		0.667	B

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	LOS
Intersection 89	Lincoln and Marina Expwy	AM	N/A	Mitigation for this impact is to provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way.	0.815	D
		PM	N/A		0.921 [b]	E
		AP	N/A		0.767	C
Intersection 91	Lincoln and Mindanao	AM	N/A	Mitigation for this impact is to provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way.	0.923 [b]	E
		PM	N/A		0.944	E
		AP	N/A		0.840	D
Intersection 94	Lincoln and Teale	AM	N/A	Intersectional analysis assumed full build-out of the intersection by Playa Vista mitigation plans were already in place. Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.699	B
		PM	N/A		0.940 [a]	E
		AP	N/A		0.554	A
Intersection 99	Manchester and Sepulveda	AM	N/A	Mitigation for this impact involves 1) restricting parking on the north side of Manchester Avenue during the PM peak period to allow the WB approach to be restriped as 1 LT, 2 TH, 1 RT, and 2) upgrading the signal to provide a WB right-turn overlap arrow.	0.818	D
		PM	N/A		0.982	E
		AP	N/A		0.690	B
Intersection 100	Mariposa and Sepulveda	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	0.853	D
		PM	N/A		0.956	E
		AP	N/A		0.936	E
Intersection 103	Rosecrans and Sepulveda	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	1.157	F
		PM	N/A		1.566	F
		AP	N/A		1.107	F
Intersection 105	Sepulveda and I-105 ramp N/O[17] Imperial	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	1.168	F
		PM	N/A		1.107 [a]	F
		AP	N/A		0.859	D
Intersection 106	Sepulveda and 76th/77th	AM	N/A	Mitigation for this impact involves providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.	0.668	B
		PM	N/A		0.701 [a]	C
		AP	N/A		0.654	B

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	LOS
Intersection 111	La Cienega and I-405 Ramps N/O Century	AM	N/A	Project Component Improvements call for widening the west side of La Cienega Blvd to provide an additional through lane for NB and SB traffic. Mitigation of this impact involves widening the off-ramp to provide an additional lane. Resulting lane configuration is: NB – 3 TH, 1 RT; SB – 1 LT, 3 TH; WB – 2 LT, 1 LT/RT	0.689	B
		PM	N/A		0.361	A
		AP	N/A		0.651	B
Intersection 136	Sepulveda and 79th/80th	AM	N/A	Mitigation for this impact involves widening the north side of 79th Street to allow the WB approach to be restriped with 1 LT, 1 TH, 1 TH/RT.	0.731	C
		PM	N/A		0.793	C
		AP	N/A		0.502	A
Intersection 137	Sepulveda and 83rd	AM	N/A	Mitigation for this impact involves restriping the WB approach from 1 LT, 1 TH/RT to 1 LT, 1 TH, 1 RT.	0.674	B
		PM	N/A		0.849	D
		AP	N/A		0.408	A
Intersection 309	Hawthorne and Lennox	AM	N/A	Mitigation for this impact involves revising the signal phasing for the NB and SB approaches from protected to permissive left turns.	0.697	B
		PM	N/A		0.873	D
		AP	N/A		1.025	F
Intersection 310	Inglewood and Lennox	AM	N/A	Mitigation of this impact involves 1) upgrading the signal to ATSAC/ATCS equivalent, 2) restriping the WB approach to 1 LT/TH, 1 RT, and 3) restriping to install a NB right turn lane. This mitigation will require the removal of parking on Inglewood Avenue south of Lennox Boulevard.	0.786	C
		PM	N/A		0.979	E
		AP	N/A		1.073	F
Intersection 312	El Segundo and La Cienega	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	0.616	B
		PM	N/A		0.587	A
		AP	N/A		0.466	A
Intersection 502	Arbor Vitae and Inglewood	AM	N/A	Mitigation of this impact involves restriping the SB lane configuration from 1 LT/TH/RT to 1 LT/TH, 1 RT. This mitigation will require the removal of parking on the west side of Inglewood Avenue north of Arbor Vitae Street.	0.737	C
		PM	N/A		0.765	C
		AP	N/A		0.783	C
Intersection 506	Arbor Vitae and La Brea	AM	N/A	Mitigation for this impact involves upgrading the signal to ATSAC/ATCS equivalent.	0.610	B
		PM	N/A		0.598	A
		AP	N/A		0.816	D

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Link 5	Overland S/O Venice	AM	NB	A fair share contribution to regional transit service will mitigate the impact to this link.	1.249 [a]	F
			SB		1.684 [a]	F
		PM	NB		1.482	F
			SB		1.757 [a]	F
		AP	NB		1.484 [a]	F
			SB		1.798 [a]	F
Link 8	Centinela E/O La Brea	AM	NB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impact to this link.	0.380	A
			SB		0.883	D
		PM	NB		0.886 [a]	D
			SB		1.143	F
		AP	NB		0.702	C
			SB		0.518	A
Link 13	Imperial W/O La Brea	AM	EB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impact to this link.	0.258	A
			WB		0.345	A
		PM	EB		0.517	A
			WB		0.295	A
		AP	EB		0.698	B
			WB		0.636	B
Link 15	Sepulveda N/O Rosecrans	AM	NB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impact to this link.	0.893	D
			SB		0.196	A
		PM	NB		0.425	A
			SB		0.815	D
		AP	NB		0.464	A
			SB		0.496	A
Link 28	El Segundo W/O Hawthorne	AM	EB	Integration of an ATSAC/ATCS equivalent signal improvement will mitigate the impact to this link.	0.115	A
			WB		0.479	A
		PM	EB		0.742	C
			WB		0.341	A
		AP	EB		0.670	B
			WB		0.856	D
Ramp 14	-405 SB off-ramp at La Cienega N/O Century	AM	N/A	The impact at this ramp is mitigated through a fair-share contribution to a future ramp widening.	0.442	N/A
		PM	N/A		0.300	N/A
		AP	N/A		0.667	N/A
Ramp 19	I-405 NB on-ramp at Century EB	AM	N/A	The impact at this ramp is mitigated through a fair-share contribution to a future ramp widening.	0.380	N/A
		PM	N/A		0.590	N/A
		AP	N/A		0.379	N/A
Ramp 26	I-405 SB On-ramp at El Segundo	AM	N/A	The impact at this ramp is mitigated through a fair-share contribution to a future ramp widening.	0.120	N/A
		PM	N/A		0.534	N/A
		AP	N/A		0.155	N/A

Table AD(3)2-6

Alternative D Mitigation Plan without Lennox Boulevard Interchange on the I-405 Freeway (Adjusted Environmental Baseline Comparison)

Facility Number	Facility Name	Peak Hour	Direction	Improvements	Conditions After Mitigation V/C	Conditions After Mitigation LOS
Ramp 35	I-105 WB off-ramp at Nash	AM	N/A	The impact at this ramp is mitigated through a fair-share contribution to a future ramp widening.	0.585	N/A
		PM	N/A		0.166	N/A
		AP	N/A		0.338	N/A

Source: Parsons, LADOT, 2004.

Table AD(3)2-7

2015 Traffic Mitigation Changes from the Final EIR (Alternative Traffic Mitigation Plan without the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 3	Airport and Arbor Vitae	Mitigation for this new impact involves restriping the northbound approach to provide a right-turn lane. The NB lane configuration will change from 1 LT, 1 TH/RT to 1 LT, 2 TH, 1 RT.
Intersection 4	Airport and Century	Restriping the WB approach from 4 TH, 1 RT to 3 TH, 1 TH/RT, 1 RT is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 6	Airport and Manchester	Restriping the westbound approach to 1 LT, 3 TH, 1 RT is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 7	Arbor Vitae and Aviation	No Change.
Intersection 8	Arbor Vitae and La Cienega	The addition of a NB through lane is replaced with the addition of a NB right-turn lane. This will eliminate the need for a retaining wall and street widening on the east side of La Cienega Boulevard north of Arbor Vitae Street. A signal upgrade to ATSAC/ATCS equivalent has been added. A fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX has also been added.
Intersection 10	Aviation and 111th St	Mitigation to provide an optional westbound through/right-turn lane is no longer needed. Other improvement measures remain.
Intersection 11	Aviation and Century	A mitigation has been added to provide a fair-share contribution to the MTA's Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX.
Intersection 12	Aviation and El Segundo	Restriping the EB approach from 1 LT, 3 TH, 1 RT to 1 LT, 3 TH, 1 TH/RT is no longer needed. Upgrading the signal to ATSAC/ATCS equivalent remains as a mitigation.
Intersection 13	Aviation and Imperial	No Change.
Intersection 14	Aviation and Manchester	No Change.

Table AD(3)2-7

2015 Traffic Mitigation Changes from the Final EIR
(Alternative Traffic Mitigation Plan without the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 15	Aviation and Rosecrans	The mitigation has been revised from installing a NB right-turn overlap arrow to upgrading the signal to ATSAC/ATCS equivalent.
Intersection 16	Bali and Lincoln	No Change.
Intersection 17	Centinela and Culver	Restriping the SB approach is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 18	Centinela and Jefferson	The mitigation to upgrade the signal to provide a SB right-turn overlap arrow is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 20	Centinela and La Cienega	Restriping the WB approach is no longer needed. Other mitigation elements remain unchanged.
Intersection 22	Centinela and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Other mitigation elements remain unchanged.
Intersection 25	Century and Hawthorne/ La Brea	The removal of the raised median island and restriping on La Brea Ave. north of Century Blvd. in order to install an additional SB left- turn lane is no longer needed. Other mitigation elements remain unchanged.
Intersection 26	Century and La Cienega	No Change.
Intersection 27	Century and Sepulveda	No Change.
Intersection 34	Douglas and Imperial	No Change.
Intersection 35	El Segundo and Sepulveda	The EB right-turn overlap arrow is no longer needed. Upgrading the signal to ATSAC/ATCS equivalent remains as a mitigation.
Intersection 36	Grand and Vista del Mar	No Change.
Intersection 39	Fiji and Lincoln	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed and a fair-share contribution to LA County's Route 90 At-Grade Extension Project are no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 40	Florence and La Cienega	No Change.
Intersection 42	Hawthorne and Imperial	No Change.
Intersection 43	Highland/Vista del Mar and Rosecrans	No Change.

Table AD(3)2-7

2015 Traffic Mitigation Changes from the Final EIR
(Alternative Traffic Mitigation Plan without the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 44	Howard Hughes Pkwy and Sepulveda	No Change.
Intersection 45	I-105 Fwy/Continental City and Imperial	No Change. Clarification that widening is required on the south side of Imperial Highway west of Continental City Drive to retain the EB lane configuration of 3 TH, 1 RT.
Intersection 46	I-405 Fwy NB Ramps at Imperial	No Change.
Intersection 47	Imperial and Main	No Change.
Intersection 49	Imperial and Pershing	No Change.
Intersection 50	Imperial and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Other mitigation elements remain unchanged.
Intersection 51	Imperial and Vista del Mar	The mitigation to change the westbound phasing from Perm. to Split is no longer needed.
Intersection 52	Imperial and La Cienega	No Change. This intersection remains unmitigated during the AM and airport peak hours.
Intersection 57	Jefferson and Lincoln	Restriping the northbound approach is no longer available as a mitigation. Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX remains as a mitigation.
Intersection 67	La Cienega and 111th	A mitigation has been also added to change the northbound phasing from Perm to Prot-Fix. Clarification for NB lane configuration.
Intersection 71	La Cienega and Lennox	The westbound lane configuration has been changed from 2 LT, 1 RT to 3 LT, 1 free RT.
Intersection 72	La Cienega and Manchester	No Change.
Intersection 82	La Tijera and Manchester	No Change.
Intersection 83	La Tijera and Sepulveda	Mitigations have been added to 1) change the EB lane configuration from 1 LT, 2 TH, 1 RT to 1 LT, 2 TH, 1 TH/RT, and 2) provide a fair-share contribution to MTA's Metro Rapid Program or other enhancements that benefit transit traveling to and from LAX.
Intersection 87	Lincoln and 83rd	No Change.

Table AD(3)2-7

2015 Traffic Mitigation Changes from the Final EIR
(Alternative Traffic Mitigation Plan without the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 88	Lincoln and Manchester	Eastbound lane configuration changes from 2 LT, 2 TH, 1 RT to 2 LT, 2 TH, 1 TH/RT. All other mitigation measures remain unchanged.
Intersection 89	Lincoln and Marina Expwy	No Change.
Intersection 90	Lincoln and Maxella	Providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd to Admiralty Way is no longer needed. There is no longer a project-related significant impact at this intersection.
Intersection 91	Lincoln and Mindanao	No Change.
Intersection 94	Lincoln and Teale	The mitigation to provide a NB right-turn overlap arrow has been removed. Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX remains as a mitigation.
Intersection 99	Manchester and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. The proposed WB approach changes from 2 LT, 2 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT. The addition of a WB overlap arrow and the removal of parking on the north side of Manchester Avenue during the PM peak hour remain as mitigations.
Intersection 100	Mariposa and Sepulveda	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Upgrading the signal to ATSAC/ATCS equivalent remains as a mitigation.
Intersection 103	Rosecrans and Sepulveda	No Change.
Intersection 105	Sepulveda and I-105 ramp N/O[17] Imperial	Upgrading the signal to ATSAC/ATCS equivalent is no longer available as a mitigation. As a replacement, providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX has been added as a mitigation.
Intersection 106	Sepulveda and 76th/77th	No Change.
Intersection 111	La Cienega and I-405 Ramps N/O Century	No Change.
Intersection 136	Sepulveda and 79th/80th	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer required. Widening the north side of 79th/80th St to allow the WB approach to be restriped with 1 LT, 1 TH, 1 TH/RT remains as a mitigation.
Intersection 137	Sepulveda and 83rd	Mitigation has been revised from providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX to the following: Restripe the WB approach from 1 LT, 1 TH/RT to 1 LT, 1 TH, 1RT.
Intersection 309	Hawthorne and Lennox	No Change.
Intersection 310	Inglewood and Lennox	Mitigations have been added to 1) upgrade the signal to ATSAC/ATCS or equivalent and 2) restriping the WB approach to 1 LT/TH, 1 RT.

Table AD(3)2-7

2015 Traffic Mitigation Changes from the Final EIR
(Alternative Traffic Mitigation Plan without the Lennox Blvd Interchange)

Facility Number	Facility Name	Improvements
Intersection 312	El Segundo and La Cienega	No Change.
Intersection 502	Arbor Vitae and Inglewood	Revision to this mitigation involves a minor change to the SB lane configuration.
Intersection 506	Arbor Vitae and La Brea	Providing a fair-share contribution to MTA's Metro Rapid Program or other enhancements to benefit transit to and from LAX is no longer needed. Upgrading the signal to ATSAC/ATCS equivalent remains as a mitigation.
Link 1	Lincoln S/O Venice	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 2	Centinela S/O Venice	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 3	Sawtelle S/O Venice	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 4	Sepulveda S/O Venice	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 5	Overland S/O Venice	No Change.
Link 8	Centinela E/O La Brea	No Change.
Link 13	Imperial W/O La Brea	No Change.
Link 15	Sepulveda N/O Rosecrans	This new impact is mitigated through the integration of an ATSAC/ATCS equivalent signal improvement.
Link 20	Jefferson E/O Lincoln	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 21	Lincoln S/O Jefferson	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 22	Culver W/O Jefferson	A fair-share contribution to regional transit service is no longer required. There is no longer a project-related significant impact to this link.
Link 28	El Segundo W/O Hawthorne	No Change.
Ramp 14	I-405 SB off-ramp at La Cienega N/O Century	This new impact is mitigated through a fair-share contribution to widening this ramp.
Ramp 19	I-405 NB on-ramp at Century Blvd	No Change.
Ramp 26	I-405 SB on-ramp at El Segundo	No Change.
Ramp 35	I-105 off-ramp at Nash	No Change.

Source: LAWA, 2004.

The alternative mitigation plan in the reduced Playa Vista scenario is also similar in magnitude to the original alternative mitigation plan presented in Attachment F of Technical Report S-2b, *Supplemental*

Off-Airport Surface Transportation Technical Report, of the Final EIR, but it also has some differences. While the need for facility improvements is reduced or eliminated at some locations, new or additional improvements is required at others, compared to the original alternative mitigation plan for Alternative D. One new intersectional impact at Intersection # 3, Airport Boulevard Arbor Vitae Street, is created. This impact is reduced to a level of less than significant by restriping the northbound lanes to add a right-turn only lane. There are no longer significant impacts at the following intersections:

- Intersection # 4 - Airport Boulevard and Century Boulevard
- Intersection # 6 - Airport Boulevard and Manchester Avenue
- Intersection # 17 - Centinela Avenue and Culver Boulevard
- Intersection # 18 - Centinela Avenue and Jefferson Boulevard
- Intersection # 29 - Fiji Way and Lincoln Boulevard
- Intersection # 90 - Lincoln Boulevard and Maxella Avenue

There are two intersections that remain only partially mitigated: Intersection # 26, Century Boulevard and La Cienega Boulevard (during the a.m., p.m., and airport peak hours) and Intersection # 52, Imperial Highway and La Cienega Boulevard (during the a.m. and airport peak hours). At both these intersections, the project impacts would not be mitigated to less than significant levels.

One additional link, on Sepulveda Boulevard north of Rosecrans Boulevard (Link # 15), is impacted as compared to the alternative traffic mitigation plan included in the Final EIR. However, this project-related impact is mitigated to less than significant levels through the integration of an ATSAC/ATCS equivalent signal improvement. There are no longer significant impacts at the following links:

- Link # 1 - Lincoln Boulevard S/O Venice Boulevard
- Link # 2 - Centinela Avenue S/O Venice Boulevard
- Link # 3 - Sawtelle Boulevard S/O Venice Boulevard
- Link # 4 - Sepulveda Boulevard S/O Venice Boulevard
- Link # 20 - Jefferson Boulevard E/O Lincoln Boulevard
- Link # 21 - Lincoln Boulevard S/O Jefferson Boulevard
- Link # 22 - Culver Boulevard W/O Jefferson Boulevard

For freeway ramps, one additional ramp (I-405 southbound off-ramp at La Cienega north of Century Boulevard) is significantly impacted compared to the original alternative mitigation plan. This ramp requires additional improvements that were not required in the original recommended mitigation plan. This ramp is fully mitigated through a fair-share contribution to a future ramp widening project.

The mitigation plan for freeways and other Congestion Management Program (CMP) facilities is based on the CMP analysis found in Appendix G of Technical Report S-2b in the Final EIR. Given that there are no additional significantly impacted freeway segments in the reduced Playa Vista scenario, no changes were made to the prior CMP analysis.

2.2.4.4.3 Traffic Mitigation Phasing Plan

A detailed recommended traffic mitigation phasing plan that shows the mitigation measures to be constructed prior to the opening of specific Alternative D facilities, based on the traffic analysis with the reduced Playa Vista scenario, is shown in **Table AD(3)2-8,** Recommended Off-Airport Surface Transportation Phasing Plan (with Lennox Boulevard Interchange). This includes the proposed Lennox Boulevard interchange on the I-405 Freeway as a mitigation element. For comparison, Table F4.3.2-30, *Off-Airport Surface Transportation Phasing Plan,* of the Final EIR presents the recommended traffic mitigation phasing plan for Alternative D based on the Playa Vista development scenario originally assumed in the traffic analysis. An alternative traffic mitigation phasing plan, without the Lennox Boulevard interchange, is shown in **Table AD(3)2-9**, Alternative Off-Airport Surface Transportation Phasing Plan (without Lennox Boulevard Interchange), based on the reduced Playa Vista scenario.

Table AD(3)2-8

Recommended Off-Airport Surface Transportation Phasing Plan
(with Lennox Boulevard Interchange)

This Table Replaces Table F4.3.2-30 in Section 4.3.2 of the Final EIR

Phase	Facility	Mitigation Measures Needed
1A	West Employee Parking Garage	♦ Complete off-site intersectional improvements at: ♦ Grand Avenue and Vista del Mar ♦ Highland Avenue/Vista del Mar and Rosecrans Boulevard ♦ Imperial Highway and Main Street ♦ Imperial Highway and Pershing Drive ♦ Imperial Highway and Sepulveda Boulevard ♦ Imperial Highway and Vista del Mar ♦ Lincoln Boulevard and Manchester Avenue ♦ Rosecrans Avenue and Sepulveda Boulevard ♦ 83rd Street and Lincoln Boulevard; ♦ Provide a fair-share contribution to LA County's "Marina Expressway to Admiralty Way" project OR complete alternative off-site intersectional improvements at the following intersections: ♦ Bali Way and Lincoln Boulevard ♦ Lincoln Boulevard and Marina Expressway ♦ Lincoln Boulevard and Mindanao Way ♦ Provide a fair-share contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ Jefferson Boulevard and Lincoln Boulevard ♦ Lincoln Boulevard and Manchester Avenue ♦ Lincoln Boulevard and Teale Street
1B	Intermodal Transportation Center (ITC)	♦ Complete pedestrian connection between ITC and Green Line light rail station south of Imperial Highway; ♦ Complete the project-component widening of Aviation Boulevard between Century Boulevard and Imperial Highway. ♦ Complete the project-component roadway improvements (discontinuous widening) along 111th Street between Aviation Boulevard and La Cienega Boulevard. This includes the mitigation of adding the optional through/right lane for WB traffic at Aviation Boulevard; ♦ Widen the northbound I-405 off-ramp at Imperial Highway; ♦ Provide a "fair-share" contribution towards a ramp widening project at the southbound I-405 Freeway on-ramp at El Segundo Boulevard. ♦ Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ Aviation Boulevard and Imperial Highway ♦ Howard Hughes Parkway and Sepulveda Boulevard ♦ 76th St/77th St and Sepulveda Boulevard

Table AD(3)2-8

Recommended Off-Airport Surface Transportation Phasing Plan (with Lennox Boulevard Interchange)

This Table Replaces Table F4.3.2-30 in Section 4.3.2 of the Final EIR

Phase	Facility	Mitigation Measures Needed
		♦ I-105 Freeway westbound off-ramp at N/B Sepulveda Blvd
		♦ Complete off-site intersectional improvements at: ♦ I-105 Freeway ramps/Continental City Drive & Imperial Highway (at-grade intersectional improvement only) ♦ I-405 northbound off-ramp at Imperial Highway ♦ Aviation Boulevard and El Segundo Boulevard ♦ Aviation Boulevard and Imperial Highway ♦ Aviation Boulevard and Rosecrans Boulevard ♦ Aviation Boulevard and 111th Street ♦ Centinela Avenue and Sepulveda Boulevard ♦ Douglas Street and Imperial Highway ♦ El Segundo Boulevard and La Cienega Boulevard ♦ La Cienega Boulevard and 111th Street ♦ Manchester Avenue and Sepulveda Boulevard ♦ Mariposa Avenue and Sepulveda Boulevard ♦ 79th Street/80th Street and Sepulveda Boulevard ♦ 83rd Street and Sepulveda Boulevard
1C	Southeast Surface Parking	♦ Complete construction of the project-component internal airport roadway serving the surface parking lot.
1D	Consolidated Rent-a-Car Center	♦ Complete off-site intersectional improvements at: ♦ Airport Boulevard and Arbor Vitae Street ♦ Century Boulevard and Sepulveda Boulevard ♦ La Tijera Boulevard and Manchester Avenue ♦ La Tijera Boulevard and Sepulveda Boulevard ♦ Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ La Tijera Boulevard and Sepulveda Boulevard
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	♦ Complete project-component GTC/ITC Roadways and Century Bridge; ♦ Complete project-component realignment of 104th Street east of the internal airport roadways to connect to 102nd Street ♦ Complete project-component widening of Arbor Vitae Street between Aviation Blvd and La Cienega Blvd; ♦ Complete project-component widening of Aviation Boulevard between Arbor Vitae Street and Century Boulevard; ♦ Complete project-component roadway improvements on La Cienega Boulevard between Arbor Vitae Street and Imperial Highway; ♦ Complete project-component roadway improvements on Century Boulevard between Aviation Boulevard and Glasgow Place; ♦ Complete off-site intersectional improvements at:

Table AD(3)2-8

Recommended Off-Airport Surface Transportation Phasing Plan (with Lennox Boulevard Interchange)

This Table Replaces Table F4.3.2-30 in Section 4.3.2 of the Final EIR

Phase	Facility	Mitigation Measures Needed
		♦ Arbor Vitae Street and Inglewood Avenue ♦ Arbor Vitae Street and La Brea Avenue; ♦ Arbor Vitae Street and La Cienega Boulevard ♦ Aviation Boulevard and Century Boulevard ♦ Aviation Boulevard and Manchester Boulevard ♦ Centinela Avenue and La Cienega Boulevard ♦ Century Boulevard and Hawthorne Blvd/La Brea Avenue ♦ Century Boulevard and Inglewood Avenue ♦ El Segundo Boulevard and Sepulveda Boulevard ♦ Florence Avenue and La Cienega Boulevard ♦ Hawthorne Boulevard and Imperial Highway ♦ Imperial Highway and Inglewood Avenue ♦ La Cienega Boulevard and Manchester Boulevard ♦ Begin construction of direct connection between I-105 Freeway ramps and internal airport roadways east of ITC (See Note 7); ♦ Begin construction of I-405 Interchange at Lennox Boulevard (See Note 7)

Notes:

1 For a detailed description of intersectional improvements, see Table AD(3) 2-4.

2 LADOT may recommend that temporary Certificates of Occupancy be granted in the event of any delay: 1) by Caltrans on encroachment permits, or 2) in obtaining required approvals from other City departments, government agencies or jurisdictions through no fault of Los Angeles World Airports, provided that LAWA has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

3 In all cases, except as noted in (2) above, the required Traffic Mitigation or Project Component of each sub-phase for the corresponding land use sub-phase shall be guaranteed to the satisfaction of LADOT and City of Los Angeles Public Works prior to the issuance of any Building Permit and completed prior to the issuance of any Certificate of Occupancy permit.

4 Where appropriate, as determined by LAWA and LADOT, revisions may be made to this Phasing Plan.

5 Appropriate transit improvements to the LAC-MTA bus system to and from LAX and "fair-share" contributions to the LA County's "Marina Expressway to Admiralty Way" project must be agreed upon by LAWA, LADOT, FAA, and the respective outside agency. Depending on the outcome of the negotiations to determine LAWA's appropriate level and types of transit improvement or "fair-share" contribution, this phasing plan may be altered at the discretion of LADOT. FAA approval may still be required for substitute mitigations. Mitigation measures are applicable only to the extent that the use of airport revenue to funds such measures is permissible under federal law and policies.

6 In the event the applicant is unable to obtain necessary construction permits from the concerned agencies in a timely fashion, a temporary certificate of occupancy may be granted by the City provided the applicant has demonstrated reasonable efforts to complete the necessary designs and improvements to the satisfaction of LADOT. Should any improvement not receive required approval, the City may substitute an alternative measure of an equivalent effectiveness.

7 LAWA will strive for completion of both the direct freeway connections from the I-405 Freeway at Lennox Boulevard and from the I-105 Freeway onto the airport roadways east of the ITC. If these freeway improvements are not completed in time for the opening of the GTC, LAWA may be required to implement substitute mitigation improvements prior to opening the GTC, including, but not limited to, Changeable Message Signs to direct traffic and/or Closed Circuit Television Cameras to monitor traffic flow, to the satisfaction of LADOT.

8 For proposed LAX Master Plan facilities not listed, such as the CTA Landside Terminals, South CTA Concourse Rework, Satellite Concourse, Tom Bradley International Terminal Rework, North CTA Concourse, or LAX Northside, there are no traffic mitigations or project components to be specifically phased with the construction of those components.

9 Prior to the issuance of any final certificate of occupancy in the final phase of the Off-Airport Transportation Phasing Plan, all required improvements in the entire phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

Source: LAWA, 2004.

Table AD(3)2-9

Alternative Off-Airport Surface Transportation Phasing Plan
(without Lennox Boulevard Interchange)

Phase	Facility	Mitigation Measures Needed
1A	West Employee Parking Garage	♦ Complete off-site intersectional improvements at: ♦ Grand Avenue and Vista del Mar ♦ Highland Avenue/Vista del Mar and Rosecrans Boulevard ♦ Imperial Highway and Main Street ♦ Imperial Highway and Pershing Drive ♦ Imperial Highway and Sepulveda Boulevard ♦ Imperial Highway and Vista del Mar ♦ Lincoln Boulevard and Manchester Avenue ♦ Rosecrans Avenue and Sepulveda Boulevard ♦ 83rd Street and Lincoln Boulevard; ♦ Provide a fair-share contribution to LA County's "Marina Expressway to Admiralty Way" project OR complete alternative off-site intersectional improvements at the following intersections: ♦ Bali Way and Lincoln Boulevard ♦ Lincoln Boulevard and Marina Expressway ♦ Lincoln Boulevard and Mindanao Way ♦ Provide a fair-share contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ Jefferson Boulevard and Lincoln Boulevard ♦ Lincoln Boulevard and Manchester Avenue ♦ Lincoln Boulevard and Teale Street
1B	Intermodal Transportation Center (ITC)	♦ Complete pedestrian connection between ITC and Green Line light rail station south of Imperial Highway; ♦ Complete the project-component widening of Aviation Boulevard between Century Boulevard and Imperial Highway. ♦ Complete the project-component roadway improvements (discontinuous widening) along 111th Street between Aviation Boulevard and La Cienega Boulevard. ♦ Widen the northbound I-405 off-ramp at Imperial Highway; ♦ Widen the southbound I-405 off-ramp north of Century Boulevard; ♦ Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ Aviation Boulevard and Imperial Highway ♦ Howard Hughes Parkway and Sepulveda Boulevard ♦ 76th St/77th St and Sepulveda Boulevard ♦ I-105 Freeway westbound off-ramp at N/B Sepulveda Blvd ♦ I-105 Freeway ramps/Continental City and Imperial Highway

Table AD(3)2-9

Alternative Off-Airport Surface Transportation Phasing Plan
(without Lennox Boulevard Interchange)

Phase	Facility	Mitigation Measures Needed
		♦ Complete off-site intersectional improvements at: • I-105 Freeway ramps/Continental City Drive & Imperial Highway (at-grade intersectional improvement only) ♦ I-405 northbound off-ramp at Imperial Highway ♦ Aviation Boulevard and El Segundo Boulevard ♦ Aviation Boulevard and Imperial Highway ♦ Aviation Boulevard and Rosecrans Boulevard ♦ Centinela Avenue and Sepulveda Boulevard ♦ Douglas Street and Imperial Highway ♦ El Segundo Boulevard and La Cienega Boulevard ♦ Hawthorne Boulevard and Lennox Boulevard ♦ Inglewood Avenue and Lennox Boulevard ♦ La Cienega Boulevard and 111th Street ♦ La Cienega Boulevard and Lennox Boulevard ♦ Manchester Avenue and Sepulveda Boulevard ♦ Mariposa Avenue and Sepulveda Boulevard ♦ 79th Street/80th Street and Sepulveda Boulevard ♦ 83rd Street and Sepulveda Boulevard
1C	Southeast Surface Parking	♦ Complete construction of the project-component internal airport roadway serving the surface parking lot.
1D	Consolidated Rent-a-Car Center	♦ Complete off-site intersectional improvements at: ♦ Airport Boulevard and Arbor Vitae Street ♦ Century Boulevard and Sepulveda Boulevard ♦ Centinela Avenue and Jefferson Boulevard ♦ La Tijera Boulevard and Manchester Avenue ♦ La Tijera Boulevard and Sepulveda Boulevard ♦ Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ La Tijera Boulevard and Sepulveda Boulevard
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	♦ Complete project-component GTC/ITC Roadways and Century Bridge; ♦ Complete project-component realignment of 104th Street east of the internal airport roadways to connect to 102nd Street ♦ Complete project-component widening of Arbor Vitae Street between Aviation Blvd and La Cienega Blvd; ♦ Complete project-component widening of Aviation Boulevard between Arbor Vitae Street and Century Boulevard; ♦ Complete project-component roadway improvements on La Cienega Boulevard between Arbor Vitae Street and Imperial Highway; ♦ Complete project-component roadway improvements on Century Boulevard between Aviation Boulevard and Glasgow Place; ♦ Complete off-site intersectional improvements at: ♦ Arbor Vitae Street and Aviation Boulevard

Table AD(3)2-9

Alternative Off-Airport Surface Transportation Phasing Plan
(without Lennox Boulevard Interchange)

Phase	Facility	Mitigation Measures Needed
		♦ Arbor Vitae Street and Inglewood Avenue ♦ Arbor Vitae Street and La Brea Avenue; ♦ Arbor Vitae Street and La Cienega Boulevard ♦ Aviation Boulevard and Century Boulevard ♦ Aviation Boulevard and Manchester Boulevard ♦ Centinela Avenue and La Cienega Boulevard ♦ Century Boulevard and Hawthorne Blvd/La Brea Avenue ♦ El Segundo Boulevard and Sepulveda Boulevard ♦ Florence Avenue and La Cienega Boulevard ♦ Hawthorne Boulevard and Imperial Highway ♦ La Cienega Boulevard and Manchester Boulevard ♦ Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: ♦ Arbor Vitae Street and La Cienega Boulevard ♦ Aviation Boulevard and Century Boulevard ♦ Begin construction of direct connection between I-105 Freeway ramps and internal airport roadways east of ITC (See Note 7);

Notes:

[1] For a detailed description of intersectional improvements, see Table AD(3) 2-6.

[2] LADOT may recommend that temporary Certificates of Occupancy be granted in the event of any delay: 1) by Caltrans on encroachment permits, or 2) in obtaining required approvals from other City departments, government agencies or jurisdictions through no fault of Los Angeles World Airports, provided that LAWA has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

[3] In all cases, except as noted in (2) above, the required Traffic Mitigation or Project Component of each sub-phase for the corresponding land use sub-phase shall be guaranteed to the satisfaction of LADOT and City of Los Angeles Public Works prior to the issuance of any Building Permit and completed prior to the issuance of any Certificate of Occupancy permit.

[4] Where appropriate, as determined by LAWA and LADOT, revisions may be made to this Phasing Plan.

[5] Appropriate transit improvements to the LAC-MTA bus system to and from LAX and "fair-share" contributions to the LA County's "Marina Expressway to Admiralty Way" project must be agreed upon by LAWA, LADOT, FAA, and the respective outside agency. Depending on the outcome of the negotiations to determine LAWA's appropriate level and types of transit improvement or "fair-share" contribution, this phasing plan may be altered at the discretion of LADOT. FAA approval may still be required for substitute mitigations. Mitigation measures are applicable only to the extent that the use of airport revenue to funds such measures is permissible under federal law and policies.

[6] In the event the applicant is unable to obtain necessary construction permits from the concerned agencies in a timely fashion, a temporary certificate of occupancy may be granted by the City provided the applicant has demonstrated reasonable efforts to complete the necessary designs and improvements to the satisfaction of LADOT. Should any improvement not receive required approval, the City may substitute an alternative measure of an equivalent effectiveness.

[7] LAWA will strive for completion of the direct freeway connection from the I-105 Freeway onto the airport roadways east of the ITC. If this freeway improvement is not completed in time for the opening of the GTC, LAWA may be required to implement substitute mitigation improvements prior to opening the GTC, including, but not limited to, Changeable Message Signs to direct traffic and/or Closed Circuit Television Cameras to monitor traffic flow, to the satisfaction of LADOT.

[8] For proposed LAX Master Plan facilities not listed, such as the CTA Landside Terminals, South CTA Concourse Rework, Satellite Concourse, Tom Bradley International Terminal Rework, North CTA Concourse, or LAX Northside, there are no traffic mitigations or project components to be specifically phased with the construction of those components.

[9] Prior to the issuance of any final certificate of occupancy in the final phase of the Off-Airport Transportation Phasing Plan, all required improvements in the entire phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

Source: LAWA, 2004.

2.3 Relationship to the Final EIR

As expected, by using the updated trip generations for the less intense Playa Vista development, the total number of LAX Master Plan Alternative D potentially significant (i.e., before the application of mitigation measures) traffic impacts was reduced. The number of intersections with potentially significant impacts drops from 58 to 55, the number of street links with potentially significant impacts drops from 11 to 7, and the number of freeway segments with potentially significant impacts drops from 5 to 4. While there was one additional freeway ramp with potentially significant impacts identified in the updated traffic analysis, the subject impact can be fully mitigated (i.e., reduced to a level less than significant) as part of the proposed refinements to the Alternative D off-airport surface transportation system mitigation program. The recommended and alternative mitigation plans for the reduced Playa Vista scenario are similar and reduced in magnitude to the original mitigation plans.

In the Recommended Traffic Mitigation Plan, two intersections have physical constraints that would hinder their mitigation to less than significant, even with the implementation of the mitigation plan shown on **Table AD(3)2-4**. As a result, impacts to the following previously identified intersections would remain significant and unavoidable (i.e., impact would still be significant and unavoidable as previously projected to be prior to the reduced Playa Vista scenario traffic analysis):

- Century Boulevard and La Cienega Boulevard (a.m., p.m., and airport peak hours)
- Imperial Highway and La Cienega Boulevard (p.m. and airport peak hours)

This represents one fewer intersection than in the recommended traffic mitigation plan in the Final EIR, which used the original Playa Vista trip generations. That mitigation plan developed prior to the reduced Playa Vista scenario traffic analysis concluded that a third intersection, Jefferson Boulevard and Lincoln Boulevard, would also remain only partially mitigated during the p.m. and airport peak hours, and its impact would be significant and unavoidable.

In the Alternative Traffic Mitigation Plan, two intersections have physical constraints that would hinder their mitigation to less than significant, even with the implementation of the mitigation plan shown on Table **AD(3)2-6**. As a result, impacts to the following previously identified intersections would remain significant and unavoidable (i.e., impact would still be significant and unavoidable as previously projected to be prior to the reduced Playa Vista scenario traffic analysis):

- Century Boulevard and La Cienega Boulevard (a.m., p.m., and airport peak hours)
- Imperial Highway and La Cienega Boulevard (a.m. and airport peak hours)

This represents four fewer intersections with significant and unavoidable impacts than in the alternative traffic mitigation plan in the Final EIR, which used the original Playa Vista trip generations. That plan, developed prior to the reduced Playa Vista scenario traffic analysis, concluded that the following additional intersections would also remain partially or fully unmitigated:

- Arbor Vitae Street and La Cienega Boulevard (p.m. peak hour)
- Centinela Avenue and Culver Boulevard (p.m. peak hour)
- I-405 northbound ramps at Imperial Highway (airport peak hour)
- Jefferson Boulevard and Lincoln Boulevard (p.m. and airport peak)

In light of the analysis and findings presented above relative to the revised traffic analysis completed for Alternative D using the reduced Playa Vista traffic generation, it is hereby concluded that future (2015) post-mitigation traffic conditions at buildout of Alternative D would be generally better than originally anticipated in the Final EIR, That conclusion reflects the fact that the number of off-airport surface transportation facilities determined to have unavoidable significant impacts would be reduced from three to two under the Recommended Traffic Mitigation Plan, and reduced from six to two under the Alternative Traffic Mitigation Plan.

It should be noted that in addition to post-mitigation traffic conditions in 2015 being generally better than originally anticipated, the related air quality conditions in 2015 would also be generally better than anticipated in the Final EIR. The substantial reduction in the development proposed for Playa Vista would reduce the vehicle trip generation to approximately one-seventh of the amount originally anticipated for Playa Vista, which, in turn, would result in a substantial reduction in vehicle miles traveled and the

associated mobile source air pollutant emissions. The reductions in mobile source emissions would reduce the pollutant load contributions to the background ambient air quality, which, in turn, would reduce ambient air quality concentrations estimated in the Final EIR for future (2015) conditions with Project emissions (i.e., Project-related emissions added to lower background concentrations would result in lower total concentrations). As such, traffic conditions and air quality conditions projected for future (2015) buildout of the LAX Master Plan would, with the reduced Playa Vista project, be generally better than indicated in the Final EIR.

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Appendix
LAX Master Plan Third Addendum to the Final EIR

AD(3)-A1. Level of Service Summaries

December 2004

LEVEL-OF-SERVICE (LOS) SUMMARY TABLES

2015 - Alternative D Vs. Adjusted Environmental Baseline (With Reduced Playa Vista) -WITHOUT MITIGATIONS

			AM PEAK				PM PEAK				AIRPORT PEAK			
INTERSECTIONS	**BA ID**	**Significant Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
AIRPORT BLVD at ARBOR VITAE ST	3	Yes	0.549	0.707	0.158	X	0.725	0.771	0.046	X	0.831	0.814	-0.017	---
AIRPORT BLVD at CENTURY BLVD	4	---	0.390	0.569	0.179	---	0.619	0.620	0.001	---	0.418	0.599	0.181	---
AIRPORT BLVD at LA TIJERA BLVD	5	---	0.530	0.546	0.016	---	0.536	0.561	0.025	---	0.677	0.677	0.000	---
AIRPORT BLVD at MANCHESTER AV	6	---	0.722	0.699	-0.023	---	0.736	0.761	0.025	---	0.859	0.857	-0.002	---
AVIATION BLVD at ARBOR VITAE ST	7	Yes	0.625	0.815	0.190	X	0.881	0.932	0.051	X	0.869	0.980	0.111	X
LA CIENEGA BLVD at ARBOR VITAE ST	8	Yes	0.823	1.119	0.296	X	0.914	1.099	0.185	X	0.963	1.099	0.136	X
AVIATION BLVD at 111TH ST	10	Yes	0.387	0.691	0.304	---	0.444	0.699	0.255	---	0.791	0.856	0.065	X
AVIATION BLVD at CENTURY BLVD	11	Yes	0.803	0.899	0.096	X	0.958	1.150	0.192	X	1.476	1.051	-0.425	---
AVIATION BLVD at EL SEGUNDO BLVD	12	Yes	0.929	0.935	0.006	---	1.010	1.098	0.088	X	0.914	1.006	0.092	X
AVIATION BLVD at IMPERIAL HWY	13	Yes	0.685	0.838	0.153	X	0.889	1.033	0.144	X	1.098	0.814	-0.284	---
AVIATION BLVD at MANCHESTER AV	14	Yes	0.985	1.050	0.065	X	0.932	1.063	0.131	X	1.412	1.382	-0.030	---
AVIATION BLVD at ROSECRANS AV	15	Yes	1.018	1.017	-0.001	---	1.167	1.200	0.033	X	1.201	1.297	0.096	X
CENTINELA AV at JEFFERSON BLVD	18	---	0.643	0.616	-0.027	---	0.818	0.808	-0.010	---	0.596	0.651	0.055	---
SEPULVEDA BLVD at CENTINELA AV	22	Yes	1.211	1.245	0.034	X	1.092	1.091	-0.001	---	0.793	0.797	0.004	---
LA CIENEGA BLVD at CENTURY BLVD	26	Yes	0.723	1.363	0.640	X	0.808	1.176	0.368	X	0.692	1.299	0.607	X
SEPULVEDA BLVD at CENTURY BLVD	27	Yes	0.734	0.832	0.098	X	0.809	0.880	0.071	X	0.663	0.657	-0.006	---
CULVER BLVD at JEFFERSON BLVD	28	---	0.654	0.673	0.019	---	0.830	0.829	-0.001	---	0.371	0.382	0.011	---
VISTA DEL MAR at CULVER BLVD	33	---	0.683	0.659	-0.024	---	0.460	0.484	0.024	---	0.441	0.404	-0.037	---
DOUGLAS ST at IMPERIAL HWY	34	Yes	0.341	0.379	0.038	---	0.567	0.865	0.298	X	0.542	0.458	-0.084	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	Yes	1.190	1.198	0.008	---	1.131	1.228	0.097	X	1.065	1.143	0.078	X
VISTA DEL MAR at GRAND AV	36	Yes	0.791	0.879	0.088	X	0.417	0.438	0.021	---	0.449	0.474	0.025	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	0.822	0.897	0.075	X	1.087	1.188	0.101	X	1.580	1.713	0.133	X
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	Yes	1.184	1.229	0.045	X	1.321	1.325	0.004	---	0.900	0.914	0.014	X
SEPULVEDA BLVD at HOWARD HUGHES PKWY	44	Yes	0.624	0.598	-0.026	---	0.816	0.883	0.067	X	0.620	0.555	-0.065	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	Yes	0.448	0.795	0.347	X	0.600	1.011	0.411	X	0.634	1.449	0.815	X
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	0.273	0.491	0.218	---	0.337	0.532	0.195	---	0.714	0.963	0.249	X
MAIN ST at IMPERIAL HWY	47	Yes	0.632	0.707	0.075	X	0.967	1.111	0.144	X	0.537	0.604	0.067	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY	48	---	0.602	0.676	0.074	---	0.419	0.536	0.117	---	0.765	0.433	-0.332	---
PERSHING DR at IMPERIAL HWY	49	Yes	0.718	1.029	0.311	X	0.619	0.794	0.175	X	0.437	0.595	0.158	---
SEPULVEDA BLVD at IMPERIAL HWY	50	Yes	0.800	0.813	0.013	---	1.049	1.104	0.055	X	0.955	0.835	-0.120	---
VISTA DEL MAR at IMPERIAL HWY	51	Yes	0.748	0.857	0.109	X	0.533	0.593	0.060	---	0.612	0.560	-0.052	---
LA CIENEGA BLVD at IMPERIAL HWY	52	Yes	0.485	0.744	0.259	X	0.472	0.684	0.212	---	0.549	0.907	0.358	X
I-405 N/B RAMPS at JEFFERSON BLVD	54	---	0.790	0.787	-0.003	---	0.833	0.839	0.006	---	0.607	0.583	-0.024	---
I-405 S/B RAMPS at JEFFERSON BLVD	55	---	0.617	0.614	-0.003	---	0.568	0.586	0.018	---	0.460	0.455	-0.005	---
LINCOLN BLVD at JEFFERSON BLVD	57	Yes	0.714	0.715	0.001	---	0.949	0.995	0.046	X	0.805	0.795	-0.010	---
LA CIENEGA BLVD at 111TH ST	67	Yes	0.263	0.613	0.350	---	0.343	0.423	0.080	---	0.646	1.037	0.391	X
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL	68	---	0.346	0.530	0.184	---	0.480	0.528	0.048	---	0.681	0.595	-0.086	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL	69	---	0.293	0.253	-0.040	---	0.304	0.292	-0.012	---	0.480	0.515	0.035	---
LA CIENEGA BLVD at LENNOX BLVD	71	Yes	0.365	0.439	0.074	---	0.440	1.049	0.609	X	0.740	1.154	0.414	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	0.720	0.742	0.022	---	0.807	0.816	0.009	---	1.202	1.285	0.083	X
I-405 N/B RAMPS at LA TIJERA BLVD	78	---	0.627	0.619	-0.008	---	0.678	0.677	-0.001	---	0.511	0.447	-0.064	---
I-405 S/B RAMPS at LA TIJERA BLVD	79	---	0.591	0.616	0.025	---	0.748	0.762	0.014	---	0.414	0.368	-0.046	---
LINCOLN BLVD at LA TIJERA BLVD	81	---	0.440	0.421	-0.019	---	0.509	0.659	0.150	---	0.226	0.225	-0.001	---
LA TIJERA BLVD at MANCHESTER AV	82	Yes	0.552	0.574	0.022	---	0.681	0.738	0.057	X	0.672	0.629	-0.043	---
SEPULVEDA BLVD at LA TIJERA BLVD	83	Yes	0.731	0.830	0.099	X	0.819	0.841	0.022	X	0.407	0.436	0.029	---
LINCOLN BLVD at 83RD ST	87	Yes	0.987	1.034	0.047	X	1.040	1.173	0.133	X	0.949	0.952	0.003	---
LINCOLN BLVD at MANCHESTER AV	88	Yes	0.709	0.894	0.185	X	1.045	1.249	0.204	X	0.787	0.839	0.052	X
SEPULVEDA BLVD at LINCOLN BLVD	93	---	0.503	0.587	0.084	---	0.513	0.633	0.120	---	0.376	0.374	-0.002	---
LINCOLN BLVD at TEALE ST	94	Yes	0.635	0.698	0.063	---	0.875	0.941	0.066	X	0.552	0.561	0.009	---
PERSHING DR at MANCHESTER AV	98	---	0.503	0.554	0.051	---	0.504	0.516	0.012	---	0.193	0.200	0.007	---
SEPULVEDA BLVD at MANCHESTER AV	99	Yes	0.848	0.813	-0.035	---	1.008	1.112	0.104	X	0.795	0.694	-0.101	---
SEPULVEDA BLVD at MARIPOSA AV	100	Yes	0.895	0.949	0.054	X	1.050	1.055	0.005	---	1.029	1.033	0.004	---
PERSHING DR at WESTCHESTER PKWY	101	---	0.216	0.235	0.019	---	0.241	0.294	0.053	---	0.100	0.084	-0.016	---
SEPULVEDA BLVD at ROSECRANS AV	103	Yes	1.255	1.260	0.005	---	1.596	1.661	0.065	X	1.201	1.208	0.007	---
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HWY	105	Yes	1.167	1.165	-0.002	---	0.968	1.068	0.100	X	0.913	0.869	-0.044	---
SEPULVEDA BLVD at 76TH/77TH ST	106	Yes	0.638	0.665	0.027	---	0.626	0.701	0.075	X	0.677	0.650	-0.027	---
SEPULVEDA BLVD at WESTCHESTER PKW	109	---	0.764	0.694	-0.070	---	0.904	0.904	0.000	---	0.629	0.593	-0.036	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY	111	Yes	0.740	0.731	-0.009	---	0.601	0.440	-0.161	---	0.731	0.894	0.163	X
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.737	0.671	-0.066	---	0.629	0.653	0.024	---	0.500	0.467	-0.033	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	Yes	0.632	0.724	0.092	X	0.677	0.712	0.035	---	0.455	0.577	0.122	---
LA CIENEGA BLVD at 120TH ST	313	---	0.268	0.457	0.189	---	0.425	0.493	0.068	---	0.488	0.461	-0.027	---
# IMPACTS		**41**				**23**				**27**				**16**

2015 - Alternative D Vs. Adjusted Environmental Baseline (With Reduced Playa Vista) - WITHOUT MITIGATIONS
Supplemental Intersections

			AM PEAK				PM PEAK				AIRPORT PEAK			
SUPPLEMENTAL INTERSECTIONS	**BA ID**	**Significant Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
LA CIENEGA BLVD at 104TH ST	0	---	0.322	0.353	0.031	---	0.393	0.235	-0.158	---	0.396	0.627	0.231	---
LINCOLN BLVD at BALI WY	16	Yes	0.580	0.579	-0.001	---	0.820	0.850	0.030	X	0.512	0.512	0.000	---
CENTINELA BLVD at CULVER BLVD	17	---	0.914	0.912	-0.002	---	0.881	0.886	0.005	---	0.679	0.685	0.006	---
LA CIENEGA BLVD at CENTINELA AV	20	Yes	1.184	1.192	0.008	---	1.199	1.221	0.022	X	0.984	1.029	0.045	X
LA BREA AV at CENTURY BLVD	25	---	0.825	0.844	0.019	---	0.934	0.924	-0.010	---	0.972	0.977	0.005	---
LINCOLN BLVD at FIJI WY	39	---	0.536	0.526	-0.010	---	0.877	0.892	0.015	---	0.513	0.541	0.028	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	0.648	0.717	0.069	X	0.864	0.883	0.019	---	0.876	1.055	0.179	X
LA CIENEGA BLVD at LA TIJERA BLVD	70	---	0.695	0.711	0.016	---	0.850	0.840	-0.010	---	0.571	0.556	-0.015	---
LINCOLN BLVD at MARINA EXPWY	89	Yes	0.807	0.809	0.002	---	0.903	0.928	0.025	X	0.778	0.769	-0.009	---
LINCOLN BLVD at MAXELLA AV	90	---	0.701	0.708	0.007	---	0.872	0.884	0.012	---	0.667	0.674	0.007	---
LINCOLN BLVD at MINDANOA WY	91	Yes	0.907	0.922	0.015	X	0.938	0.936	-0.002	---	0.832	0.832	0.000	---
LINCOLN BLVD at VENICE BLVD	95	---	0.895	0.880	-0.015	---	0.992	1.000	0.008	---	0.899	0.896	-0.003	---
LINCOLN BLVD at WASHINGTON BLVD	96	---	0.846	0.859	0.013	---	1.117	1.126	0.009	---	0.693	0.699	0.006	---
CENTINELA BLVD at ROUTE 90 EB	118	---	0.36	0.331	-0.029	---	0.494	0.511	0.017	---	0.606	0.616	0.010	---
CENTINELA BLVD at ROUTE 90 WB	119	---	0.501	0.522	0.021	---	0.527	0.538	0.011	---	0.446	0.451	0.005	---
SEPULVEDA BLVD at 79TH/80TH ST	136	Yes	0.731	0.727	-0.004	---	0.779	0.810	0.031	X	0.561	0.515	-0.046	---
SEPULVEDA BLVD at 83RD ST	137	Yes	0.726	0.754	0.028	---	0.869	0.946	0.077	X	0.499	0.482	-0.017	---
HAWTHORNE BLVD at LENNOX BLVD	309	Yes	0.728	0.754	0.026	---	0.957	0.960	0.003	---	1.053	1.119	0.066	X
INGLEWOOD AV at LENNOX BLVD	310	Yes	0.873	0.909	0.036	X	1.100	1.108	0.008	---	1.083	1.253	0.170	X
INGLEWOOD AV at ARBOR VITAE ST	502	Yes	0.782	0.834	0.052	X	0.875	0.889	0.014	---	0.821	0.915	0.094	X
INGLEWOOD AV at CENTURY BLVD	503	---	0.695	0.711	0.016	---	0.805	0.791	-0.014	---	0.903	0.897	-0.006	---
INGLEWOOD AV at IMPERIAL HWY	505	---	0.922	0.889	-0.033	---	1.076	1.082	0.006	---	0.975	0.977	0.002	---
LA BREA AV at ARBOR VITAE ST	506	Yes	0.657	0.672	0.015	---	0.650	0.676	0.026	---	0.848	0.892	0.044	X
PRAIRIE AV at LENNOX BLVD	510	---	1.011	0.983	-0.028	---	1.333	1.264	-0.069	---	1.220	1.221	0.001	---
# IMPACTS		**11**				**4**				**5**				**6**

2015 - Alternative D With Lennox Interchange Vs. Adjusted Environmental Baseline (With Reduced Playa Vista)
INCLUDES RECOMMENDED TRANSPORTATION MITIGATION PLAN

			AM PEAK				PM PEAK				AIRPORT PEAK			
INTERSECTIONS	**BA ID**	**Significant Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
AIRPORT BLVD at ARBOR VITAE ST	3	---	0.549	0.692	0.143	---	0.725	0.661	-0.064	---	0.831	0.721	-0.110	---
AIRPORT BLVD at CENTURY BLVD	4	---	0.390	0.487	0.097	---	0.619	0.620	0.001	---	0.418	0.594	0.176	---
AIRPORT BLVD at LA TIJERA BLVD	5	---	0.530	0.534	0.004	---	0.536	0.556	0.020	---	0.677	0.683	0.006	---
AIRPORT BLVD at MANCHESTER AV	6	---	0.722	0.701	-0.021	---	0.736	0.755	0.019	---	0.859	0.850	-0.009	---
AVIATION BLVD at ARBOR VITAE ST	7	---	0.625	0.600	-0.025	---	0.881	0.775	-0.106	---	0.869	0.837	-0.032	---
LA CIENEGA BLVD at ARBOR VITAE ST	8	---	0.823	0.699	-0.124	---	0.914	0.836	-0.078	---	0.963	0.811	-0.152	---
AVIATION BLVD at 111TH ST	10	---	0.387	0.547	0.160	---	0.444	0.579	0.135	---	0.791	0.596	-0.195	---
AVIATION BLVD at CENTURY BLVD	11	---	0.803	0.588	-0.215	---	0.958	0.885	-0.073	---	1.476	0.909	-0.567	---
AVIATION BLVD at EL SEGUNDO BLVD	12	---	0.929	0.837	-0.092	---	1.010	0.937	-0.073	---	0.914	0.909	-0.005	---
AVIATION BLVD at IMPERIAL HWY	13	---	0.685	0.715	0.030	---	0.889	0.976	0.087	[a]	1.098	0.772	-0.326	---
AVIATION BLVD at MANCHESTER AV	14	---	0.985	0.830	-0.155	---	0.932	0.864	-0.068	---	1.412	1.151	-0.261	---
AVIATION BLVD at ROSECRANS AV	15	---	1.018	0.923	-0.095	---	1.167	1.083	-0.084	---	1.201	1.157	-0.044	---
CENTINELA AV at JEFFERSON BLVD	18	---	0.643	0.608	-0.035	---	0.818	0.811	-0.007	---	0.596	0.640	0.044	---
SEPULVEDA BLVD at CENTINELA AV	22	---	1.211	1.127	-0.084	---	1.092	1.031	-0.061	---	0.793	0.777	-0.016	---
LA CIENEGA BLVD at CENTURY BLVD	26	Yes	0.723	0.888	0.165	X	0.808	1.102	0.294	X	0.692	0.806	0.114	X
SEPULVEDA BLVD at CENTURY BLVD	27	---	0.734	0.738	0.004	---	0.809	0.746	-0.063	---	0.663	0.550	-0.113	---
CULVER BLVD at JEFFERSON BLVD	28	---	0.654	0.682	0.028	---	0.830	0.831	0.001	---	0.371	0.381	0.010	---
VISTA DEL MAR at CULVER BLVD	33	---	0.683	0.661	-0.022	---	0.460	0.485	0.025	---	0.441	0.407	-0.034	---
DOUGLAS ST at IMPERIAL HWY	34	---	0.341	0.296	-0.045	---	0.567	0.626	0.059	---	0.542	0.315	-0.227	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	---	1.190	1.099	-0.091	---	1.131	1.127	-0.004	---	1.065	0.988	-0.077	---
VISTA DEL MAR at GRAND AV	36	---	0.791	0.803	0.012	---	0.417	0.433	0.016	---	0.449	0.416	-0.033	---
LA CIENEGA BLVD at FLORENCE AV	40	---	0.822	0.718	-0.104	---	1.087	0.967	-0.120	---	1.580	1.390	-0.190	---
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	---	1.184	1.127	-0.057	---	1.321	1.293	-0.028	---	0.900	0.746	-0.154	---
SEPULVEDA BLVD at HOWARD HUGHES PKWY	44	---	0.624	0.592	-0.032	---	0.816	0.842	0.026	[a]	0.620	0.548	-0.072	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	---	0.448	0.467	0.019	---	0.600	0.558	-0.042	---	0.634	0.667	0.033	---
I-405 FWY NB RAMPS at IMPERIAL HWY	46	---	0.273	0.381	0.108	---	0.337	0.507	0.170	---	0.714	0.741	0.027	---
MAIN ST at IMPERIAL HWY	47	---	0.632	0.603	-0.029	---	0.967	0.817	-0.150	---	0.537	0.500	-0.037	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY	48	---	0.602	0.681	0.079	---	0.419	0.536	0.117	---	0.765	0.422	-0.343	---
PERSHING DR at IMPERIAL HWY	49	---	0.718	0.632	-0.086	---	0.619	0.645	0.026	---	0.437	0.360	-0.077	---
SEPULVEDA BLVD at IMPERIAL HWY	50	---	0.800	0.816	0.016	---	1.049	1.015	-0.034	---	0.955	0.888	-0.067	---
VISTA DEL MAR at IMPERIAL HWY	51	---	0.748	0.770	0.022	---	0.533	0.593	0.060	---	0.612	0.565	-0.047	---
LA CIENEGA BLVD at IMPERIAL HWY	52	Yes	0.485	0.664	0.179	---	0.472	0.770	0.298	X	0.549	0.866	0.317	X
I-405 N/B RAMPS at JEFFERSON BLVD	54	---	0.790	0.780	-0.010	---	0.833	0.852	0.019	---	0.607	0.595	-0.012	---
I-405 S/B RAMPS at JEFFERSON BLVD	55	---	0.617	0.603	-0.014	---	0.568	0.585	0.017	---	0.460	0.458	-0.002	---
LINCOLN BLVD at JEFFERSON BLVD	57	---	0.714	0.714	0.000	---	0.949	0.995	0.046	[a]	0.805	0.784	-0.021	---
LA CIENEGA BLVD at 111TH ST	67	---	0.263	0.419	0.156	---	0.343	0.327	-0.016	---	0.646	0.659	0.013	---
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL	68	---	0.346	0.231	-0.115	---	0.480	0.433	-0.047	---	0.681	0.311	-0.370	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL	69	---	0.293	0.228	-0.065	---	0.304	0.280	-0.024	---	0.480	0.454	-0.026	---
LA CIENEGA BLVD at LENNOX BLVD	71	---	0.365	NA	NA	---	0.440	0.227	NA	---	0.740	NA	NA	---
LA CIENEGA BLVD at MANCHESTER AV	72	---	0.720	0.703	-0.017	---	0.807	0.744	-0.063	---	1.202	1.147	-0.055	---
I-405 N/B RAMPS at LA TIJERA BLVD	78	---	0.627	0.633	0.006	---	0.678	0.675	-0.003	---	0.511	0.419	-0.092	---
I-405 S/B RAMPS at LA TIJERA BLVD	79	---	0.591	0.580	-0.011	---	0.748	0.755	0.007	---	0.414	0.353	-0.061	---
LINCOLN BLVD at LA TIJERA BLVD	81	---	0.440	0.420	-0.020	---	0.509	0.653	0.144	---	0.226	0.222	-0.004	---
LA TIJERA BLVD at MANCHESTER AV	82	---	0.552	0.579	0.027	---	0.681	0.704	0.023	---	0.672	0.618	-0.054	---
SEPULVEDA BLVD at LA TIJERA BLVD	83	---	0.731	0.798	0.067	[a]	0.819	0.759	-0.060	---	0.407	0.404	-0.003	---
LINCOLN BLVD at 83RD ST	87	---	0.987	0.829	-0.158	---	1.040	0.990	-0.050	---	0.949	0.723	-0.226	---
LINCOLN BLVD at MANCHESTER AV	88	---	0.709	0.779	0.070	[a]	1.045	1.045	0.000	---	0.787	0.648	-0.139	---
SEPULVEDA BLVD at LINCOLN BLVD	93	---	0.503	0.590	0.087	---	0.513	0.623	0.110	---	0.376	0.370	-0.006	---
LINCOLN BLVD at TEALE ST	94	---	0.635	0.700	0.065	---	0.875	0.951	0.076	[a]	0.552	0.559	0.007	---
PERSHING DR at MANCHESTER AV	98	---	0.503	0.541	0.038	---	0.504	0.515	0.011	---	0.193	0.189	-0.004	---
SEPULVEDA BLVD at MANCHESTER AV	99	---	0.848	0.811	-0.037	---	1.008	0.984	-0.024	---	0.795	0.690	-0.105	---
SEPULVEDA BLVD at MARIPOSA AV	100	---	0.895	0.845	-0.050	---	1.050	0.955	-0.095	---	1.029	0.935	-0.094	---
PERSHING DR at WESTCHESTER PKWY	101	---	0.216	0.239	0.023	---	0.241	0.291	0.050	---	0.100	0.083	-0.017	---
SEPULVEDA BLVD at ROSECRANS AV	103	---	1.255	1.162	-0.093	---	1.596	1.554	-0.042	---	1.201	1.106	-0.095	---
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	---	1.167	1.167	0.000	---	0.968	1.013	0.045	[a]	0.913	0.846	-0.067	---
SEPULVEDA BLVD at 76TH/77TH ST	106	---	0.638	0.669	0.031	---	0.626	0.704	0.078	[a]	0.677	0.649	-0.028	---
SEPULVEDA BLVD at WESTCHESTER PKW	109	---	0.764	0.697	-0.067	---	0.904	0.877	-0.027	---	0.629	0.587	-0.042	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY	111	---	0.740	0.687	-0.053	---	0.601	0.684	0.083	---	0.731	0.715	-0.016	---
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.737	0.686	-0.051	---	0.629	0.700	0.071	---	0.500	0.503	0.003	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	---	0.632	0.605	-0.027	---	0.677	0.599	-0.078	---	0.455	0.426	-0.029	---
LA CIENEGA BLVD at 120TH ST	313	---	0.268	0.380	0.112	---	0.425	0.490	0.065	---	0.488	0.394	-0.094	---
# IMPACTS		**2**				**1**				**2**				**2**

[a] The final volume-to-capacity ratio does not reflect the anticipated trip-reduction benefit of the transit enhancement proposed at this intersection.

2015 - Alternative D With Lennox Interchange Vs. Adjusted Environmental Baseline (With Reduced Playa Vista)
INCLUDES RECOMMENDED TRANSPORTATION MITIGATION PLAN
Supplemental Intersections

			AM PEAK				PM PEAK				AIRPORT PEAK			
SUPPLEMENTAL INTERSECTIONS	**BA ID**	**Significant Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
LA CIENEGA BLVD at 104TH ST	0	---	0.322	0.229	-0.093	---	0.393	0.153	-0.240	---	0.396	0.352	-0.044	---
LINCOLN BLVD at BALI WY	16	---	0.580	0.586	0.006	---	0.820	0.851	0.031	[a]	0.512	0.504	-0.008	---
CENTINELA BLVD at CULVER BLVD	17	---	0.914	0.911	-0.003	---	0.881	0.881	0.000	---	0.679	0.693	0.014	---
LA CIENEGA BLVD at CENTINELA AV	20	---	1.184	1.036	-0.148	---	1.199	1.111	-0.088	---	0.984	0.994	0.010	---
LA BREA AV at CENTURY BLVD	25	---	0.825	0.784	-0.041	---	0.934	0.876	-0.058	---	0.972	0.971	-0.001	---
LINCOLN BLVD at FIJI WY	39	---	0.536	0.525	-0.011	---	0.877	0.896	0.019	---	0.513	0.533	0.020	---
HAWTHORNE BLVD at IMPERIAL HWY	42	---	0.648	0.595	-0.053	---	0.864	0.738	-0.126	---	0.876	0.875	-0.001	---
LA CIENEGA BLVD at LA TIJERA BLVD	70	---	0.695	0.712	0.017	---	0.850	0.838	-0.012	---	0.571	0.547	-0.024	---
LINCOLN BLVD at MARINA EXPWY	89	---	0.807	0.808	0.001	---	0.903	0.918	0.015	[a]	0.778	0.766	-0.012	---
LINCOLN BLVD at MAXELLA AV	90	---	0.701	0.699	-0.002	---	0.872	0.880	0.008	---	0.667	0.679	0.012	---
LINCOLN BLVD at MINDANOA WY	91	---	0.907	0.923	0.016	[a]	0.938	0.937	-0.001	---	0.832	0.832	0.000	---
LINCOLN BLVD at VENICE BLVD	95	---	0.895	0.874	-0.021	---	0.992	1.001	0.009	---	0.899	0.900	0.001	---
LINCOLN BLVD at WASHINGTON BLVD	96	---	0.846	0.856	0.010	---	1.117	1.125	0.008	---	0.693	0.696	0.003	---
CENTINELA BLVD at ROUTE 90 EB	118	---	0.36	0.333	-0.027	---	0.494	0.511	0.017	---	0.606	0.609	0.003	---
CENTINELA BLVD at ROUTE 90 WB	119	---	0.501	0.523	0.022	---	0.527	0.537	0.010	---	0.446	0.450	0.004	---
SEPULVEDA BLVD at 79TH/80TH ST	136	---	0.731	0.740	0.009	---	0.779	0.795	0.016	---	0.561	0.503	-0.058	---
SEPULVEDA BLVD at 83RD ST	137	---	0.726	0.685	-0.041	---	0.869	0.853	-0.016	---	0.499	0.417	-0.082	---
HAWTHORNE BLVD at LENNOX BLVD	309	---	0.728	0.551	-0.177	---	0.957	0.656	-0.301	---	1.053	0.740	-0.313	---
INGLEWOOD AV at LENNOX BLVD	310	---	0.873	0.653	-0.220	---	1.100	0.715	-0.385	---	1.083	0.659	-0.424	---
INGLEWOOD AV at ARBOR VITAE ST	502	---	0.782	0.739	-0.043	---	0.875	0.770	-0.105	---	0.821	0.821	0.000	---
INGLEWOOD AV at CENTURY BLVD	503	---	0.695	0.697	0.002	---	0.805	0.697	-0.108	---	0.903	0.813	-0.090	---
INGLEWOOD AV at IMPERIAL HWY	505	---	0.922	0.869	-0.053	---	1.076	1.038	-0.038	---	0.975	0.966	-0.009	---
LA BREA AV at ARBOR VITAE ST	506	---	0.657	0.609	-0.048	---	0.650	0.616	-0.034	---	0.848	0.846	-0.002	---
PRAIRIE AV at LENNOX BLVD	510	---	1.011	0.771	-0.240	---	1.333	0.938	-0.395	---	1.220	0.898	-0.322	---
# IMPACTS		**0**				**0**				**0**				**0**

[a] The final volume-to-capacity ratio does not reflect the anticipated trip-reduction benefit of the transit enhancement proposed at this intersection.

2015 - Alternative D Vs. Adjusted Environmental Baseline (With Reduced Playa Vista) - Mitigated
INCLUDES ALTERNATIVE TRANSPORTATION MITIGATION PLAN

			AM PEAK				PM PEAK				AIRPORT PEAK			
INTERSECTIONS	**BA ID**	**Significant Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
AIRPORT BLVD at ARBOR VITAE ST	3	---	0.549	0.695	0.146	---	0.725	0.699	-0.026	---	0.831	0.732	-0.099	---
AIRPORT BLVD at CENTURY BLVD	4	---	0.390	0.505	0.115	---	0.619	0.624	0.005	---	0.418	0.618	0.200	---
AIRPORT BLVD at LA TIJERA BLVD	5	---	0.530	0.539	0.009	---	0.536	0.560	0.024	---	0.677	0.673	-0.004	---
AIRPORT BLVD at MANCHESTER AV	6	---	0.722	0.691	-0.031	---	0.736	0.764	0.028	---	0.859	0.863	0.004	---
AVIATION BLVD at ARBOR VITAE ST	7	---	0.625	0.699	0.074	---	0.881	0.816	-0.065	---	0.869	0.881	0.012	---
LA CIENEGA BLVD at ARBOR VITAE ST	8	---	0.823	0.847	0.024	[a]	0.914	0.923	0.009	---	0.963	0.910	-0.053	---
AVIATION BLVD at 111TH ST	10	---	0.387	0.699	0.312	---	0.444	0.688	0.244	---	0.791	0.809	0.018	---
AVIATION BLVD at CENTURY BLVD	11	---	0.803	0.723	-0.080	---	0.958	0.974	0.016	[a]	1.476	0.989	-0.487	---
AVIATION BLVD at EL SEGUNDO BLVD	12	---	0.929	0.835	-0.094	---	1.010	0.936	-0.074	---	0.914	0.909	-0.005	---
AVIATION BLVD at IMPERIAL HWY	13	---	0.685	0.671	-0.014	---	0.889	0.996	0.107	[a]	1.098	0.816	-0.282	---
AVIATION BLVD at MANCHESTER AV	14	---	0.985	0.845	-0.140	---	0.932	0.897	-0.035	---	1.412	1.171	-0.241	---
AVIATION BLVD at ROSECRANS AV	15	---	1.018	0.921	-0.097	---	1.167	1.093	-0.074	---	1.201	1.195	-0.006	---
CENTINELA AV at JEFFERSON BLVD	18	---	0.643	0.613	-0.030	---	0.818	0.813	-0.005	---	0.596	0.643	0.047	---
SEPULVEDA BLVD at CENTINELA AV	22	---	1.211	1.136	-0.075	---	1.092	1.022	-0.070	---	0.793	0.774	-0.019	---
LA CIENEGA BLVD at CENTURY BLVD	26	Yes	0.723	1.343	0.620	X	0.808	1.192	0.384	X	0.692	1.273	0.581	X
SEPULVEDA BLVD at CENTURY BLVD	27	---	0.734	0.735	0.001	---	0.809	0.750	-0.059	---	0.663	0.559	-0.104	---
CULVER BLVD at JEFFERSON BLVD	28	---	0.654	0.680	0.026	---	0.830	0.829	-0.001	---	0.371	0.384	0.013	---
VISTA DEL MAR at CULVER BLVD	33	---	0.683	0.662	-0.021	---	0.460	0.484	0.024	---	0.441	0.405	-0.036	---
DOUGLAS ST at IMPERIAL HWY	34	---	0.341	0.291	-0.050	---	0.567	0.607	0.040	---	0.542	0.295	-0.247	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	---	1.190	1.098	-0.092	---	1.131	1.123	-0.008	---	1.065	1.040	-0.025	---
VISTA DEL MAR at GRAND AV	36	---	0.791	0.810	0.019	---	0.417	0.436	0.019	---	0.449	0.419	-0.030	---
LA CIENEGA BLVD at FLORENCE AV	40	---	0.822	0.712	-0.110	---	1.087	1.018	-0.069	---	1.580	1.376	-0.204	---
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	---	1.184	1.127	-0.057	---	1.321	1.329	0.008	---	0.900	0.740	-0.160	---
SEPULVEDA BLVD at HOWARD HUGHES PKWY	44	---	0.624	0.599	-0.025	---	0.816	0.842	0.026	[a]	0.620	0.550	-0.070	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	---	0.448	0.499	0.051	---	0.600	0.625	0.025	---	0.634	0.725	0.091	[a]
I-405 FWY NB RAMPS at IMPERIAL HWY	46	---	0.273	0.301	0.028	---	0.337	0.365	0.028	---	0.714	0.687	-0.027	---
MAIN ST at IMPERIAL HWY	47	---	0.632	0.606	-0.026	---	0.967	0.819	-0.148	---	0.537	0.494	-0.043	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY	48	---	0.602	0.672	0.070	---	0.419	0.544	0.125	---	0.765	0.443	-0.322	---
PERSHING DR at IMPERIAL HWY	49	---	0.718	0.637	-0.081	---	0.619	0.644	0.025	---	0.437	0.358	-0.079	---
SEPULVEDA BLVD at IMPERIAL HWY	50	---	0.800	0.815	0.015	---	1.049	1.034	-0.015	---	0.955	0.904	-0.051	---
VISTA DEL MAR at IMPERIAL HWY	51	---	0.748	0.769	0.021	---	0.533	0.594	0.061	---	0.612	0.560	-0.052	---
LA CIENEGA BLVD at IMPERIAL HWY	52	Yes	0.485	0.765	0.280	X	0.472	0.678	0.206	---	0.549	0.880	0.331	X
I-405 N/B RAMPS at JEFFERSON BLVD	54	---	0.790	0.782	-0.008	---	0.833	0.848	0.015	---	0.607	0.589	-0.018	---
I-405 S/B RAMPS at JEFFERSON BLVD	55	---	0.617	0.607	-0.010	---	0.568	0.584	0.016	---	0.460	0.458	-0.002	---
LINCOLN BLVD at JEFFERSON BLVD	57	---	0.714	0.723	0.009	---	0.949	0.993	0.044	[a]	0.805	0.804	-0.001	---
LA CIENEGA BLVD at 111TH ST	67	---	0.263	0.390	0.127	---	0.343	0.294	-0.049	---	0.646	0.678	0.032	---
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL	68	---	0.346	0.527	0.181	---	0.480	0.524	0.044	---	0.681	0.581	-0.100	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL	69	---	0.293	0.225	-0.068	---	0.304	0.286	-0.018	---	0.480	0.472	-0.008	---
LA CIENEGA BLVD at LENNOX BLVD	71	---	0.365	0.381	0.016	---	0.440	0.598	0.158	---	0.740	0.669	-0.071	---
LA CIENEGA BLVD at MANCHESTER AV	72	---	0.720	0.732	0.012	---	0.807	0.764	-0.043	---	1.202	1.144	-0.058	---
I-405 N/B RAMPS at LA TIJERA BLVD	78	---	0.627	0.619	-0.008	---	0.678	0.674	-0.004	---	0.511	0.428	-0.083	---
I-405 S/B RAMPS at LA TIJERA BLVD	79	---	0.591	0.611	0.020	---	0.748	0.762	0.014	---	0.414	0.358	-0.056	---
LINCOLN BLVD at LA TIJERA BLVD	81	---	0.440	0.410	-0.030	---	0.509	0.657	0.148	---	0.226	0.224	-0.002	---
LA TIJERA BLVD at MANCHESTER AV	82	---	0.552	0.584	0.032	---	0.681	0.715	0.034	---	0.672	0.620	-0.052	---
SEPULVEDA BLVD at LA TIJERA BLVD	83	---	0.731	0.806	0.075	[a]	0.819	0.762	-0.057	---	0.407	0.405	-0.002	---
LINCOLN BLVD at 83RD ST	87	---	0.987	0.830	-0.157	---	1.040	0.983	-0.057	---	0.949	0.726	-0.223	---
LINCOLN BLVD at MANCHESTER AV	88	---	0.709	0.789	0.080	[a]	1.045	1.043	-0.002	---	0.787	0.667	-0.120	---
SEPULVEDA BLVD at LINCOLN BLVD	93	---	0.503	0.600	0.097	---	0.513	0.615	0.102	---	0.376	0.375	-0.001	---
LINCOLN BLVD at TEALE ST	94	---	0.635	0.699	0.064	---	0.875	0.940	0.065	[a]	0.552	0.554	0.002	---
PERSHING DR at MANCHESTER AV	98	---	0.503	0.548	0.045	---	0.504	0.516	0.012	---	0.193	0.205	0.012	---
SEPULVEDA BLVD at MANCHESTER AV	99	---	0.848	0.818	-0.030	---	1.008	0.982	-0.026	---	0.795	0.690	-0.105	---
SEPULVEDA BLVD at MARIPOSA AV	100	---	0.895	0.853	-0.042	---	1.050	0.956	-0.094	---	1.029	0.936	-0.093	---
PERSHING DR at WESTCHESTER PKWY	101	---	0.216	0.236	0.020	---	0.241	0.289	0.048	---	0.100	0.085	-0.015	---
SEPULVEDA BLVD at ROSECRANS AV	103	---	1.255	1.157	-0.098	---	1.596	1.566	-0.030	---	1.201	1.107	-0.094	---
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	---	1.167	1.168	0.001	---	0.968	1.017	0.049	[a]	0.913	0.859	-0.054	---
SEPULVEDA BLVD at 76TH/77TH ST	106	---	0.638	0.668	0.030	---	0.626	0.701	0.075	[a]	0.677	0.654	-0.023	---
SEPULVEDA BLVD at WESTCHESTER PKW	109	---	0.764	0.669	-0.095	---	0.904	0.903	-0.001	---	0.629	0.597	-0.032	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY	111	---	0.740	0.689	-0.051	---	0.601	0.361	-0.240	---	0.731	0.651	-0.080	---
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.737	0.665	-0.072	---	0.629	0.657	0.028	---	0.500	0.463	-0.037	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	---	0.632	0.616	-0.016	---	0.677	0.587	-0.090	---	0.455	0.466	0.011	---
LA CIENEGA BLVD at 120TH ST	313	---	0.268	0.463	0.195	---	0.425	0.481	0.056	---	0.488	0.432	-0.056	---
# IMPACTS		**2**				**2**				**1**				**2**

[a] The final volume-to-capacity ratio does not reflect the anticipated trip-reduction benefit of the transit enhancement proposed at this intersection.

2015 - Alternative D Vs. Adjusted Environmental Baseline (With Reduced Playa Vista) - Mitigated
INCLUDES ALTERNATIVE TRANSPORTATION MITIGATION PLAN
Supplemental Intersections

			AM PEAK				PM PEAK				AIRPORT PEAK			
SUPPLEMENTAL INTERSECTIONS	**BA ID**	**Significant Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**	**Adj. Env. V/C**	**Alt D V/C**	**Alt D - Adj Env**	**Pk-Hr Impact**
LA CIENEGA BLVD at 104TH ST	0	---	0.322	0.346	0.024	---	0.393	0.200	-0.193	---	0.396	0.628	0.232	---
LINCOLN BLVD at BALI WY	16	---	0.580	0.582	0.002	---	0.820	0.856	0.036	[a]	0.512	0.520	0.008	---
CENTINELA BLVD at CULVER BLVD	17	---	0.914	0.915	0.001	---	0.881	0.875	-0.006	---	0.679	0.684	0.005	---
LA CIENEGA BLVD at CENTINELA AV	20	---	1.184	0.995	-0.189	---	1.199	1.146	-0.053	---	0.984	0.933	-0.051	---
LA BREA AV at CENTURY BLVD	25	---	0.825	0.791	-0.034	---	0.934	0.844	-0.090	---	0.972	0.887	-0.085	---
LINCOLN BLVD at FIJI WY	39	---	0.536	0.529	-0.007	---	0.877	0.894	0.017	---	0.513	0.546	0.033	---
HAWTHORNE BLVD at IMPERIAL HWY	42	---	0.648	0.605	-0.043	---	0.864	0.719	-0.145	---	0.876	0.873	-0.003	---
LA CIENEGA BLVD at LA TIJERA BLVD	70	---	0.695	0.713	0.018	---	0.850	0.839	-0.011	---	0.571	0.556	-0.015	---
LINCOLN BLVD at MARINA EXPWY	89	---	0.807	0.815	0.008	---	0.903	0.921	0.018	[a]	0.778	0.767	-0.011	---
LINCOLN BLVD at MAXELLA AV	90	---	0.701	0.710	0.009	---	0.872	0.879	0.007	---	0.667	0.673	0.006	---
LINCOLN BLVD at MINDANOA WY	91	---	0.907	0.923	0.016	[a]	0.938	0.944	0.006	---	0.832	0.840	0.008	---
LINCOLN BLVD at VENICE BLVD	95	---	0.895	0.867	-0.028	---	0.992	0.999	0.007	---	0.899	0.891	-0.008	---
LINCOLN BLVD at WASHINGTON BLVD	96	---	0.846	0.864	0.018	---	1.117	1.125	0.008	---	0.693	0.699	0.006	---
CENTINELA BLVD at ROUTE 90 EB	118	---	0.36	0.336	-0.024	---	0.494	0.515	0.021	---	0.606	0.605	-0.001	---
CENTINELA BLVD at ROUTE 90 WB	119	---	0.501	0.520	0.019	---	0.527	0.539	0.012	---	0.446	0.454	0.008	---
SEPULVEDA BLVD at 79TH/80TH ST	136	---	0.731	0.731	0.000	---	0.779	0.793	0.014	---	0.561	0.502	-0.059	---
SEPULVEDA BLVD at 83RD ST	137	---	0.726	0.674	-0.052	---	0.869	0.849	-0.020	---	0.499	0.408	-0.091	---
HAWTHORNE BLVD at LENNOX BLVD	309	---	0.728	0.697	-0.031	---	0.957	0.873	-0.084	---	1.053	1.025	-0.028	---
INGLEWOOD AV at LENNOX BLVD	310	---	0.873	0.786	-0.087	---	1.100	0.979	-0.121	---	1.083	1.073	-0.010	---
INGLEWOOD AV at ARBOR VITAE ST	502	---	0.782	0.737	-0.045	---	0.875	0.765	-0.110	---	0.821	0.783	-0.038	---
INGLEWOOD AV at CENTURY BLVD	503	---	0.695	0.715	0.020	---	0.805	0.791	-0.014	---	0.903	0.903	0.000	---
INGLEWOOD AV at IMPERIAL HWY	505	---	0.922	0.879	-0.043	---	1.076	1.073	-0.003	---	0.975	0.983	0.008	---
LA BREA AV at ARBOR VITAE ST	506	---	0.657	0.610	-0.047	---	0.650	0.598	-0.052	---	0.848	0.816	-0.032	---
PRAIRIE AV at LENNOX BLVD	510	---	1.011	0.983	-0.028	---	1.333	1.258	-0.075	---	1.220	1.225	0.005	---
# IMPACTS		**0**				**0**				**0**				**1**

[a] The final volume-to-capacity ratio does not reflect the anticipated trip-reduction benefit of the transit enhancement proposed at this intersection.

Appendix
LAX Master Plan Third Addendum to the Final EIR

AD(3)-A2. Revised Traffic Analysis Data Levels of Service Worksheets

December 2004

LEVEL-OF-SERVICE WORKSHEETS

2015 ADJUSTED ENVIRONMENTAL BASELINE

AM PEAK HOUR

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

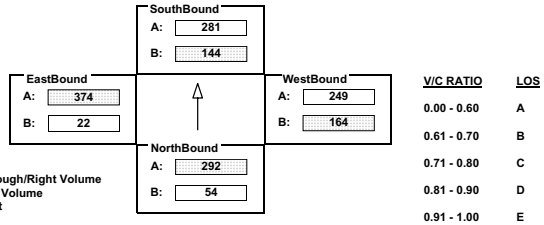
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	398	186	144	843	60	164	358	140	22	747	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	398	186	144	843	60	164	358	140	22	747	50
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{292 + 144 + 164 + 374}{*1500} = 0.579 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

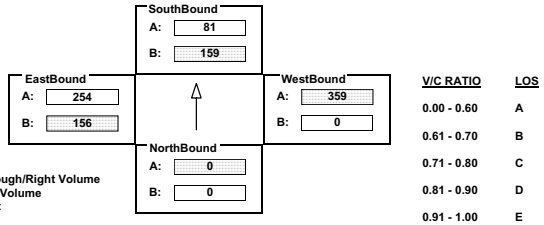
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	424	0	371	0	1208	359	283	1016	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	424	0	371	0	1208	359	283	1016	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	1	1	0	4	0	0	1	0	2	0	4	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Perm		Auto		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 159 + 359 + 156}{*1375} = 0.420 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

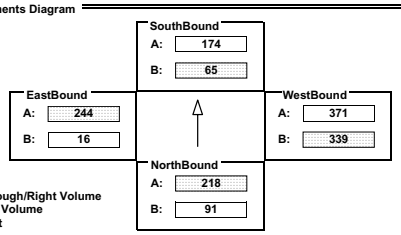
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	91	149	415	65	193	26	616	729	12	16	693	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	149	415	65	193	26	616	729	12	16	693	39
LANE	0	1	0	0	1	1	0	1	0	0	1	0	2	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{218 + 65 + 339 + 244}{*1375} = 0.560 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

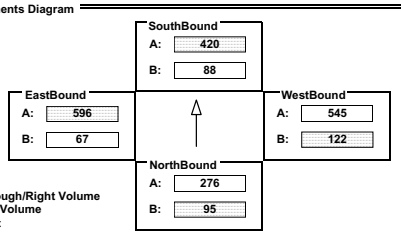
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	95	413	138	88	799	42	122	1090	116	67	1192	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	413	138	88	799	42	122	1090	116	67	1192	90
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{95 + 420 + 122 + 596}{*1500} = 0.752 \qquad LOS = C$$

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15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

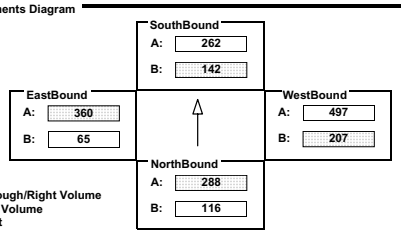
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	210	558	288	142	467	57	207	752	242	65	635	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	558	288	142	467	57	207	752	242	65	635	84
LANE	2	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{288 + 142 + 207 + 360}{*1375} = 0.655 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

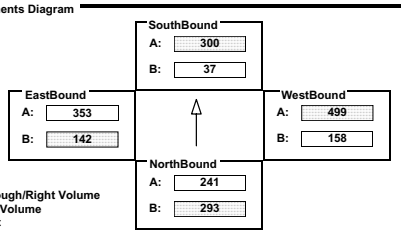
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	293	416	66	37	457	143	158	997	268	142	416	291
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	416	66	37	457	143	158	997	268	142	416	291
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{293 + 300 + 499 + 142}{1500} = 0.823 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	110	1322	100	36	612	77	88	183	75	91	86	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	1322	100	36	612	77	88	183	75	91	86	40
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 230 B: 36

EastBound A: 126 B: 91

WestBound A: 129 B: 88

NorthBound A: 474 B: 110

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{474 + 36 + 129 + 91}{*1500} = 0.417 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	733	785	28	34	484	192	42	1792	138	247	997	495
AMBIENT												
RELATED												
PROJECT												
TOTAL	733	785	28	34	484	192	42	1792	138	247	997	495
LANE	3	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 242 B: 19

EastBound A: 495 B: 247

WestBound A: 482 B: 42

NorthBound A: 406 B: 271

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{271 + 242 + 482 + 247}{*1375} = 0.833 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	197	778	116	148	648	267	306	1501	347	215	344	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	778	116	148	648	267	306	1501	347	215	344	208
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 216 B: 148

EastBound A: 115 B: 215

WestBound A: 616 B: 169

NorthBound A: 298 B: 197

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{298 + 148 + 616 + 215}{1375} = 0.929 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	235	943	387	244	596	63	331	1103	527	148	375	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	235	943	387	244	596	63	331	1103	527	148	375	99
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 298 B: 134

EastBound A: 158 B: 81

WestBound A: 393 B: 182

NorthBound A: 472 B: 129

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{472 + 134 + 393 + 81}{*1375} = 0.715 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	341	464	119	1	406	355	128	1175	6	140	681	253
AMBIENT												
RELATED												
PROJECT												
TOTAL	341	464	119	1	406	355	128	1175	6	140	681	253
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram

SouthBound A: 285 B: 0

EastBound A: 340 B: 140

WestBound A: 588 B: 128

NorthBound A: 292 B: 341

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{341 + 285 + 588 + 140}{1375} = 0.985 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	292	1654	654	120	425	347	531	1943	664	217	871	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	292	1654	654	120	425	347	531	1943	664	217	871	46
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	2	0	3	0	1	0	2	0	3	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 287 B: 66

EastBound A: 229 B: 119

WestBound A: 664 B: 292

NorthBound A: 551 B: 161

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{551 + 66 + 664 + 119}{1375} = 1.018 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	183	45	273	481	472	79	1509	458	467	1826	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	183	45	273	481	472	79	1509	458	467	1826	80
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA				

Critical Movements Diagram

SouthBound A: 241 B: 150

EastBound A: 609 B: 257

WestBound A: 503 B: 43

NorthBound A: 61 B: 21

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{21 + 241 + 503 + 257}{*1375} = 0.673 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	846	1539	346	190	909	240	318	1281	339	224	674	484
AMBIENT												
RELATED												
PROJECT												
TOTAL	846	1539	346	190	909	240	318	1281	339	224	674	484
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA				

Critical Movements Diagram

SouthBound A: 303 B: 105

EastBound A: 225 B: 224

WestBound A: 810 B: 175

NorthBound A: 513 B: 466

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{466 + 303 + 810 + 224}{*1375} = 1.241 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	245	663	264	50	367	817	106	1425	322	156	848	639
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	663	264	50	367	817	106	1425	322	156	848	639
LANE	1	0	2	0	0	2	0	1	0	2	0	0	2	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA								

Critical Movements Diagram

SouthBound A: 294 B: 50

EastBound A: 283 B: 156

WestBound A: 437 B: 106

NorthBound A: 332 B: 245

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{245 + 294 + 437 + 156}{*1375} = 0.753$$

LOS = C

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15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3964	18	0	2507	42	491	30	361	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3964	18	0	2507	42	491	30	361	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Perm	Free	Perm	Auto	Perm	Auto	<none>	<none>								

Critical Movements Diagram

SouthBound A: 627 B: 0

EastBound A: 0 B: 0

WestBound A: 260 B: 260

NorthBound A: 991 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{991 + 0 + 260 + 0}{*1500} = 0.764$$

LOS = C

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1702	408	12	308	0	487	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1702	408	12	308	0	487	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>								

Critical Movements Diagram

SouthBound A: 190 B: 12

EastBound A: 0 B: 0

WestBound A: 0 B: 268

NorthBound A: 851 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{851 + 12 + 268 + 0}{*1500} = 0.684$$

LOS = B

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	1273	152	17	1	466	42	1	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	1273	152	17	1	466	42	1	0	196	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	2	1	0	0	1	0	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto								

Critical Movements Diagram

SouthBound A: 170 B: 152

EastBound A: 98 B: 0

WestBound A: 42 B: 172

NorthBound A: 637 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{637 + 170 + 172 + 98}{*1375} = 0.713$$

LOS = C

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

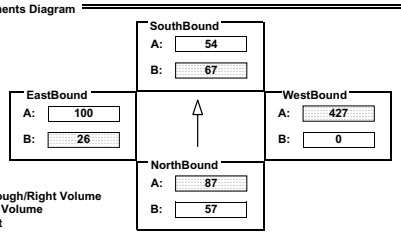
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	104	99	159	125	0	77	0	1150	131	26	301	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	104	99	159	125	0	77	0	1150	131	26	301	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{87 + 67 + 427 + 26}{*1375} = 0.371 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

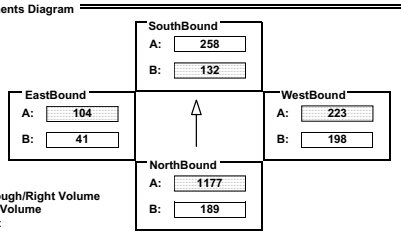
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	343	3532	247	240	1032	72	198	446	212	41	209	157
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	3532	247	240	1032	72	198	446	212	41	209	157
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1177 + 132 + 223 + 104}{1375} = 1.190 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

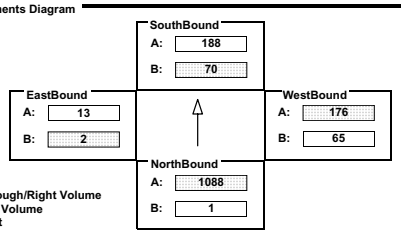
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	1980	197	70	371	4	124	6	176	2	2	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	1980	197	70	371	4	124	6	176	2	2	10
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1088 + 70 + 176 + 2}{*1500} = 0.821 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

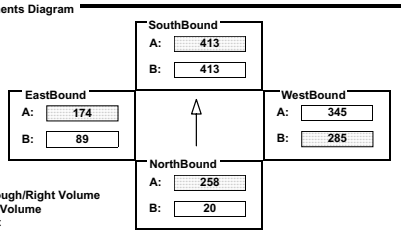
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	473	43	520	720	414	285	584	107	89	336	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	473	43	520	720	414	285	584	107	89	336	12
LANE	1	0	1	0	1	0	0	1	1	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{258 + 413 + 285 + 174}{1375} = 0.822 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

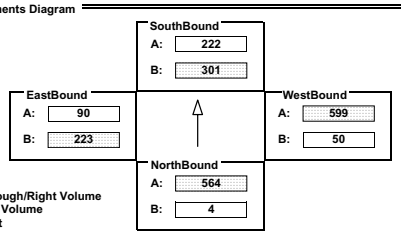
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	1066	62	301	209	13	50	126	749	223	87	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1066	62	301	209	13	50	126	749	223	87	4
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{564 + 301 + 599 + 223}{1425} = 1.184 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

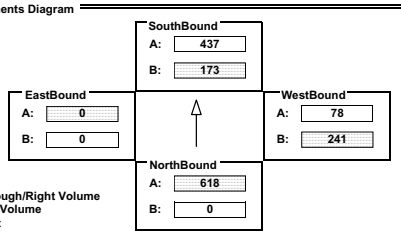
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2471	853	314	1312	0	651	0	251	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2471	853	314	1312	0	651	0	251	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{618 + 173 + 241 + 0}{*1425} = 0.654 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

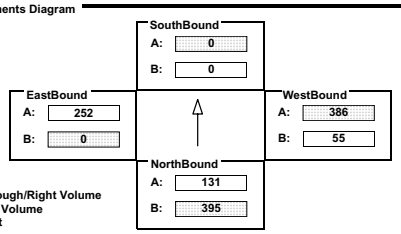
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	718	0	339	0	0	0	101	1157	0	0	615	394
AMBIENT												
RELATED												
PROJECT												
TOTAL	718	0	339	0	0	0	101	1157	0	0	615	394
LANE	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{395 + 0 + 386 + 0}{*1425} = 0.478 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

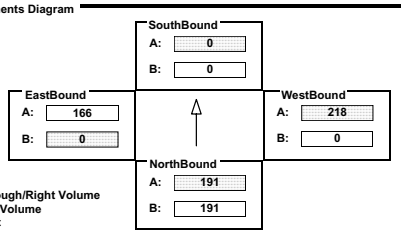
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	318	0	63	0	0	0	0	653	166	0	499	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	318	0	63	0	0	0	0	653	166	0	499	140
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{191 + 0 + 218 + 0}{1500} = 0.273 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: AM | Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	385	0	600	0	0	0	303	670	0	0	1055	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	385	0	600	0	0	0	303	670	0	0	1055	203
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 528 B: 0

WestBound A: 335 B: 303

NorthBound A: 0 B: 212

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{212 + 0 + 303 + 528}{*1425} = 0.662$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: AM | Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	170	1115	489	245	943	0	0	315	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	170	1115	489	245	943	0	0	315	308
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 557 B: 170

EastBound A: 308 B: 0

WestBound A: 314 B: 135

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 557 + 135 + 308}{*1425} = 0.632$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: AM | Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	475	0	233	0	414	897	412	772	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	475	0	233	0	414	897	412	772	0
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 238 B: 238

EastBound A: 386 B: 227

WestBound A: 660 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 238 + 660 + 227}{*1375} = 0.748$$

LOS = C

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: AM | Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	86	2095	607	330	2303	95	114	206	258	347	249	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	2095	607	330	2303	95	114	206	258	347	249	185
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 600 B: 182

EastBound A: 142 B: 191

WestBound A: 167 B: 63

NorthBound A: 698 B: 86

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{698 + 182 + 167 + 191}{*1375} = 0.830$$

LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1443	726	145	176	0	170	0	342	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1443	726	145	176	0	170	0	342	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 88 B: 145

EastBound A: 0 B: 0

WestBound A: 342 B: 85

NorthBound A: 722 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{722 + 145 + 342 + 0}{*1425} = 0.778$$

LOS = C

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	145	216	32	86	218	295	28	990	301	407	559	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	216	32	86	218	295	28	990	301	407	559	60
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 171 B: 47

EastBound A: 186 B: 224

WestBound A: 330 B: 15

NorthBound A: 108 B: 80

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{80 + 171 + 330 + 224}{*1375} = 0.515$$

LOS = A

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	2	80	0	0	0	277	1213	251	344	1003	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	2	80	0	0	0	277	1213	251	344	1003	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 334 B: 344

WestBound A: 607 B: 0

NorthBound A: 117 B: 117

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{117 + 0 + 607 + 344}{1200*} = 0.820$$

LOS = D

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	52	1	358	277	1362	0	344	972	363
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	52	1	358	277	1362	0	344	972	363
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 179 B: 52

EastBound A: 363 B: 0

WestBound A: 681 B: 153

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 179 + 681 + 0}{1200*} = 0.647$$

LOS = B

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

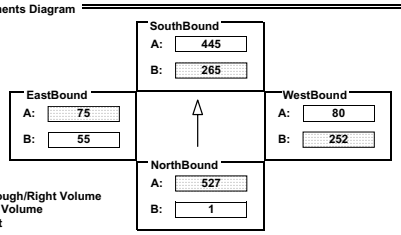
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2108	743	482	1461	319	459	160	281	55	220	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2108	743	482	1461	319	459	160	281	55	220	4
LANE	1 0	4 0	0 1	0	2 0	3 0	1 0	0	2 0	2 0	2 0	1 0	2 0	1 0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{527 + 265 + 252 + 75}{*1375} = 0.744 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

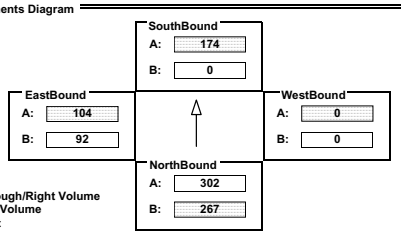
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	267	604	0	0	435	88	0	0	0	168	0	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	267	604	0	0	435	88	0	0	0	168	0	104
LANE	1 0	2 0	0 0	0	0 2	0 1	0 0	0	0 0	0 0	0 0	2 0	0 0	1 0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{267 + 174 + 0 + 104}{*1500} = 0.293 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

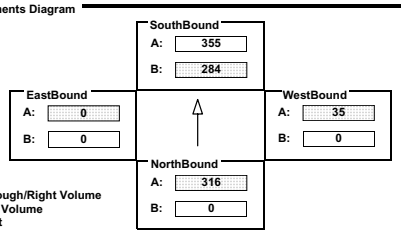
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	6321	175	517	710	0	0	0	322	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	6321	175	517	710	0	0	0	322	0	0	0
LANE	0 0	2 0	0 1	0	2 0	2 0	0 0	0	0 0	0 0	0 2	0	0 0	0 0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Perm	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{316 + 284 + 35 + 0}{*1425} = 0.376 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

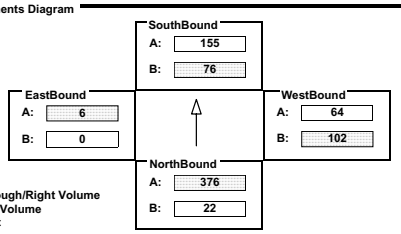
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	751	55	76	464	0	185	6	102	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	751	55	76	464	0	185	6	102	0	0	6
LANE	1 0	2 0	0 1	0	1 0	3 0	0 0	0	2 0	0 0	0 0	1 0	0 0	1 0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{376 + 76 + 102 + 6}{*1425} = 0.323 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	685	89	102	395	0	239	0	281	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	685	89	102	395	0	239	0	281	0	0	0
LANE	0	0	1	0	1	0	0	1	3	0	0	0	1	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 132 B: 102

EastBound A: 0 B: 0

WestBound A: 173 B: 173

NorthBound A: 387 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{387 + 102 + 173 + 0}{*1425} = 0.395 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	145	388	131	334	444	204	350	1120	62	78	560	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	388	131	334	444	204	350	1120	62	78	560	23
LANE	1	0	1	0	1	0	0	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 259 B: 259

EastBound A: 194 B: 78

WestBound A: 394 B: 193

NorthBound A: 259 B: 145

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{259 + 259 + 394 + 78}{1375} = 0.720 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	204	0	302	0	0	0	390	1325	235	390	1407	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	204	0	302	0	0	0	390	1325	235	390	1407	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 469 B: 214

WestBound A: 520 B: 0

NorthBound A: 302 B: 204

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{302 + 0 + 520 + 214}{*1425} = 0.657 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	127	0	390	390	1532	0	390	1292	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	127	0	390	390	1532	0	390	1292	238
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 259 B: 127

EastBound A: 510 B: 0

WestBound A: 511 B: 215

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 259 + 215 + 510}{*1425} = 0.621 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

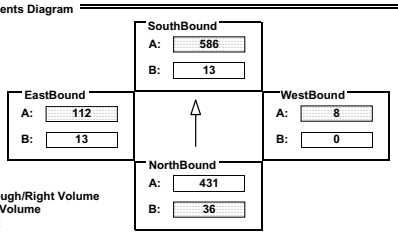
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	1722	3	13	1672	87	0	0	8	26	0	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	1722	3	13	1672	87	0	0	8	26	0	130
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	1	0	0	1	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{36 + 586 + 8 + 112}{*1375} = 0.470 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

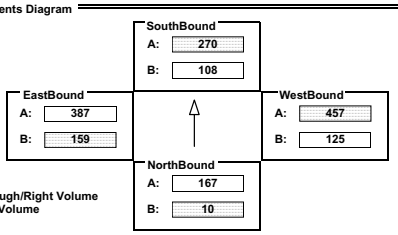
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	10	335	189	108	541	178	125	913	39	159	773	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	335	189	108	541	178	125	913	39	159	773	5
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{10 + 270 + 457 + 159}{*1375} = 0.582 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

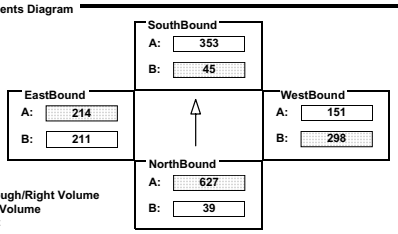
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	1881	94	45	1060	53	298	268	35	211	429	198
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	1881	94	45	1060	53	298	268	35	211	429	198
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{627 + 45 + 298 + 214}{*1425} = 0.761 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

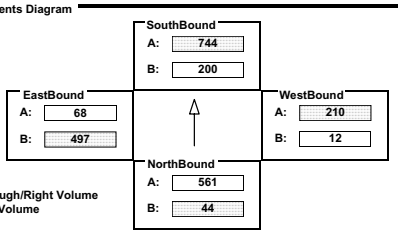
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	2225	19	200	2005	226	12	114	310	497	59	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	2225	19	200	2005	226	12	114	310	497	59	8
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{44 + 744 + 210 + 497}{*1375} = 1.017 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	1739	113	179	1632	103	123	592	346	169	693	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	1739	113	179	1632	103	123	592	346	169	693	138
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 578 B: 179

EastBound A: 347 B: 169

WestBound A: 296 B: 123

NorthBound A: 463 B: 58

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{463 + 179 + 123 + 347}{*1375} = 0.739$$

LOS = C

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1607	0	0	2014	1853	0	1598	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1607	0	0	2014	1853	0	1598	0
LANE	0 0 0	0 0 0	0	0 0 4	0 0 0	0	0 0 4	0 0 3	0	0 0 4	0 0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 402 B: 0

EastBound A: 400 B: 0

WestBound A: 503 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 402 + 503 + 0}{*1500} = 0.533$$

LOS = A

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2601	227	116	1776	0	904	0	104	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2601	227	116	1776	0	904	0	104	0	0	0
LANE	0 0 4	0 0 1	0	2 0 4	0 0 0	0	2 0 0	0 1 1		0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 444 B: 64

EastBound A: 0 B: 0

WestBound A: 40 B: 334

NorthBound A: 650 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{650 + 64 + 334 + 0}{*1425} = 0.665$$

LOS = B

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	748	87	89	138	9	214	175	415	20	47	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	748	87	89	138	9	214	175	415	20	47	34
LANE	1 0 2	0 0 1	0	1 0 1	0 1 0	0	1 0 1	0 0 1	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 73 B: 89

EastBound A: 41 B: 20

WestBound A: 325 B: 214

NorthBound A: 374 B: 42

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{374 + 89 + 325 + 41}{*1375} = 0.533$$

LOS = A

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

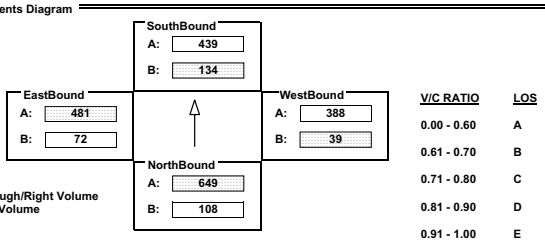
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	108	1946	57	134	1316	178	39	776	287	131	963	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	1946	57	134	1316	178	39	776	287	131	963	88
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{649 + 134 + 39 + 481}{*1375} = 0.878 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

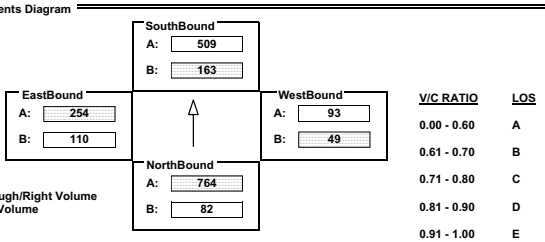
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	82	3057	160	296	1955	83	49	93	46	110	170	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	3057	160	296	1955	83	49	93	46	110	170	84
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{764 + 163 + 49 + 254}{1375} = 0.895 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

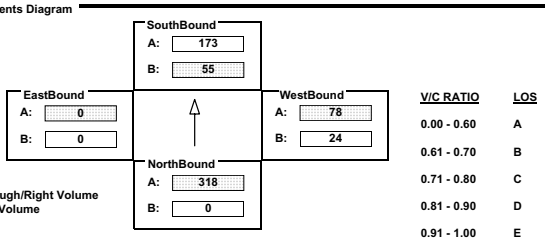
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	636	259	55	346	0	44	0	241	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	636	259	55	346	0	44	0	241	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{318 + 55 + 78 + 0}{*1425} = 0.246 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

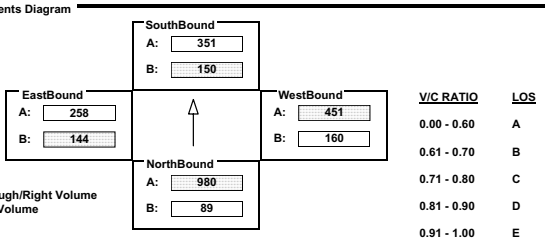
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	3918	522	273	1054	53	291	529	451	261	773	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	3918	522	273	1054	53	291	529	451	261	773	133
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	Auto								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{980 + 150 + 451 + 144}{1375} = 1.255 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2677	0	0	0	0	0	0	2725	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2677	0	0	0	0	0	0	2725	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 1008 B: 0

NorthBound A: 892 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{892 + 0 + 1008 + 0}{*1500} = 1.197 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	61	2101	20	40	1438	116	101	100	101	369	53	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	2101	20	40	1438	116	101	100	101	369	53	88
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	2	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 518 B: 40

EastBound A: 88 B: 203

WestBound A: 101 B: 101

NorthBound A: 707 B: 61

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{707 + 40 + 101 + 203}{*1425} = 0.668 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	1658	58	280	1321	65	149	267	123	23	593	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	1658	58	280	1321	65	149	267	123	23	593	35
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 440 B: 280

EastBound A: 314 B: 23

WestBound A: 195 B: 149

NorthBound A: 553 B: 94

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{553 + 280 + 149 + 314}{*1500} = 0.794 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1111	72	181	330	0	909	0	136	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1111	72	181	330	0	909	0	136	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 165 B: 181

EastBound A: 0 B: 0

WestBound A: 523 B: 523

NorthBound A: 556 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{556 + 181 + 523 + 0}{*1500} = 0.770 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1106	8	74	0	0	10	0	1461	0	0	743	422
AMBIENT												
RELATED												
PROJECT												
TOTAL	1106	8	74	0	0	10	0	1461	0	0	743	422
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	1	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: <none>		Phasing: <none>	RTOR: Auto		Phasing: <none>	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 10 B: 0

EastBound A: 291 B: 0

WestBound A: 487 B: 0

NorthBound A: 74 B: 608

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{608 + 10 + 487 + 291}{1500} = 0.737$$

LOS = C

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	178	0	430	0	1585	303	69	426	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	178	0	430	0	1585	303	69	426	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 203 B: 98

EastBound A: 142 B: 69

WestBound A: 629 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 203 + 629 + 69}{1425} = 0.632$$

LOS = B

Developed by Chun Wong, 12/94

15PVAEA

CalcaDB

November 30, 2004 ,Tuesday 08:37:18 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	210	110	35	27	11	141	239	109	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	210	110	35	27	11	141	239	109	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 19 B: 35

EastBound A: 0 B: 0

WestBound A: 174 B: 141

NorthBound A: 160 B: 40

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{160 + 35 + 174 + 0}{1375} = 0.268$$

LOS = A

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	276	715	0	0	399	246	0	0	0	79	0	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	276	715	0	0	399	246	0	0	0	79	0	48
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 246 B: 0

EastBound A: 0 B: 79

WestBound A: 0 B: 0

NorthBound A: 238 B: 276

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{276 + 246 + 0 + 79}{*1425} = 0.352$$

LOS = A

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	183	1843	32	26	1597	216	0	0	13	266	3	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1843	32	26	1597	216	0	0	13	266	3	147
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 0	0 1 0	0	1 1 0	0 0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 604 B: 26

EastBound A: 135 B: 135

WestBound A: 13 B: 0

NorthBound A: 625 B: 183

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{183 + 604 + 13 + 135}{*1375} = 0.610 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	1014	82	194	1096	176	67	673	186	391	868	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	1014	82	194	1096	176	67	673	186	391	868	13
LANE	1 0 2	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 636 B: 194

EastBound A: 441 B: 391

WestBound A: 429 B: 67

NorthBound A: 507 B: 22

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{507 + 194 + 429 + 391}{*1500} = 0.944 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	592	2702	39	119	2166	66	93	1286	145	0	727	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	592	2702	39	119	2166	66	93	1286	145	0	727	111
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 3	0 0 1	0	0 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 744 B: 119

EastBound A: 279 B: 0

WestBound A: 429 B: 93

NorthBound A: 914 B: 592

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{592 + 744 + 429 + 0}{*1375} = 1.214 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	196	1007	38	111	910	62	85	1112	78	238	705	224
AMBIENT												
RELATED												
PROJECT												
TOTAL	196	1007	38	111	910	62	85	1112	78	238	705	224
LANE	1 0 3	0 1 0	0	1 0 3	0 0 1	0	1 0 2	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 303 B: 111

EastBound A: 310 B: 238

WestBound A: 397 B: 85

NorthBound A: 261 B: 196

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{196 + 303 + 397 + 238}{1375} = 0.825 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

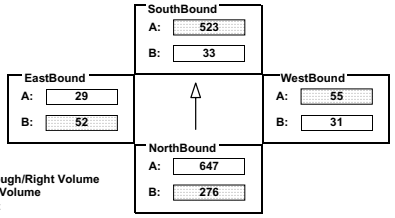
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	502	1941	33	33	1515	54	31	32	23	52	29	570
AMBIENT												
RELATED												
PROJECT												
TOTAL	502	1941	33	33	1515	54	31	32	23	52	29	570
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{276 + 523 + 55 + 52}{*1425} = 0.566 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

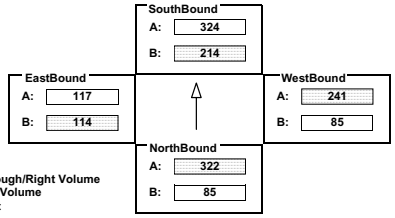
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	155	898	365	214	753	218	85	569	153	114	327	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	155	898	365	214	753	218	85	569	153	114	327	25
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{322 + 214 + 241 + 114}{1375} = 0.648 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

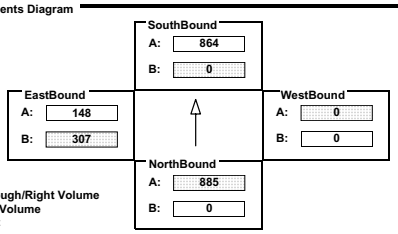
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2609	45	0	2372	1086	0	0	0	830	148	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2609	45	0	2372	1086	0	0	0	830	148	0
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	3	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{885 + 0 + 0 + 307}{*1500} = 0.725 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

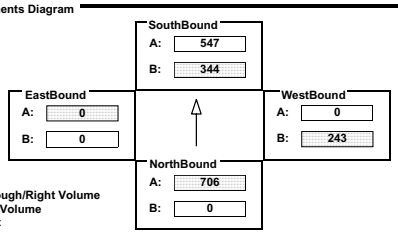
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1918	201	626	1642	0	442	0	626	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1918	201	626	1642	0	442	0	626	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{706 + 344 + 243 + 0}{*1425} = 0.837 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1958	279	291	1899	52	303	27	331	86	61	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	1958	279	291	1899	52	303	27	331	86	61	141
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram

SouthBound A: 488 B: 160

EastBound A: 117 B: 86

WestBound A: 171 B: 165

NorthBound A: 653 B: 48

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{653 + 160 + 171 + 117}{*1375} = 0.731 \qquad LOS = C$$

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24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	1956	208	107	1384	252	134	515	117	0	996	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1956	208	107	1384	252	134	515	117	0	996	106
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 545 B: 107

EastBound A: 551 B: 0

WestBound A: 316 B: 74

NorthBound A: 652 B: 26

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{652 + 107 + 74 + 551}{*1375} = 0.937 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	138	1374	98	188	1312	54	358	479	265	235	997	212
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	1374	98	188	1312	54	358	479	265	235	997	212
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 683 B: 103

EastBound A: 332 B: 129

WestBound A: 240 B: 197

NorthBound A: 736 B: 76

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{736 + 103 + 197 + 332}{*1375} = 0.925 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	533	1963	274	129	1136	94	166	521	123	124	785	616
AMBIENT												
RELATED												
PROJECT												
TOTAL	533	1963	274	129	1136	94	166	521	123	124	785	616
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 410 B: 71

EastBound A: 393 B: 68

WestBound A: 261 B: 91

NorthBound A: 746 B: 293

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{746 + 71 + 91 + 393}{*1375} = 0.876 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

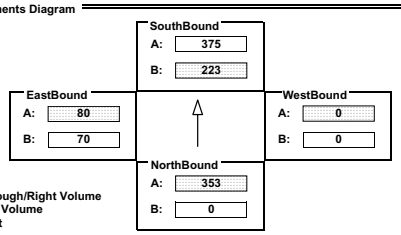
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	497	353	406	1125	0	0	0	0	70	0	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	497	353	406	1125	0	0	0	0	70	0	90
LANE	0 0 2 0 1 0 0			2 0 3 0 0 0 0			0 0 0 0 0 0 0			0 0 0 1 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		<none>	<none>		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{353 + 223 + 0 + 80}{*1425} = 0.390 \qquad LOS = A$$

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24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

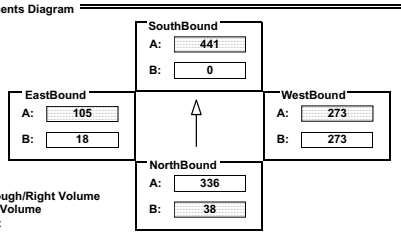
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	1009	0	0	1306	18	406	5	408	18	0	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	1009	0	0	1306	18	406	5	408	18	0	87
LANE	1 0 2 0 1 0 0			0 0 2 0 1 0 0			1 0 0 1 0 1 0			0 0 0 0 0 0 1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{38 + 441 + 273 + 105}{*1425} = 0.531 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

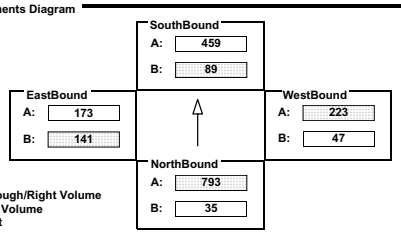
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	2324	55	89	1377	99	47	98	223	141	173	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	2324	55	89	1377	99	47	98	223	141	173	107
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			0 1 0 0 1 0 0			1 0 1 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{793 + 89 + 223 + 141}{*1500} = 0.761 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

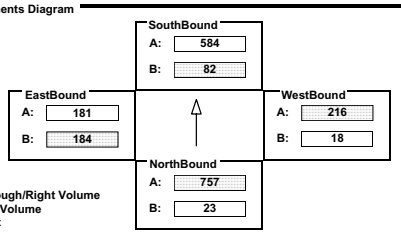
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	23	2271	12	82	1698	55	18	98	119	184	181	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	2271	12	82	1698	55	18	98	119	184	181	64
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 0 0 1 0 0			1 0 1 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{757 + 82 + 216 + 184}{*1500} = 0.756 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

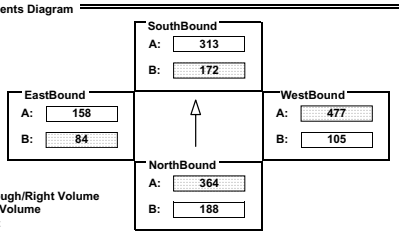
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	188	1091	59	172	788	150	105	477	214	84	261	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	1091	59	172	788	150	105	477	214	84	261	56
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{364 + 172 + 477 + 84}{*1375} = 0.728$$

LOS = C

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

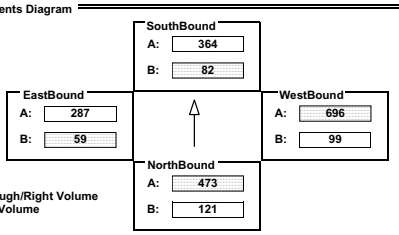
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	121	367	106	82	285	79	99	608	88	59	214	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	367	106	82	285	79	99	608	88	59	214	73
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{473 + 82 + 696 + 59}{1500} = 0.873$$

LOS = D

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

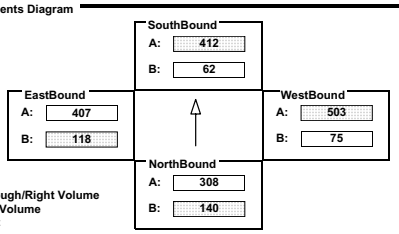
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	140	256	52	62	229	121	75	905	101	118	661	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	256	52	62	229	121	75	905	101	118	661	154
LANE	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{140 + 412 + 503 + 118}{1500} = 0.782$$

LOS = C

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

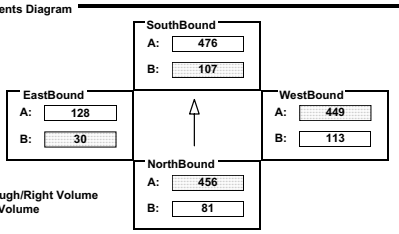
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	81	258	199	107	395	81	113	1242	105	30	372	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	258	199	107	395	81	113	1242	105	30	372	12
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{456 + 107 + 449 + 30}{1500} = 0.695$$

LOS = B

Developed by Chun Wong, 12/94

24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

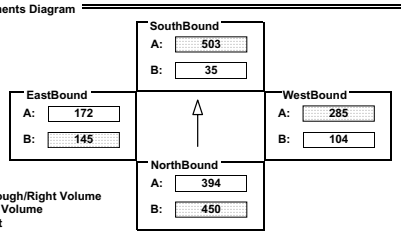
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	450	394	84	35	400	103	104	788	67	145	352	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	450	394	84	35	400	103	104	788	67	145	352	165
LANE	1	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
Phasing	Perm			Perm			Perm			Perm		
RTOR	Auto			Auto			Auto			Auto		
SIGNAL	Perm			Perm			Perm			Perm		
	Auto			Auto			Auto			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{450 + 503 + 285 + 145}{1500} = 0.922 \qquad LOS = E$$

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24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

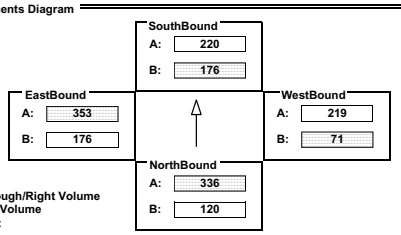
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	120	982	27	176	661	54	71	415	219	176	353	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	982	27	176	661	54	71	415	219	176	353	109
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	1	0	1	0	0	1	0
Phasing	Perm			Perm			Prot-Fix			Prot-Fix		
RTOR	Auto			Auto			Auto			Auto		
SIGNAL	Perm			Perm			Prot-Fix			Prot-Fix		
	Auto			Auto			Auto			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{336 + 176 + 71 + 353}{1425} = 0.657 \qquad LOS = B$$

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24PVAEA

CalcaDB

November 30, 2004 ,Tuesday 09:22:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

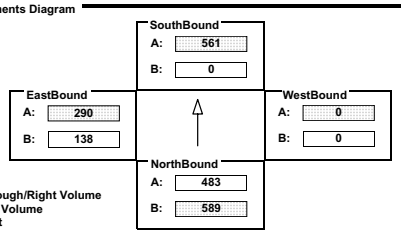
AM/PM: AM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	589	1448	0	0	1338	344	0	0	0	138	0	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	589	1448	0	0	1338	344	0	0	0	138	0	290
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0
Phasing	Perm			Perm			Split			Split		
RTOR	Auto			Auto			Auto			Auto		
SIGNAL	Perm			Perm			Split			Split		
	Auto			Auto			Auto			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{589 + 561 + 0 + 290}{1425} = 1.011 \qquad LOS = F$$

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2015 ADJUSTED ENVIRONMENTAL BASELINE

PM PEAK HOUR

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	795	215	137	586	30	312	783	278	64	448	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	795	215	137	586	30	312	783	278	64	448	132
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto																

Critical Movements Diagram

SouthBound A: 195 B: 137

EastBound A: 224 B: 64

WestBound A: 531 B: 312

NorthBound A: 505 B: 83

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{505 + 137 + 531 + 64}{*1500} = 0.755 \qquad LOS = C$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	781	0	340	0	1349	408	529	1308	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	781	0	340	0	1349	408	529	1308	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	1	1	0	4	0	0	1	0	2	0	4	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	<none>	<none>	Perm	Auto	Prot-Var	OLA	Prot-Var	Auto																

Critical Movements Diagram

SouthBound A: 42 B: 289

EastBound A: 327 B: 291

WestBound A: 408 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 289 + 408 + 291}{*1375} = 0.649 \qquad LOS = B$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	190	166	613	12	141	49	381	762	3	39	906	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	166	613	12	141	49	381	762	3	39	906	83
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram

SouthBound A: 118 B: 12

EastBound A: 330 B: 39

WestBound A: 382 B: 210

NorthBound A: 323 B: 190

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{323 + 12 + 210 + 330}{*1375} = 0.566 \qquad LOS = A$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	90	759	53	80	512	51	163	1146	98	77	1210	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	759	53	80	512	51	163	1146	98	77	1210	66
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto																

Critical Movements Diagram

SouthBound A: 282 B: 80

EastBound A: 605 B: 77

WestBound A: 573 B: 163

NorthBound A: 406 B: 90

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{406 + 80 + 163 + 605}{*1500} = 0.766 \qquad LOS = C$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

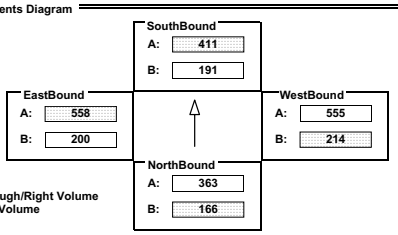
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	302	727	150	191	637	184	214	957	153	200	957	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	302	727	150	191	637	184	214	957	153	200	957	160
LANE	2	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{166 + 411 + 214 + 558}{*1375} = 0.911$$

LOS = E

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

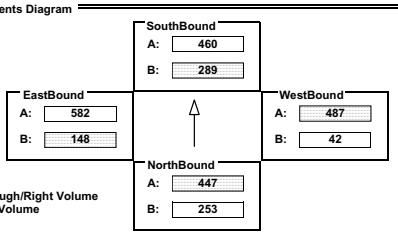
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	253	665	228	289	700	219	42	974	167	148	1023	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	253	665	228	289	700	219	42	974	167	148	1023	141
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{447 + 289 + 487 + 148}{1500} = 0.914$$

LOS = E

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

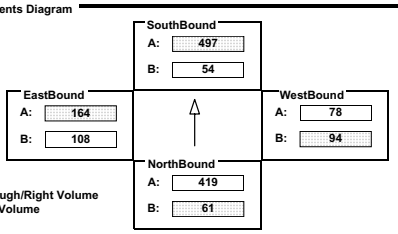
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	61	1187	70	54	1363	127	94	95	60	108	102	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	1187	70	54	1363	127	94	95	60	108	102	62
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{61 + 497 + 94 + 164}{*1500} = 0.474$$

LOS = A

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

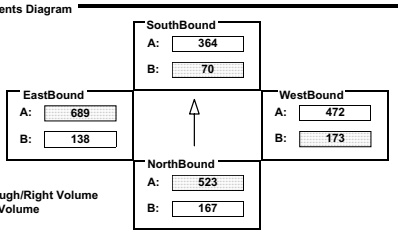
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	452	815	231	127	727	101	173	1713	176	138	2326	429
AMBIENT												
RELATED												
PROJECT												
TOTAL	452	815	231	127	727	101	173	1713	176	138	2326	429
LANE	3	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{523 + 70 + 173 + 689}{*1375} = 0.988$$

LOS = E

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

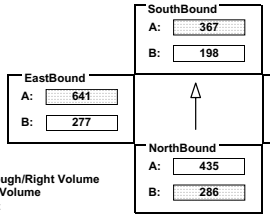
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	286	1086	219	198	1100	209	172	625	46	277	1923	461
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	1086	219	198	1100	209	172	625	46	277	1923	461
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{286 + 367 + 95 + 641}{1375} = 1.010 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

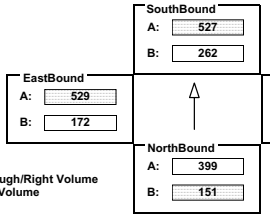
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	274	698	552	477	1053	119	278	707	419	313	1223	363
AMBIENT												
RELATED												
PROJECT												
TOTAL	274	698	552	477	1053	119	278	707	419	313	1223	363
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{151 + 527 + 153 + 529}{*1375} = 0.919 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

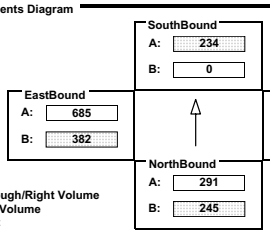
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	245	445	136	0	467	323	74	840	5	382	1370	356
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	445	136	0	467	323	74	840	5	382	1370	356
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	0	2	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{245 + 234 + 420 + 382}{1375} = 0.932 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

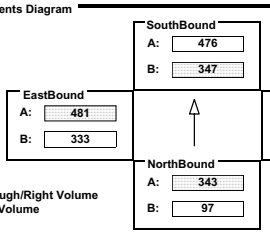
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	836	560	632	1903	434	788	1440	178	605	1781	145
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	836	560	632	1903	434	788	1440	178	605	1781	145
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{343 + 347 + 434 + 481}{1375} = 1.167 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	175	702	238	556	205	408	169	1458	467	429	1655	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	702	238	556	205	408	169	1458	467	429	1655	16
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 172 B: 306

EastBound A: 552 B: 236

WestBound A: 486 B: 93

NorthBound A: 234 B: 96

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{234 + 306 + 486 + 236}{*1375} = 0.848 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	584	1490	234	203	1878	196	360	659	194	265	955	846
AMBIENT												
RELATED												
PROJECT												
TOTAL	584	1490	234	203	1878	196	360	659	194	265	955	846
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 626 B: 112

EastBound A: 318 B: 265

WestBound A: 427 B: 198

NorthBound A: 497 B: 321

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{321 + 626 + 427 + 265}{*1375} = 1.122 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	261	450	330	181	612	653	55	950	189	297	1882	976
AMBIENT												
RELATED												
PROJECT												
TOTAL	261	450	330	181	612	653	55	950	189	297	1882	976
LANE	1	0	2	0	0	2	0	1	0	2	0	0	2	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 306 B: 181

EastBound A: 627 B: 297

WestBound A: 285 B: 55

NorthBound A: 225 B: 261

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{261 + 306 + 55 + 627}{*1375} = 0.838 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3446	6	0	2954	67	951	53	502	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3446	6	0	2954	67	951	53	502	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 738 B: 0

EastBound A: 0 B: 0

WestBound A: 502 B: 502

NorthBound A: 861 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{861 + 0 + 502 + 0}{*1500} = 0.839 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

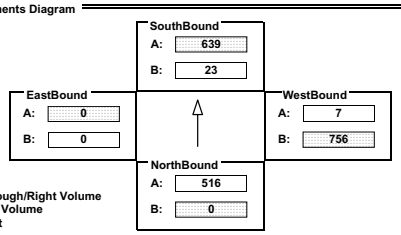
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1032	486	23	1139	0	1375	0	7	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1032	486	23	1139	0	1375	0	7	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 639 + 756 + 0}{*1500} = 0.860 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

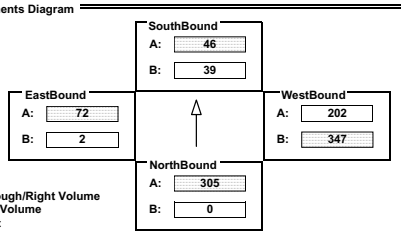
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	18	591	39	6	1	939	158	44	2	136	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	18	591	39	6	1	939	158	44	2	136	6
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{305 + 46 + 347 + 72}{*1375} = 0.490 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

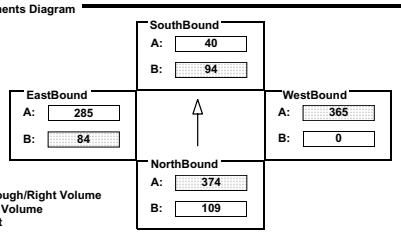
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	198	53	680	171	0	82	0	993	101	84	854	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	53	680	171	0	82	0	993	101	84	854	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{374 + 94 + 365 + 84}{*1375} = 0.597 \qquad LOS = A$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

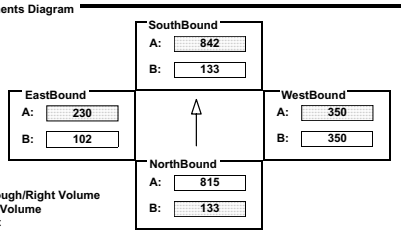
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	242	2446	39	242	3370	95	633	417	300	102	459	262
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	2446	39	242	3370	95	633	417	300	102	459	262
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	0	2	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{133 + 842 + 350 + 230}{1375} = 1.131 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

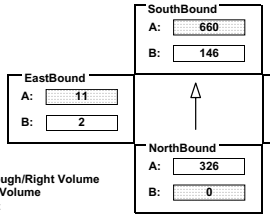
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	496	156	146	1316	5	200	9	61	2	8	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	496	156	146	1316	5	200	9	61	2	8	1
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 660 + 105 + 11}{*1500} = 0.447 \qquad LOS = A$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

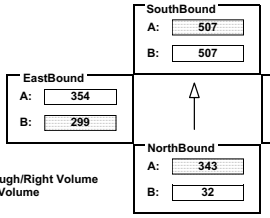
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	32	591	95	567	953	383	228	593	98	299	686	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	591	95	567	953	383	228	593	98	299	686	23
LANE	1	0	1	0	1	0	0	1	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{343 + 507 + 346 + 299}{1375} = 1.087 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

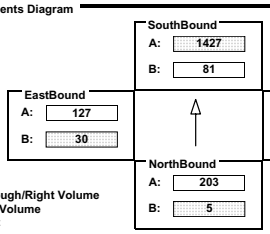
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	283	124	81	934	493	191	86	461	30	109	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	283	124	81	934	493	191	86	461	30	109	18
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{5 + 1427 + 420 + 30}{1425} = 1.321 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

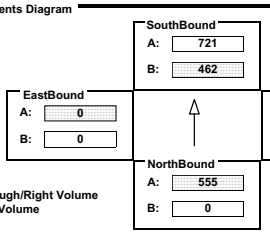
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2218	743	839	2162	0	779	0	142	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2218	743	839	2162	0	779	0	142	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{555 + 462 + 288 + 0}{*1425} = 0.846 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	407	0	73	0	0	0	279	857	0	0	1555	929
AMBIENT												
RELATED												
PROJECT												
TOTAL	407	0	73	0	0	0	279	857	0	0	1555	929
LANE	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	OLA

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 621 B: 0

WestBound A: 286 B: 153

NorthBound A: 0 B: 224

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{224 + 0 + 153 + 621}{*1425} = 0.630 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	207	0	128	0	0	0	0	423	165	0	1011	266
AMBIENT												
RELATED												
PROJECT												
TOTAL	207	0	128	0	0	0	0	423	165	0	1011	266
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 337 B: 0

WestBound A: 147 B: 0

NorthBound A: 168 B: 168

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{168 + 0 + 0 + 337}{1500} = 0.337 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	489	0	542	0	0	0	856	991	0	0	790	523
AMBIENT												
RELATED												
PROJECT												
TOTAL	489	0	542	0	0	0	856	991	0	0	790	523
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 395 B: 0

WestBound A: 496 B: 856

NorthBound A: 0 B: 269

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{269 + 0 + 856 + 395}{*1425} = 0.997 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	76	219	284	372	1047	0	0	953	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	76	219	284	372	1047	0	0	953	149
LANE	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 168 B: 76

EastBound A: 367 B: 0

WestBound A: 349 B: 204

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 168 + 204 + 367}{*1425} = 0.449 \qquad LOS = A$$

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

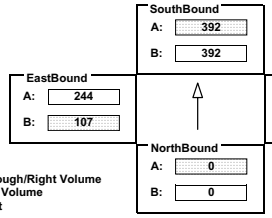
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	784	0	336	0	875	882	195	487	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	784	0	336	0	875	882	195	487	0
LANE	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 392 + 490 + 107) / *1375 = 0.649 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

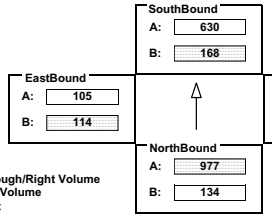
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	134	2218	1048	305	2434	84	257	444	405	208	311	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	2218	1048	305	2434	84	257	444	405	208	311	172
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (977 + 168 + 321 + 114) / *1375 = 1.079 LOS = F

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

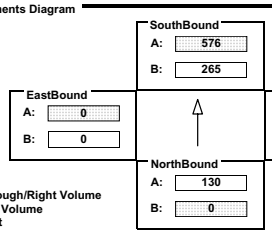
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	259	317	265	1152	0	653	0	338	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	259	317	265	1152	0	653	0	338	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (0 + 576 + 326 + 0) / *1425 = 0.563 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

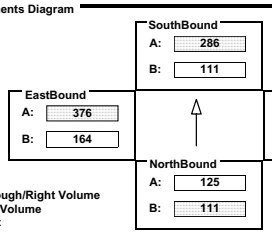
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	201	176	200	201	495	364	26	467	139	298	1127	244
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	176	200	201	495	364	26	467	139	298	1127	244
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (111 + 286 + 14 + 376) / *1375 = 0.502 LOS = A

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

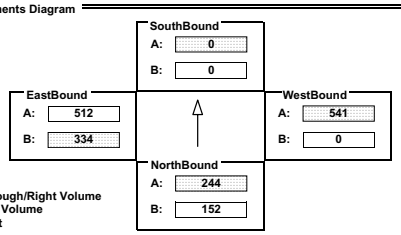
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	152	2	242	0	0	0	398	1081	166	334	1537	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	152	2	242	0	0	0	398	1081	166	334	1537	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{244 + 0 + 541 + 334}{1200^*} = 0.863 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

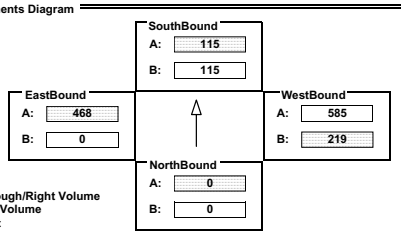
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	139	0	207	398	1170	0	334	1404	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	139	0	207	398	1170	0	334	1404	308
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 115 + 219 + 468}{1200^*} = 0.598 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

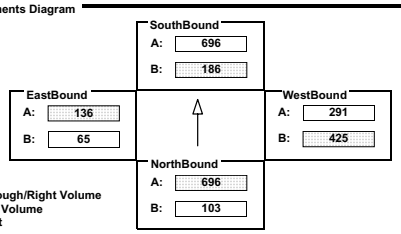
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	103	2783	910	338	2013	696	772	583	531	65	350	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	2783	910	338	2013	696	772	583	531	65	350	58
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{696 + 186 + 425 + 136}{1375^*} = 0.979 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

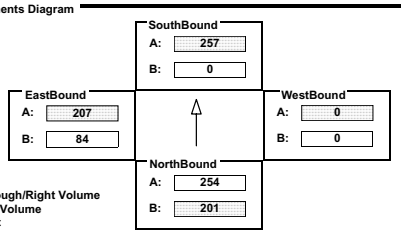
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	201	508	0	0	655	115	0	0	0	152	0	207
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	508	0	0	655	115	0	0	0	152	0	207
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{201 + 257 + 0 + 207}{1500^*} = 0.373 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	758	196	795	848	0	0	0	418	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	758	196	795	848	0	0	0	418	0	0	0
LANE	0	0	2	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 424 B: 437

EastBound A: 0 B: 0

WestBound A: 11 B: 0

NorthBound A: 379 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{379 + 437 + 11 + 0}{*1425} = 0.510 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	652	71	154	830	0	161	0	71	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	652	71	154	830	0	161	0	71	0	1	5
LANE	1	0	2	0	0	1	0	1	0	3	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 277 B: 154

EastBound A: 6 B: 0

WestBound A: 0 B: 89

NorthBound A: 326 B: 14

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{326 + 154 + 89 + 6}{*1425} = 0.334 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	469	102	299	717	0	95	0	370	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	469	102	299	717	0	95	0	370	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 239 B: 299

EastBound A: 0 B: 0

WestBound A: 185 B: 95

NorthBound A: 285 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{285 + 299 + 185 + 0}{*1425} = 0.470 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	421	68	242	839	122	354	924	134	58	924	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	421	68	242	839	122	354	924	134	58	924	128
LANE	1	0	1	0	1	0	0	1	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 320 B: 242

EastBound A: 351 B: 58

WestBound A: 353 B: 195

NorthBound A: 244 B: 36

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{244 + 320 + 195 + 351}{1375} = 0.807 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	270	3	392	0	0	0	461	1229	145	472	1843	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	270	3	392	0	0	0	461	1229	145	472	1843	0
LANE	1 0 0	0 0 1	0	0 0 0	0 0 0		0 0 2	0 1 0	0	2 0 3	0 0 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	<none>		<none>	<none>		Perm	Auto		Prot-Fix	<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 614 B: 259

WestBound A: 458 B: 0

NorthBound A: 392 B: 270

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{392 + 0 + 458 + 259}{*1425} = 0.708$$

LOS = C

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15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	294	0	383	461	1427	0	472	1530	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	294	0	383	461	1427	0	472	1530	317
LANE	0 0 0	0 0 0		0 0 0	0 0 1	1	2 0 3	0 0 0		0 0 2	0 1 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	<none>		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram

SouthBound A: 339 B: 294

EastBound A: 616 B: 0

WestBound A: 476 B: 253

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 339 + 253 + 616}{*1425} = 0.778$$

LOS = C

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	50	2060	0	18	2209	50	2	0	3	103	0	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	2060	0	18	2209	50	2	0	3	103	0	28
LANE	2 0 3	0 1 0		1 0 2	0 1 0		0 0 0	1 0 0		1 1 0	0 0 1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 753 B: 18

EastBound A: 52 B: 52

WestBound A: 5 B: 2

NorthBound A: 515 B: 28

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{28 + 753 + 5 + 52}{*1375} = 0.539$$

LOS = A

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	32	662	205	79	462	159	205	867	100	230	884	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	662	205	79	462	159	205	867	100	230	884	18
LANE	1 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 231 B: 79

EastBound A: 442 B: 230

WestBound A: 434 B: 205

NorthBound A: 331 B: 32

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{331 + 79 + 434 + 230}{*1375} = 0.711$$

LOS = C

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

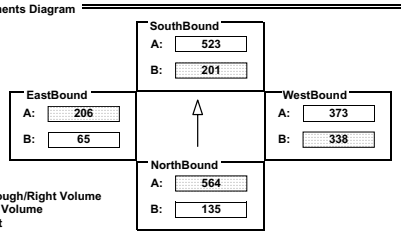
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	135	1691	226	201	1570	108	338	571	175	65	413	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1691	226	201	1570	108	338	571	175	65	413	33
LANE	1 0 3	0 0 1	0	1 0 3	0 0 1	0	1 0 1	0 1 0	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (564 + 201 + 338 + 206) / *1425 = 0.849 LOS = D

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

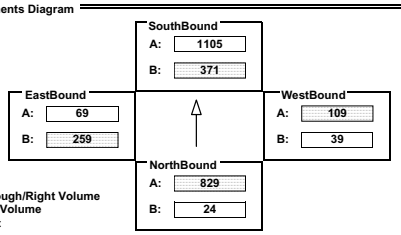
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	3239	78	371	2937	378	39	62	295	259	52	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	3239	78	371	2937	378	39	62	295	259	52	18
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 1	0 0 1	0	1 0 0	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (829 + 371 + 109 + 259) / *1375 = 1.070 LOS = F

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

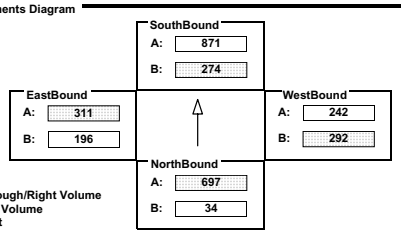
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	2630	159	274	2476	137	292	483	507	196	621	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	2630	159	274	2476	137	292	483	507	196	621	138
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (697 + 274 + 292 + 311) / *1375 = 1.075 LOS = F

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

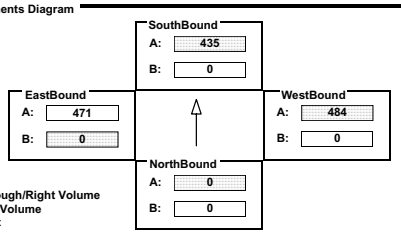
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1739	0	0	1935	1657	0	1885	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1739	0	0	1935	1657	0	1885	0
LANE	0 0 0	0 0 0	0	0 0 4	0 0 0	0	0 0 4	0 0 3	0	0 0 4	0 0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 435 + 484 + 0) / *1500 = 0.543 LOS = A

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3667	766	219	2964	0	954	0	123	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3667	766	219	2964	0	954	0	123	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 741 B: 120

EastBound A: 0 B: 0

WestBound A: 3 B: 353

NorthBound A: 917 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{917 + 120 + 353 + 0}{*1425} = 0.905 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	385	201	393	551	32	191	82	192	14	66	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	385	201	393	551	32	191	82	192	14	66	42
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto

Critical Movements Diagram

SouthBound A: 291 B: 393

EastBound A: 54 B: 14

WestBound A: 82 B: 191

NorthBound A: 193 B: 19

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{193 + 393 + 191 + 54}{*1375} = 0.534 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	89	1856	106	140	1819	234	140	1009	331	173	920	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	1856	106	140	1819	234	140	1009	331	173	920	114
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 606 B: 140

EastBound A: 460 B: 95

WestBound A: 670 B: 140

NorthBound A: 619 B: 89

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{619 + 140 + 670 + 95}{*1375} = 1.038 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	125	2971	51	218	3102	202	120	269	129	224	115	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	2971	51	218	3102	202	120	269	129	224	115	51
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 826 B: 120

EastBound A: 166 B: 224

WestBound A: 269 B: 120

NorthBound A: 743 B: 125

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{125 + 826 + 269 + 224}{1375} = 1.050 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	526	230	128	760	0	224	0	155	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	526	230	128	760	0	224	0	155	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 380 B: 128

EastBound A: 0 B: 0

WestBound A: 0 B: 95

NorthBound A: 263 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{263 + 128 + 95 + 0}{*1425} = 0.271$$

LOS = A

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November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	363	1613	478	548	3754	156	415	817	641	187	758	263
AMBIENT												
RELATED												
PROJECT												
TOTAL	363	1613	478	548	3754	156	415	817	641	187	758	263
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram

SouthBound A: 1251 B: 301

EastBound A: 263 B: 103

WestBound A: 641 B: 228

NorthBound A: 403 B: 200

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{200 + 1251 + 641 + 103}{1375} = 1.596$$

LOS = F

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November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2830	0	0	0	0	0	0	1781	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2830	0	0	0	0	0	0	1781	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 659 B: 0

NorthBound A: 943 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{943 + 0 + 659 + 0}{*1500} = 0.998$$

LOS = E

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November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	2199	28	120	2038	263	69	80	65	148	89	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	2199	28	120	2038	263	69	80	65	148	89	54
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 767 B: 120

EastBound A: 89 B: 81

WestBound A: 80 B: 69

NorthBound A: 742 B: 107

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{107 + 767 + 80 + 81}{*1425} = 0.656$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

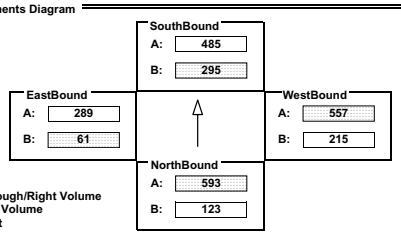
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1780	54	295	1456	169	215	747	368	61	547	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1780	54	295	1456	169	215	747	368	61	547	32
LANE	1 0 3	0 0 1	0	1 0 3	0 0 1	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{593 + 295 + 557 + 61}{*1500} = 0.934 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

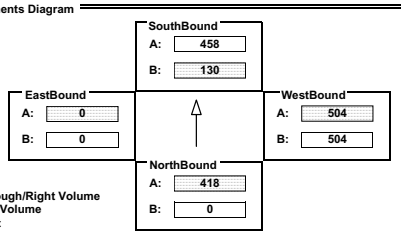
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	835	225	130	916	0	530	0	477	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	835	225	130	916	0	530	0	477	0	0	0
LANE	0 0 1	0 1 1	0	1 0 2	0 0 0	0	1 0 0	0 0 1	0	0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{418 + 130 + 504 + 0}{*1500} = 0.631 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

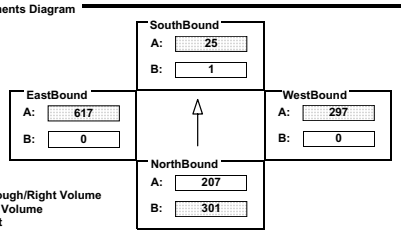
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	548	0	207	1	0	24	0	890	18	0	1570	900
AMBIENT												
RELATED												
PROJECT												
TOTAL	548	0	207	1	0	24	0	890	18	0	1570	900
LANE	2 0 0	0 0 1	0	0 0 0	0 0 1		0 0 3	0 0 0	0	1 0 2	0 1 1	0
SIGNAL	Phasing: Split	RTOR: <none>		Phasing: <none>	RTOR: Auto		Phasing: <none>	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{301 + 25 + 297 + 617}{1500} = 0.629 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

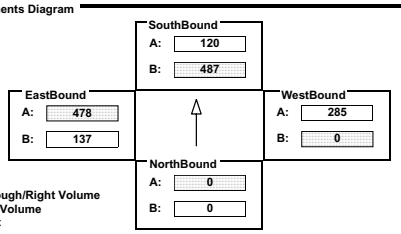
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	885	0	343	0	673	182	137	1435	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	885	0	343	0	673	182	137	1435	0
LANE	0 0 0	0 0 0		2 0 0	0 0 2	0	0 0 2	0 1 0	0	1 0 3	0 0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 487 + 0 + 478}{1425} = 0.677 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:16 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

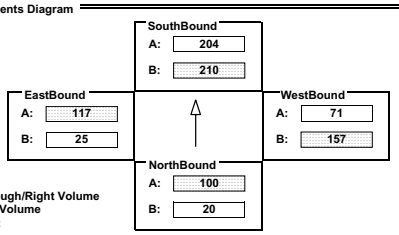
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	104	95	210	294	115	157	112	29	25	182	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	104	95	210	294	115	157	112	29	25	182	51
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{100 + 210 + 157 + 117}{1375} = 0.425$$

LOS = A

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

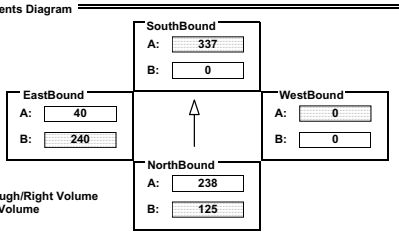
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	125	715	0	0	852	159	0	0	0	240	0	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	715	0	0	852	159	0	0	0	240	0	164
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Perm		Auto		Perm		Auto		Perm		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{125 + 337 + 0 + 240}{*1425} = 0.423$$

LOS = A

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

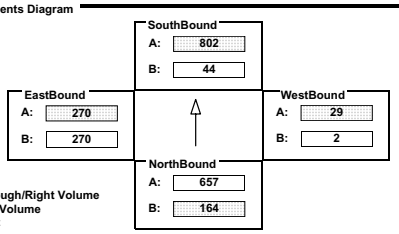
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	164	1958	13	44	1893	512	2	2	27	539	1	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	1958	13	44	1893	512	2	2	27	539	1	148
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{164 + 802 + 29 + 270}{*1375} = 0.850$$

LOS = D

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

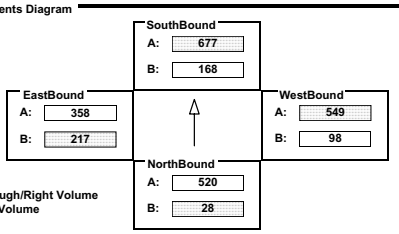
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	1041	91	168	1090	264	98	902	196	217	673	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	1041	91	168	1090	264	98	902	196	217	673	42
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 677 + 549 + 217}{*1500} = 0.911$$

LOS = E

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November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	212	2370	113	237	2100	65	127	1056	186	0	1572	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	2370	113	237	2100	65	127	1056	186	0	1572	209
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 3	0 0 1	0	0 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 722 B: 237

EastBound A: 594 B: 0

WestBound A: 352 B: 127

NorthBound A: 828 B: 212

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{828 + 237 + 127 + 594}{*1375} = 1.229 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	249	891	17	102	1019	150	63	951	73	354	1062	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	891	17	102	1019	150	63	951	73	354	1062	181
LANE	1 0 3	0 1 0	0	1 0 3	0 0 1	0	1 0 2	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 340 B: 102

EastBound A: 414 B: 354

WestBound A: 341 B: 63

NorthBound A: 227 B: 249

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{249 + 340 + 341 + 354}{1375} = 0.934 \qquad LOS = E$$

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	781	2356	73	65	2053	150	54	43	35	150	44	856
AMBIENT												
RELATED												
PROJECT												
TOTAL	781	2356	73	65	2053	150	54	43	35	150	44	856
LANE	2 0 3	0 0 1	0	1 0 2	0 1 0	0	0 1 0	0 1 0	0	1 0 1	0 0 1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 734 B: 65

EastBound A: 44 B: 150

WestBound A: 78 B: 54

NorthBound A: 785 B: 430

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{430 + 734 + 78 + 150}{*1425} = 0.907 \qquad LOS = E$$

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	156	446	333	162	1213	196	238	512	186	298	965	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	156	446	333	162	1213	196	238	512	186	298	965	218
LANE	2 0 3	0 0 1	0	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 2	0 1 0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 470 B: 162

EastBound A: 394 B: 298

WestBound A: 232 B: 238

NorthBound A: 214 B: 86

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{86 + 470 + 238 + 394}{1375} = 0.864 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2270	153	0	2409	1465	0	0	0	1236	319	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2270	153	0	2409	1465	0	0	0	1236	319	0
LANE	0	0	2	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 968 B: 0

EastBound A: 319 B: 457

WestBound A: 0 B: 0

NorthBound A: 808 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 968 + 0 + 457}{*1500} = 0.880 \qquad LOS = D$$

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2315	209	701	2083	0	367	0	799	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2315	209	701	2083	0	367	0	799	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram

SouthBound A: 694 B: 386

EastBound A: 0 B: 0

WestBound A: 54 B: 202

NorthBound A: 841 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{841 + 386 + 202 + 0}{*1425} = 0.933 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	2460	379	256	2295	99	492	98	424	63	80	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	2460	379	256	2295	99	492	98	424	63	80	113
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram

SouthBound A: 598 B: 141

EastBound A: 80 B: 63

WestBound A: 295 B: 295

NorthBound A: 820 B: 109

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{820 + 141 + 295 + 80}{*1375} = 0.902 \qquad LOS = E$$

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	147	2062	267	222	1736	149	258	610	78	0	696	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	2062	267	222	1736	149	258	610	78	0	696	57
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 628 B: 222

EastBound A: 376 B: 0

WestBound A: 344 B: 142

NorthBound A: 687 B: 147

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{687 + 222 + 142 + 376}{*1375} = 0.968 \qquad LOS = E$$

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

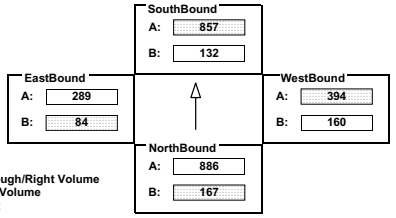
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	304	1632	140	240	1617	97	290	787	232	152	866	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	1632	140	240	1617	97	290	787	232	152	866	132
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{167 + 857 + 394 + 84}{*1375} = 1.022 \qquad LOS = F$$

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24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

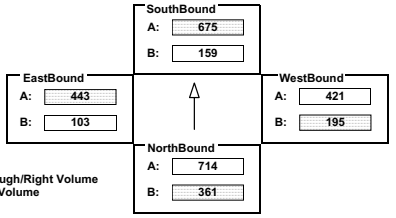
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	657	1917	225	289	1836	189	355	842	200	188	886	734
AMBIENT												
RELATED												
PROJECT												
TOTAL	657	1917	225	289	1836	189	355	842	200	188	886	734
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{361 + 675 + 195 + 443}{*1375} = 1.147 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEP

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November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

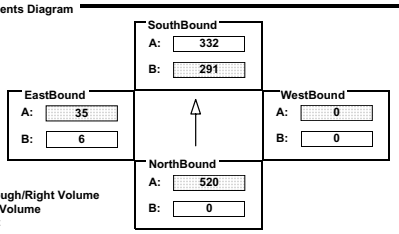
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1050	509	529	996	0	0	0	0	6	0	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1050	509	529	996	0	0	0	0	6	0	64
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{520 + 291 + 0 + 35}{*1425} = 0.524 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

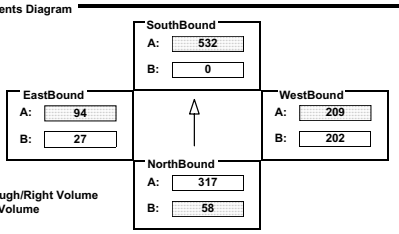
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	951	0	0	1568	29	202	34	384	27	0	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	951	0	0	1568	29	202	34	384	27	0	67
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{58 + 532 + 209 + 94}{*1425} = 0.557 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

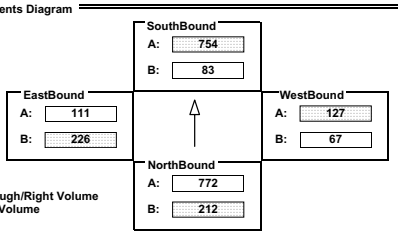
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	212	2263	52	83	2263	225	67	98	88	226	111	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	2263	52	83	2263	225	67	98	88	226	111	109
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{212 + 754 + 127 + 226}{*1500} = 0.809 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

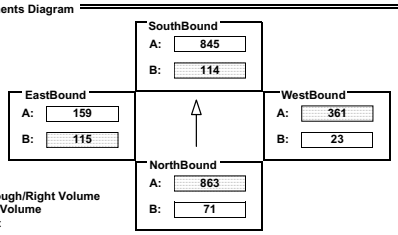
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	71	2590	35	114	2442	93	23	204	157	115	159	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2590	35	114	2442	93	23	204	157	115	159	61
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{863 + 114 + 361 + 115}{*1500} = 0.899 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

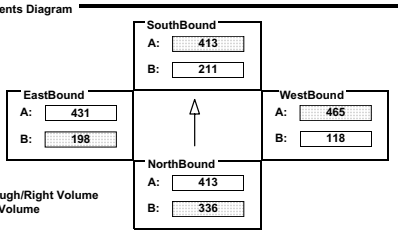
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	336	1238	142	211	1085	155	118	465	124	198	682	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	336	1238	142	211	1085	155	118	465	124	198	682	179
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{336 + 413 + 465 + 198}{*1375} = 0.957 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

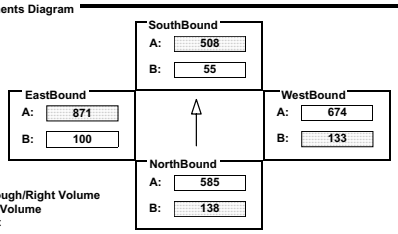
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	138	368	216	55	315	192	133	559	115	100	724	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	368	216	55	315	192	133	559	115	100	724	147
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{138 + 508 + 133 + 871}{1500} = 1.100 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

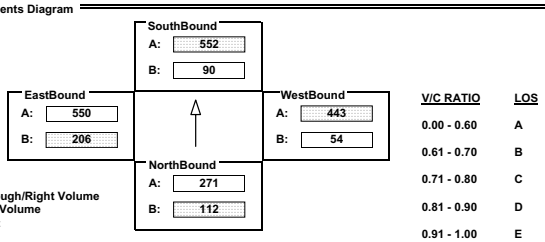
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	112	222	49	90	273	189	54	796	90	206	953	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	222	49	90	273	189	54	796	90	206	953	148
LANE	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{112 + 552 + 443 + 206}{1500} = 0.875 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

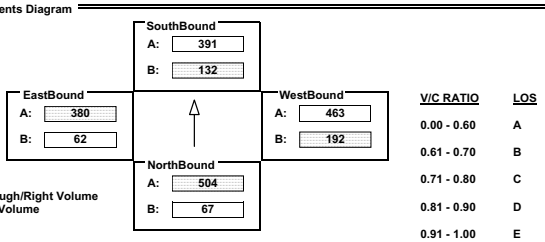
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	284	220	132	344	47	192	1242	148	62	1097	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	284	220	132	344	47	192	1242	148	62	1097	43
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{504 + 132 + 192 + 380}{1500} = 0.805 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

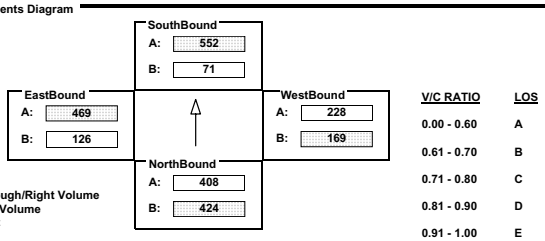
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	424	408	213	71	484	67	169	633	51	126	1106	301
AMBIENT												
RELATED												
PROJECT												
TOTAL	424	408	213	71	484	67	169	633	51	126	1106	301
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{424 + 552 + 169 + 469}{1500} = 1.076 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

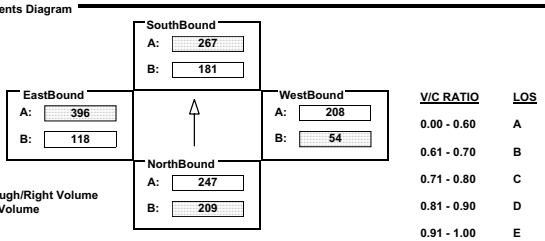
AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	209	679	64	181	802	73	54	416	119	118	396	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	679	64	181	802	73	54	416	119	118	396	149
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{209 + 267 + 54 + 396}{1425} = 0.650 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24PVAEP

CalcaDB

November 30, 2004 ,Tuesday 09:23:59 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: PM Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	574	1417	0	0	1705	235	0	0	0	451	0	679
AMBIENT												
RELATED												
PROJECT												
TOTAL	574	1417	0	0	1705	235	0	0	0	451	0	679
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 647 B: 0

EastBound A: 679 B: 451

WestBound A: 0 B: 0

NorthBound A: 472 B: 574

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{574 + 647 + 0 + 679}{1425} = 1.333 \qquad LOS = F$$

Developed by Chun Wong, 12/94

2015 ADJUSTED ENVIRONMENTAL BASELINE

AIRPORT PEAK HOUR

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: AP Comments: 2015 AEB WIth Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	609	349	102	907	48	338	272	170	144	956	239
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	609	349	102	907	48	338	272	170	144	956	239
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	1	0	2	0	0	1	0
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 302 B: 102

EastBound A: 478 B: 144

WestBound A: 221 B: 338

NorthBound A: 479 B: 25

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{479 + 102 + 338 + 478}{*1500} = 0.861 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	216	0	488	0	1664	203	322	1294	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	216	0	488	0	1664	203	322	1294	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	1	0	4	0	0	1	0	2	0	4	0	0	1	0
SIGNAL	<none>	<none>		Perm	Auto		Prot-Var	OLA		Prot-Var	Auto	

Critical Movements Diagram

SouthBound A: 93 B: 119

EastBound A: 324 B: 177

WestBound A: 416 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 119 + 416 + 177}{*1375} = 0.448 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

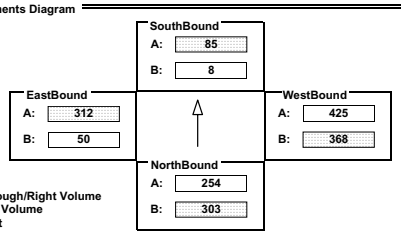
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	303	100	408	8	124	30	668	838	11	50	752	184
AMBIENT												
RELATED												
PROJECT												
TOTAL	303	100	408	8	124	30	668	838	11	50	752	184
LANE	0	1	0	0	1	1	0	0	1	0	0	2	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (303 + 85 + 368 + 312) / *1375 = 0.707 LOS = C

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

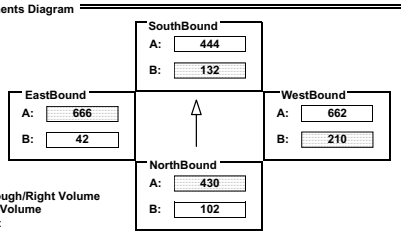
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	102	573	287	132	822	67	210	1323	208	42	1333	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	573	287	132	822	67	210	1323	208	42	1333	68
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (430 + 132 + 210 + 666) / *1500 = 0.889 LOS = D

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

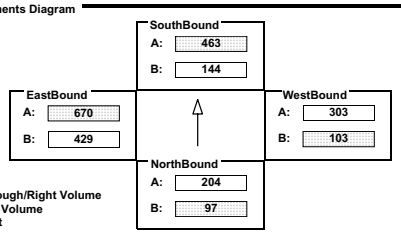
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	177	408	87	144	594	333	103	507	100	429	1046	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	408	87	144	594	333	103	507	100	429	1046	294
LANE	2	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (97 + 463 + 103 + 670) / *1375 = 0.899 LOS = D

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

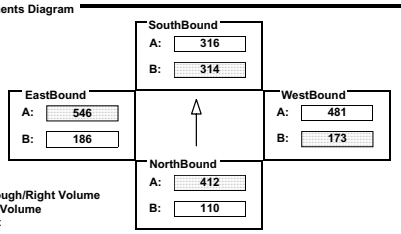
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	110	667	157	314	562	70	173	479	481	186	973	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	667	157	314	562	70	173	479	481	186	973	118
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (412 + 314 + 173 + 546) / 1500 = 0.963 LOS = E

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	1770	169	228	1510	74	311	175	266	64	123	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	1770	169	228	1510	74	311	175	266	64	123	29
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 528 B: 228

EastBound A: 152 B: 64

WestBound A: 266 B: 311

NorthBound A: 646 B: 77

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{646 + 228 + 311 + 152}{*1500} = 0.821 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

AM/PM: AP Comments: 2015 AEB WIth Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1530	459	144	57	697	233	139	1287	19	89	1353	1114
AMBIENT												
RELATED												
PROJECT												
TOTAL	1530	459	144	57	697	233	139	1287	19	89	1353	1114
LANE	3	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	3	0	1	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 348 B: 31

EastBound A: 1114 B: 89

WestBound A: 327 B: 139

NorthBound A: 302 B: 566

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{566 + 348 + 139 + 1114}{*1375} = 1.506 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	311	617	181	178	441	98	258	1406	267	241	1164	258
AMBIENT												
RELATED												
PROJECT												
TOTAL	311	617	181	178	441	98	258	1406	267	241	1164	258
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 147 B: 178

EastBound A: 388 B: 241

WestBound A: 558 B: 142

NorthBound A: 266 B: 311

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{311 + 147 + 558 + 241}{1375} = 0.914 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	392	143	1132	264	457	70	744	1243	378	1054	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	392	143	1132	264	457	70	744	1243	378	1054	39
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 240 B: 623

EastBound A: 364 B: 208

WestBound A: 620 B: 38

NorthBound A: 196 B: 109

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{196 + 623 + 620 + 208}{*1375} = 1.128 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

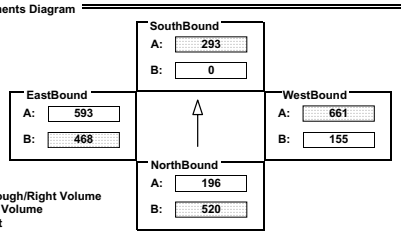
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	520	391	0	0	449	527	155	1323	12	468	1186	444
AMBIENT												
RELATED												
PROJECT												
TOTAL	520	391	0	0	449	527	155	1323	12	468	1186	444
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{520 + 293 + 661 + 468}{1375} = 1.412 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

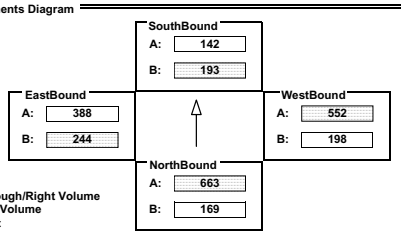
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	308	752	762	351	561	264	360	1823	386	444	1414	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	308	752	762	351	561	264	360	1823	386	444	1414	137
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{663 + 193 + 552 + 244}{1375} = 1.201 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

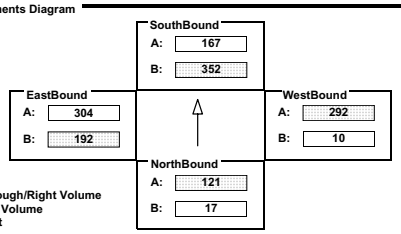
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	30	362	59	640	334	328	18	864	644	348	912	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	362	59	640	334	328	18	864	644	348	912	10
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{121 + 352 + 292 + 192}{*1375} = 0.626 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

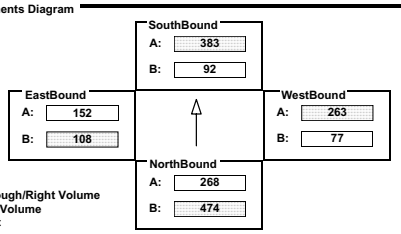
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	862	803	273	168	1148	313	139	433	93	108	455	765
AMBIENT												
RELATED												
PROJECT												
TOTAL	862	803	273	168	1148	313	139	433	93	108	455	765
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{474 + 383 + 263 + 108}{*1375} = 0.823 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: AP Comments: 2015 AEB WIth Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	322	903	357	196	758	631	196	358	84	190	577	805
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	903	357	196	758	631	196	358	84	190	577	805
LANE	1	0	2	0	0	2	0	1	0	2	0	0	0	2	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 379 B: 196

EastBound A: 192 B: 190

WestBound A: 110 B: 196

NorthBound A: 452 B: 322

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (322 + 379 + 196 + 192) / *1375 = 0.722 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4340	0	0	2755	28	115	2	10	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4340	0	0	2755	28	115	2	10	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 689 B: 0

EastBound A: 0 B: 0

WestBound A: 59 B: 59

NorthBound A: 1085 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (1085 + 0 + 59 + 0) / *1500 = 0.693 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	515	646	2	664	0	669	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	515	646	2	664	0	669	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 338 B: 2

EastBound A: 0 B: 0

WestBound A: 0 B: 368

NorthBound A: 258 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (0 + 338 + 368 + 0) / *1500 = 0.401 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 33

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	18	828	24	30	0	721	0	54	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	18	828	24	30	0	721	0	54	0	0	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	2	1	0	0	1	0	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 54 B: 24

EastBound A: 0 B: 0

WestBound A: 54 B: 267

NorthBound A: 423 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (423 + 54 + 267 + 0) / *1375 = 0.471 LOS = A

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	10	9	645	192	0	7	0	1077	180	4	600	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	9	645	192	0	7	0	1077	180	4	600	0
LANE	2	0	2	0	0	2	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		Split		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram

SouthBound A: 5 B: 105

EastBound A: 200 B: 4

WestBound A: 419 B: 0

NorthBound A: 355 B: 6

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{355 + 105 + 419 + 4}{*1375} = 0.572$$

LOS = A

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	2204	177	216	1849	123	631	369	465	107	211	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	2204	177	216	1849	123	631	369	465	107	211	260
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram

SouthBound A: 462 B: 119

EastBound A: 205 B: 107

WestBound A: 406 B: 333

NorthBound A: 735 B: 109

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{735 + 119 + 406 + 205}{1375} = 1.065$$

LOS = F

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	545	273	195	334	0	222	0	219	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	545	273	195	334	0	222	0	219	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 167 B: 195

EastBound A: 0 B: 0

WestBound A: 219 B: 111

NorthBound A: 409 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{409 + 195 + 219 + 0}{*1500} = 0.479$$

LOS = A

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	1096	93	219	1787	567	384	473	84	405	405	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	1096	93	219	1787	567	384	473	84	405	405	131
LANE	1	0	1	0	1	0	0	1	1	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		Split		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 893 B: 219

EastBound A: 268 B: 405

WestBound A: 279 B: 384

NorthBound A: 595 B: 64

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{595 + 893 + 279 + 405}{1375} = 1.580$$

LOS = F

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

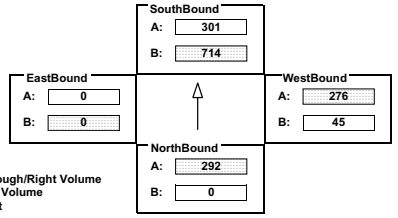
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	494	89	714	301	0	45	0	633	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	494	89	714	301	0	45	0	633	0	0	0
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (292 + 714 + 276 + 0) / 1425 = 0.900 LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

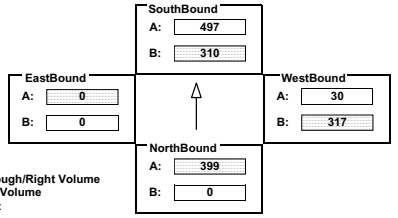
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1597	669	564	1490	0	857	0	340	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1597	669	564	1490	0	857	0	340	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (399 + 310 + 317 + 0) / *1425 = 0.650 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

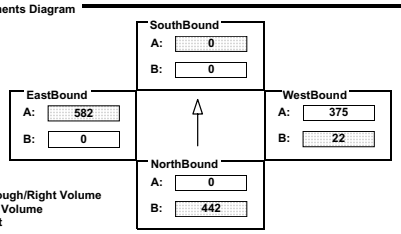
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	804	0	26	0	0	0	41	1125	0	0	1479	848
AMBIENT												
RELATED												
PROJECT												
TOTAL	804	0	26	0	0	0	41	1125	0	0	1479	848
LANE	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<none>	<none>	Prot-Fix	<none>	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (442 + 0 + 22 + 582) / *1425 = 0.664 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

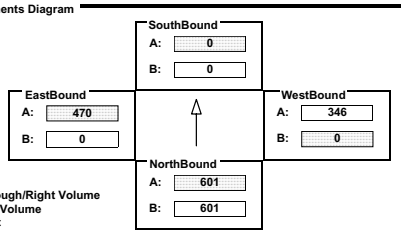
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1066	0	136	0	0	0	0	1038	0	0	1167	712
AMBIENT												
RELATED												
PROJECT												
TOTAL	1066	0	136	0	0	0	0	1038	0	0	1167	712
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (601 + 0 + 0 + 470) / 1500 = 0.714 LOS = C

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

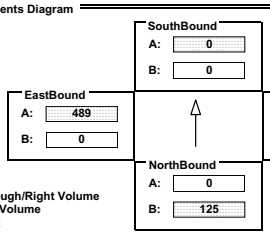
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	228	0	234	0	0	0	294	1142	0	0	979	212
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	0	234	0	0	0	294	1142	0	0	979	212
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{125 + 0 + 294 + 489}{*1425} = 0.567 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

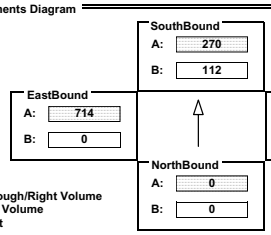
AM/PM: AP Comments: 2015 AEB WIth Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	112	540	122	452	548	0	0	482	714
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	112	540	122	452	548	0	0	482	714
LANE	0	0	0	0	0	0	1	1	0	0	1	1	1	0	2	0	3	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 270 + 249 + 714}{*1425} = 0.795 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

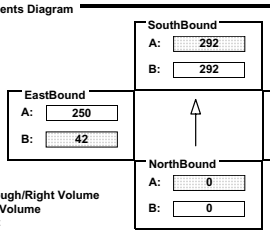
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	584	0	79	0	661	697	77	500	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	584	0	79	0	661	697	77	500	0
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	1	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 292 + 405 + 42}{*1375} = 0.467 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

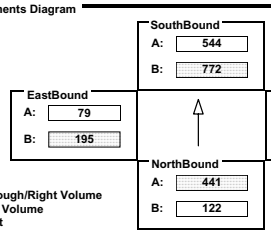
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	122	1323	226	1404	1635	543	13	126	219	355	237	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	1323	226	1404	1635	543	13	126	219	355	237	29
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{441 + 772 + 42 + 195}{*1375} = 0.985 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

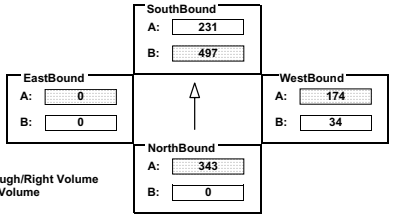
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	685	81	497	463	0	67	0	672	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	685	81	497	463	0	67	0	672	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{343 + 497 + 174 + 0}{*1425} = 0.642 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

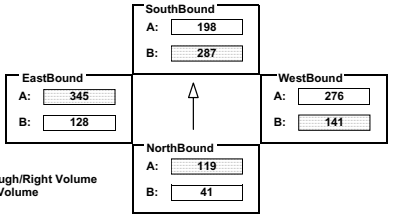
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	119	320	521	330	264	256	828	1022	232	1036	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	119	320	521	330	264	256	828	1022	232	1036	235
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{119 + 287 + 141 + 345}{*1375} = 0.579 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

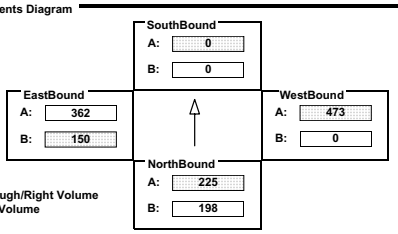
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	198	0	225	0	0	0	336	945	249	150	1086	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	0	225	0	0	0	336	945	249	150	1086	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{225 + 0 + 473 + 150}{1200*} = 0.637 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

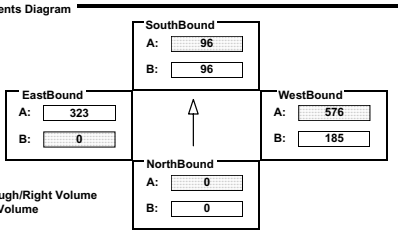
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	116	0	172	336	1152	0	150	970	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	116	0	172	336	1152	0	150	970	117
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 96 + 576 + 0}{1200*} = 0.490 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

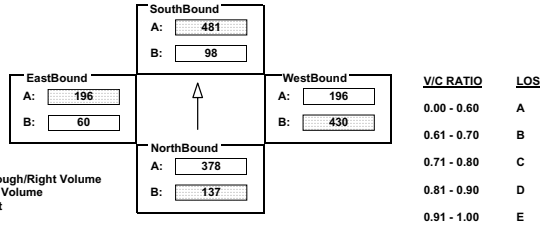
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	137	1511	629	177	1782	142	782	391	321	60	453	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1511	629	177	1782	142	782	391	321	60	453	135
LANE	1 0 4	0 0 1	0	2 0 3	0 1	0 0	2 0 2	0 0 2	0	1 0 2	0 1	0 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (137 + 481 + 430 + 196) / *1375 = 0.835 LOS = D

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

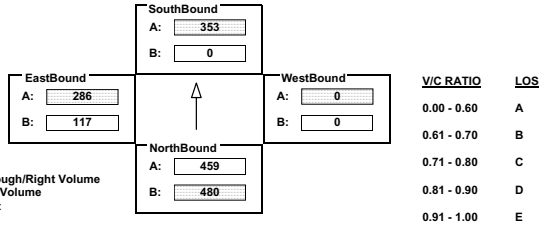
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	480	918	0	0	752	308	0	0	0	213	0	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	480	918	0	0	752	308	0	0	0	213	0	286
LANE	1 0 2	0 0 0	0	0 0 2	0 1	0 0	0 0 0	0 0 0	0	2 0 0	0 1	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (480 + 353 + 0 + 286) / *1500 = 0.676 LOS = B

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

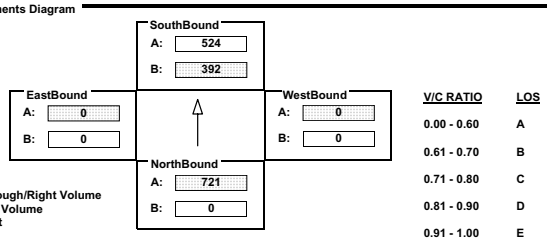
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1441	13	713	1048	0	0	0	139	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1441	13	713	1048	0	0	0	139	0	0	0
LANE	0 0 2	0 0 1	0	2 0 2	0 0	0 0	0 0 0	0 0 2	0	0 0 0	0 0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (721 + 392 + 0 + 0) / *1425 = 0.711 LOS = C

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

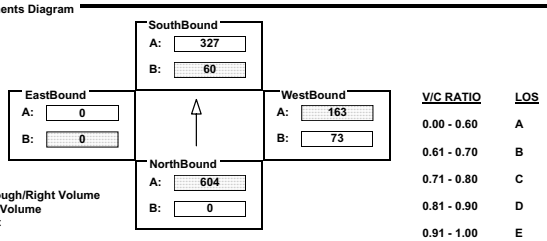
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1207	165	60	980	0	132	0	193	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1207	165	60	980	0	132	0	193	0	0	0
LANE	1 0 2	0 0 1	0	1 0 3	0 0	0 0	2 0 0	0 0 1	0	0 0 0	1 0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (604 + 60 + 163 + 0) / *1425 = 0.510 LOS = A

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	914	199	296	762	0	343	0	691	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	914	199	296	762	0	343	0	691	0	0	0
LANE	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 254 B: 296

EastBound A: 0 B: 0

WestBound A: 345 B: 343

NorthBound A: 556 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{556 + 296 + 345 + 0}{*1425} = 0.770 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AP Comments: 2015 AEB WIth Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	779	58	572	1159	573	218	829	212	310	764	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	779	58	572	1159	573	218	829	212	310	764	111
LANE	1	0	1	0	1	0	0	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 577 B: 572

EastBound A: 292 B: 310

WestBound A: 347 B: 120

NorthBound A: 419 B: 39

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{419 + 577 + 347 + 310}{1375} = 1.202 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	339	0	65	0	0	0	19	886	51	400	723	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	339	0	65	0	0	0	19	886	51	400	723	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 241 B: 220

WestBound A: 312 B: 0

NorthBound A: 65 B: 339

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{339 + 0 + 312 + 220}{*1425} = 0.541 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	16	0	631	19	1228	0	400	710	243
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	16	0	631	19	1228	0	400	710	243
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 323 B: 16

EastBound A: 318 B: 0

WestBound A: 409 B: 11

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 323 + 409 + 0}{*1425} = 0.444 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

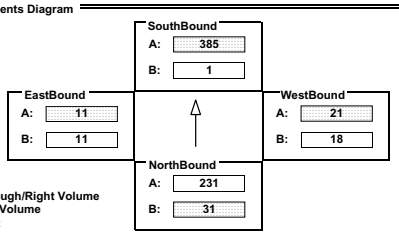
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	895	27	1	1108	47	18	3	0	21	0	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	895	27	1	1108	47	18	3	0	21	0	18
LANE	2	0	3	0	1	0	0	1	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{31 + 385 + 21 + 11}{*1375} = 0.256 \qquad LOS = A$$

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15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

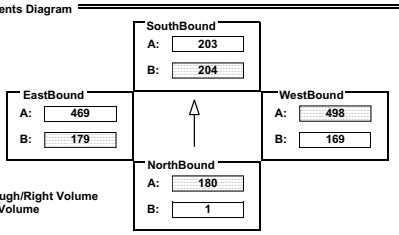
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	360	119	204	406	96	169	996	43	179	937	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	360	119	204	406	96	169	996	43	179	937	2
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{180 + 204 + 498 + 179}{*1375} = 0.702 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

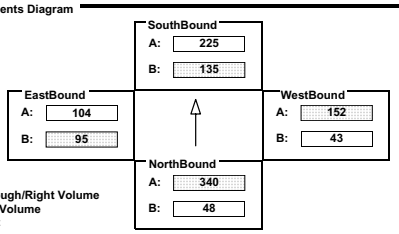
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	48	1021	109	135	676	64	43	200	105	95	208	20
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	1021	109	135	676	64	43	200	105	95	208	20
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{340 + 135 + 152 + 95}{*1425} = 0.437 \qquad LOS = A$$

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15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

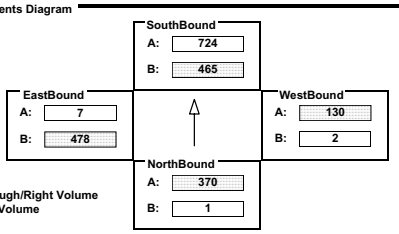
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	1474	5	465	1638	534	2	10	363	478	6	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	1474	5	465	1638	534	2	10	363	478	6	1
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{370 + 465 + 130 + 478}{*1375} = 0.979 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	1032	108	217	1314	107	242	610	223	223	683	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	1032	108	217	1314	107	242	610	223	223	683	99
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 2	0 0 1	0	1 0 2	0 0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 474 B: 217

EastBound A: 342 B: 223

WestBound A: 305 B: 242

NorthBound A: 285 B: 162

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{162 + 474 + 242 + 342}{*1375} = 0.817$$

LOS = D

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1140	0	0	972	1864	0	1714	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1140	0	0	972	1864	0	1714	0
LANE	0 0 0	0 0 0	0	0 0 4	0 0 0	0	0 0 4	0 0 3	0	0 0 4	0 0 0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 285 B: 0

EastBound A: 429 B: 0

WestBound A: 243 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 285 + 0 + 429}{*1500} = 0.406$$

LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2266	591	115	2585	0	764	0	11	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2266	591	115	2585	0	764	0	11	0	0	0
LANE	0 0 4	0 0 1	0	2 0 4	0 0 0	0	2 0 0	0 1 1		0 0 0	0 0 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 646 B: 63

EastBound A: 0 B: 0

WestBound A: 0 B: 283

NorthBound A: 567 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 646 + 283 + 0}{*1425} = 0.582$$

LOS = A

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	61	154	164	136	228	19	147	67	59	5	31	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	154	164	136	228	19	147	67	59	5	31	26
LANE	1 0 2	0 0 1	0	1 0 1	0 1 0	0	1 0 1	0 0 1	0	1 0 1	0 1 0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 124 B: 136

EastBound A: 29 B: 5

WestBound A: 67 B: 147

NorthBound A: 91 B: 61

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{91 + 136 + 147 + 29}{*1375} = 0.223$$

LOS = A

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

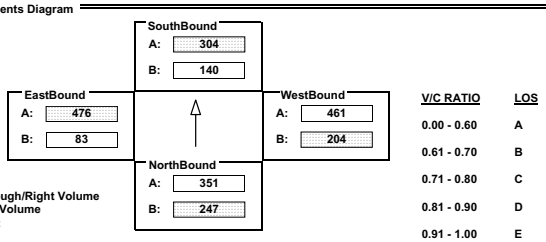
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	247	1053	133	140	912	74	204	811	111	152	953	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	247	1053	133	140	912	74	204	811	111	152	953	214
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	2	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{247 + 304 + 204 + 476}{*1375} = 0.825 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

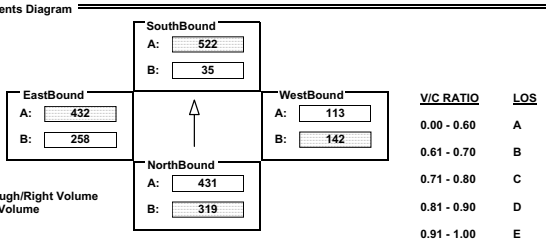
AM/PM: AP Comments: 2015 AEB WIth Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	319	1722	106	64	1996	93	142	113	61	258	189	243
AMBIENT												
RELATED												
PROJECT												
TOTAL	319	1722	106	64	1996	93	142	113	61	258	189	243
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{319 + 522 + 142 + 432}{1375} = 1.029 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

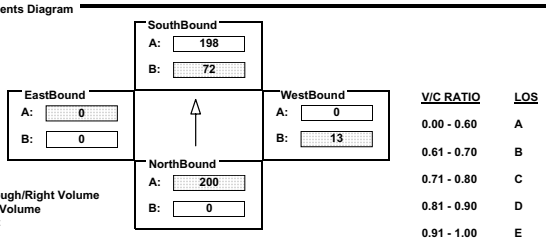
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	399	112	72	395	0	23	0	73	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	399	112	72	395	0	23	0	73	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{200 + 72 + 13 + 0}{*1425} = 0.130 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

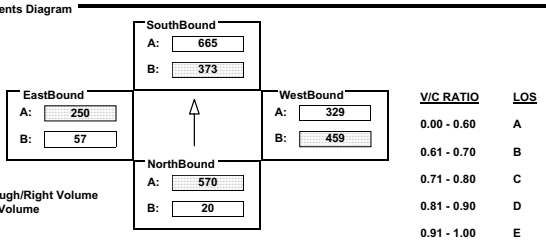
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	2042	1029	677	1995	14	835	214	515	104	395	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	2042	1029	677	1995	14	835	214	515	104	395	260
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{570 + 373 + 459 + 250}{1375} = 1.201 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

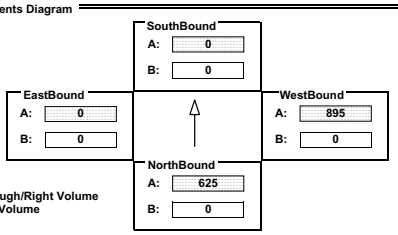
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1875	0	0	0	0	0	0	2419	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1875	0	0	0	0	0	0	2419	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{625 + 0 + 895 + 0}{*1500} = 0.943 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

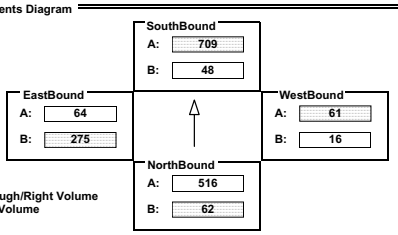
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	62	1541	8	48	1521	606	16	61	39	500	31	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	1541	8	48	1521	606	16	61	39	500	31	64
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{62 + 709 + 61 + 275}{*1425} = 0.707 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

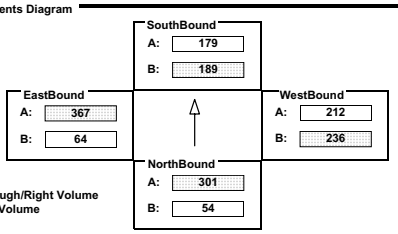
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	904	131	189	537	11	236	138	212	64	636	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	904	131	189	537	11	236	138	212	64	636	98
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{301 + 189 + 236 + 367}{*1500} = 0.659 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

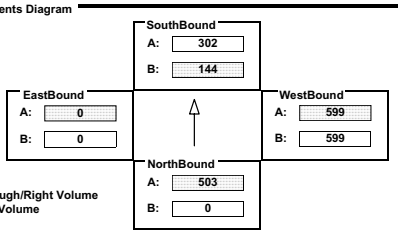
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1006	169	144	604	0	984	0	214	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1006	169	144	604	0	984	0	214	0	0	0
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{503 + 144 + 599 + 0}{*1500} = 0.761 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	0	359	0	0	0	0	1174	0	0	785	244
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	0	359	0	0	0	0	1174	0	0	785	244
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: <none>		Phasing: <none>	RTOR: Auto		Phasing: <none>	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 262 B: 0

WestBound A: 391 B: 0

NorthBound A: 359 B: 4

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{359 + 0 + 391 + 262}{1500} = 0.500$$

LOS = A

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15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	142	0	197	0	1541	42	22	1099	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	142	0	197	0	1541	42	22	1099	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 98 B: 78

EastBound A: 366 B: 22

WestBound A: 528 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 98 + 528 + 22}{1425} = 0.455$$

LOS = A

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15PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:24:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	57	0	21	125	221	5	147	64	337	56	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	57	0	21	125	221	5	147	64	337	56	59
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 221 B: 21

EastBound A: 59 B: 337

WestBound A: 105 B: 5

NorthBound A: 29 B: 8

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{8 + 221 + 105 + 337}{1375} = 0.488$$

LOS = A

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	274	1036	0	0	854	91	0	0	0	118	0	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	274	1036	0	0	854	91	0	0	0	118	0	104
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 315 B: 0

EastBound A: 0 B: 118

WestBound A: 0 B: 0

NorthBound A: 345 B: 274

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{274 + 315 + 0 + 118}{*1425} = 0.426$$

LOS = A

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

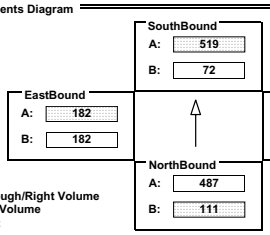
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	111	1439	22	72	1121	435	7	1	29	351	13	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	1439	22	72	1121	435	7	1	29	351	13	101
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 0 0 1 0 0			1 1 0 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{111 + 519 + 30 + 182}{*1375} = 0.542 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

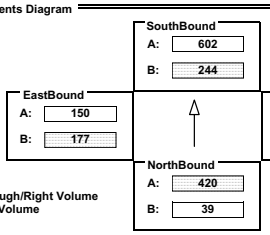
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	841	82	244	989	214	55	389	265	177	273	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	841	82	244	989	214	55	389	265	177	273	27
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{420 + 244 + 327 + 177}{*1500} = 0.709 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

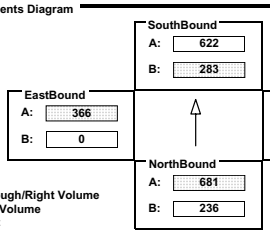
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	236	1961	81	283	1843	23	161	964	134	2	925	173
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	1961	81	283	1843	23	161	964	134	2	925	173
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 3 0 0 1 0			0 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{681 + 283 + 161 + 366}{*1375} = 1.014 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

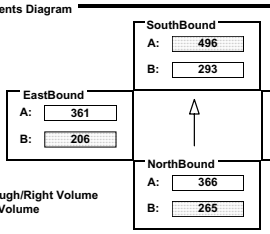
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	265	1344	119	293	1488	96	197	822	288	206	759	325
AMBIENT												
RELATED												
PROJECT												
TOTAL	265	1344	119	293	1488	96	197	822	288	206	759	325
LANE	1 0 3 0 1 0 0			1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{265 + 496 + 370 + 206}{1375} = 0.972 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	593	1624	15	50	1292	139	27	28	38	11	0	583
AMBIENT												
RELATED												
PROJECT												
TOTAL	593	1624	15	50	1292	139	27	28	38	11	0	583
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram

SouthBound A: 477 B: 50

EastBound A: 0 B: 11

WestBound A: 60 B: 27

NorthBound A: 541 B: 326

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{326 + 477 + 60 + 11}{*1425} = 0.543 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	263	1379	240	146	1670	343	172	420	56	187	460	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	263	1379	240	146	1670	343	172	420	56	187	460	189
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 671 B: 146

EastBound A: 216 B: 187

WestBound A: 159 B: 172

NorthBound A: 460 B: 145

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{145 + 671 + 172 + 216}{1375} = 0.876 \qquad LOS = D$$

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1944	28	0	2173	849	0	0	0	675	39	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1944	28	0	2173	849	0	0	0	675	39	16
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	3	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 756 B: 0

EastBound A: 55 B: 250

WestBound A: 0 B: 0

NorthBound A: 657 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 756 + 0 + 250}{*1500} = 0.601 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1861	63	756	1144	0	352	0	747	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1861	63	756	1144	0	352	0	747	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram

SouthBound A: 381 B: 416

EastBound A: 0 B: 0

WestBound A: 0 B: 194

NorthBound A: 641 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{641 + 416 + 194 + 0}{*1425} = 0.808 \qquad LOS = D$$

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

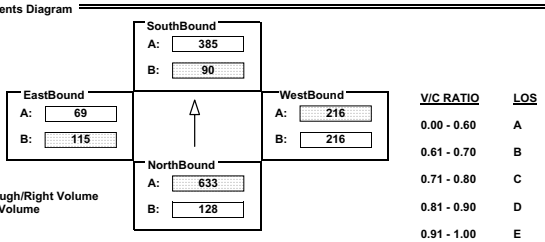
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	233	1899	474	163	1449	91	326	105	45	115	69	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	1899	474	163	1449	91	326	105	45	115	69	122
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{633 + 90 + 216 + 115}{*1375} = 0.697 \qquad LOS = B$$

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

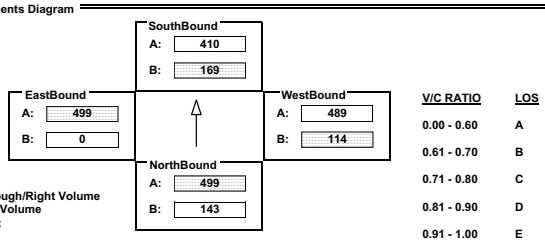
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	143	1497	171	169	1161	69	208	705	273	0	887	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	1497	171	169	1161	69	208	705	273	0	887	111
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{499 + 169 + 114 + 499}{*1375} = 0.862 \qquad LOS = D$$

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

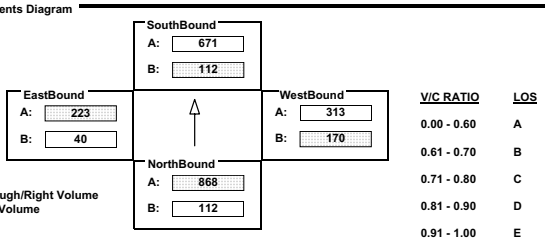
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	204	1473	263	204	1252	90	310	625	151	73	669	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	204	1473	263	204	1252	90	310	625	151	73	669	138
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{868 + 112 + 170 + 223}{*1375} = 0.929 \qquad LOS = E$$

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

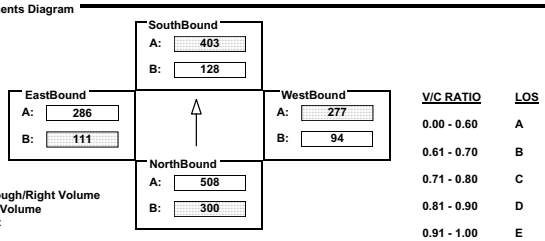
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	546	1294	230	233	1048	162	172	386	341	202	572	483
AMBIENT												
RELATED												
PROJECT												
TOTAL	546	1294	230	233	1048	162	172	386	341	202	572	483
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{300 + 403 + 277 + 111}{*1375} = 0.723 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	716	709	265	1185	0	0	0	0	10	2	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	716	709	265	1185	0	0	0	0	10	2	290
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Auto

Critical Movements Diagram

SouthBound A: 395 B: 146

EastBound A: 151 B: 10

WestBound A: 0 B: 0

NorthBound A: 709 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{709 + 146 + 0 + 151}{*1425} = 0.636$$

LOS = B

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	566	0	0	1191	60	195	27	431	50	0	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	566	0	0	1191	60	195	27	431	50	0	66
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 417 B: 0

EastBound A: 116 B: 50

WestBound A: 229 B: 195

NorthBound A: 189 B: 16

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{16 + 417 + 229 + 116}{*1425} = 0.476$$

LOS = A

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	55	1399	49	191	1218	123	98	222	203	55	192	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1399	49	191	1218	123	98	222	203	55	192	22
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 406 B: 191

EastBound A: 192 B: 55

WestBound A: 262 B: 98

NorthBound A: 483 B: 55

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{483 + 191 + 262 + 55}{*1500} = 0.591$$

LOS = A

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	1214	57	171	1098	66	34	104	182	37	157	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	1214	57	171	1098	66	34	104	182	37	157	12
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 388 B: 171

EastBound A: 157 B: 37

WestBound A: 286 B: 34

NorthBound A: 405 B: 37

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{405 + 171 + 286 + 37}{*1500} = 0.529$$

LOS = A

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

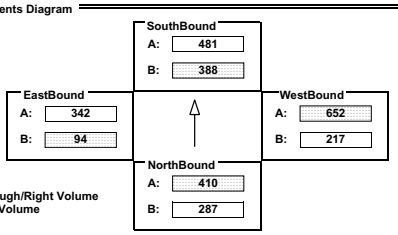
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	287	1231	112	388	1302	143	217	652	265	94	563	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	287	1231	112	388	1302	143	217	652	265	94	563	120
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{410 + 388 + 652 + 94}{*1375} = 1.053 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

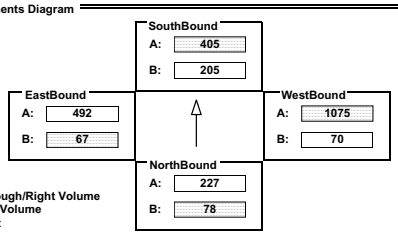
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	143	84	205	211	194	70	894	181	67	432	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	143	84	205	211	194	70	894	181	67	432	60
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{78 + 405 + 1075 + 67}{1500} = 1.083 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

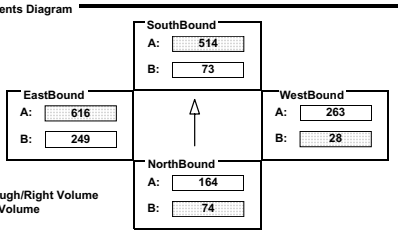
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	145	19	73	238	203	28	470	56	249	971	261
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	145	19	73	238	203	28	470	56	249	971	261
LANE	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0	
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{74 + 514 + 28 + 616}{1500} = 0.821 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

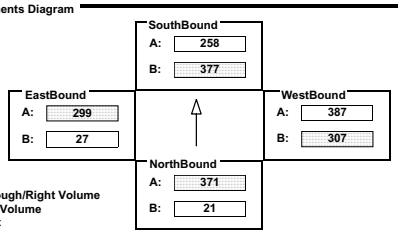
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	21	86	285	377	233	25	307	933	229	27	871	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	86	285	377	233	25	307	933	229	27	871	27
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{371 + 377 + 307 + 299}{1500} = 0.903 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

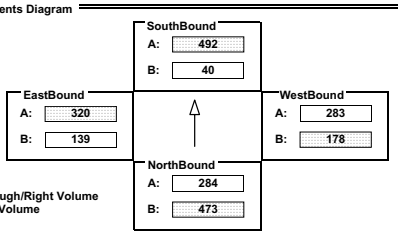
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	473	284	125	40	404	88	178	800	50	139	672	287
AMBIENT												
RELATED												
PROJECT												
TOTAL	473	284	125	40	404	88	178	800	50	139	672	287
LANE	1 0	1 0	0 1 0	1 0	0 0	1 0 0	1 0	2 0	1 0 0	1 0	2 0	1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{473 + 492 + 178 + 320}{1500} = 0.975$$

LOS = E

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

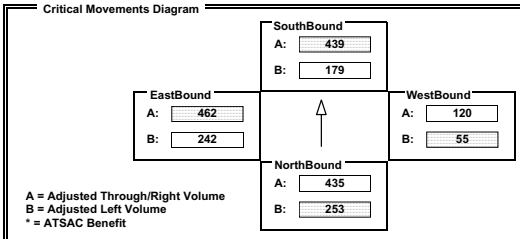
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	253	1257	48	179	1317	88	55	239	90	242	462	278
AMBIENT												
RELATED												
PROJECT												
TOTAL	253	1257	48	179	1317	88	55	239	90	242	462	278
LANE	1 0	2 0	1 0 0	1 0	3 0	0 1 0	1 0	2 0	0 1 0	1 0	1 0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{253 + 439 + 55 + 462}{1425} = 0.848$$

LOS = D

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24PVAEO

CalcaDB

November 30, 2004 ,Tuesday 09:25:22 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

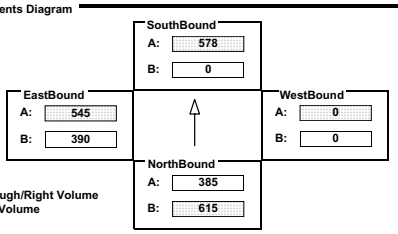
AM/PM: AP Comments: 2015 AEB With Reduced Playa Vista

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	615	1156	0	0	1269	466	0	0	0	390	0	545
AMBIENT												
RELATED												
PROJECT												
TOTAL	615	1156	0	0	1269	466	0	0	0	390	0	545
LANE	1 0	3 0	0 0 0	0 0	2 0	1 0 0	0 0	0 1	0 0 0	0 1	0 0	1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{615 + 578 + 0 + 545}{1425} = 1.220$$

LOS = F

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2015 ALTERNATIVE D UNMITIGATED

AM PEAK HOUR

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

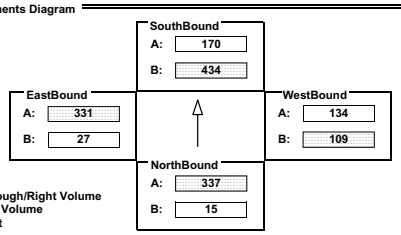
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	361	313	434	509	30	109	127	134	27	661	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	361	313	434	509	30	109	127	134	27	661	42
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{337 + 434 + 109 + 331}{*1500} = 0.737 \qquad LOS = C$$

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

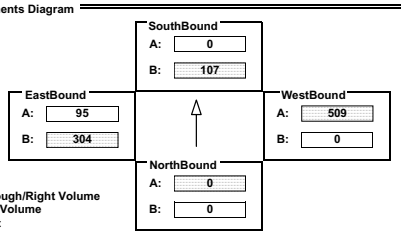
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	223	0	314	0	977	509	553	382	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	223	0	314	0	977	509	553	382	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 107 + 509 + 304}{*1375} = 0.599 \qquad LOS = A$$

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

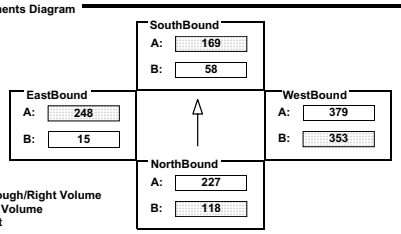
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	164	398	58	196	26	642	747	11	15	699	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	164	398	58	196	26	642	747	11	15	699	44
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	2	0	1	0	1	0	2	0	1	0	0	
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{118 + 169 + 353 + 248}{*1375} = 0.576 \qquad LOS = A$$

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

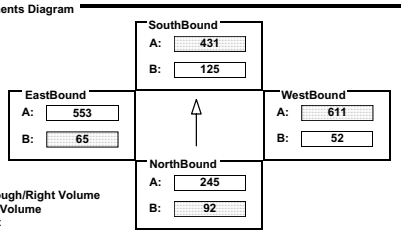
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	92	442	48	125	801	62	52	1223	123	65	1105	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	442	48	125	801	62	52	1223	123	65	1105	59
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{92 + 431 + 611 + 65}{*1500} = 0.729 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

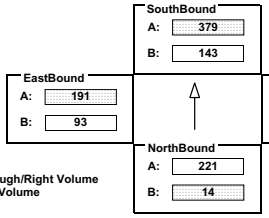
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	442	153	143	637	120	674	687	435	93	545	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	442	153	143	637	120	674	687	435	93	545	27
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (14 + 379 + 674 + 191) / *1375 = 0.845 LOS = D

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

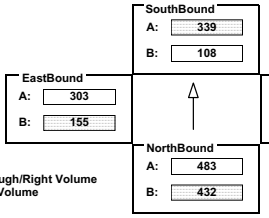
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	432	883	82	108	519	158	37	1203	753	155	763	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	432	883	82	108	519	158	37	1203	753	155	763	147
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (432 + 339 + 753 + 155) / 1500 = 1.119 LOS = F

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

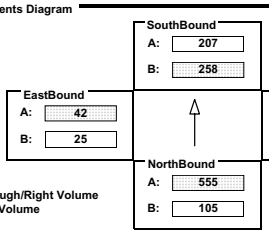
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	105	1563	101	258	570	50	331	275	281	25	32	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	1563	101	258	570	50	331	275	281	25	32	10
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (555 + 258 + 331 + 42) / *1500 = 0.721 LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

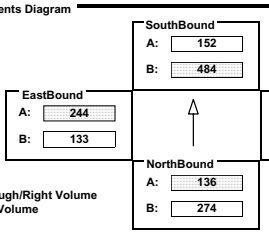
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	499	378	30	880	370	86	510	1633	95	133	825	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	499	378	30	880	370	86	510	1633	95	133	825	150
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (136 + 484 + 510 + 244) / *1375 = 0.929 LOS = E

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	225	813	94	150	788	217	361	1522	321	184	399	226
AMBIENT												
RELATED												
PROJECT												
TOTAL	225	813	94	150	788	217	361	1522	321	184	399	226
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram

SouthBound A: 263 B: 150

EastBound A: 133 B: 184

WestBound A: 614 B: 198

NorthBound A: 302 B: 225

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{225 + 263 + 614 + 184}{1375} = 0.935$$

LOS = E

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	117	1441	415	169	585	222	373	796	274	258	687	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1441	415	169	585	222	373	796	274	258	687	127
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto																

Critical Movements Diagram

SouthBound A: 293 B: 93

EastBound A: 271 B: 142

WestBound A: 265 B: 205

NorthBound A: 721 B: 64

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{721 + 93 + 205 + 271}{*1375} = 0.868$$

LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	429	307	168	2	490	333	168	1200	12	164	769	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	429	307	168	2	490	333	168	1200	12	164	769	111
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto																

Critical Movements Diagram

SouthBound A: 251 B: 0

EastBound A: 385 B: 164

WestBound A: 600 B: 168

NorthBound A: 238 B: 429

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{429 + 251 + 600 + 164}{1375} = 1.050$$

LOS = F

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	295	1654	669	116	443	332	577	1974	668	210	863	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	295	1654	669	116	443	332	577	1974	668	210	863	49
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram

SouthBound A: 274 B: 64

EastBound A: 228 B: 116

WestBound A: 668 B: 317

NorthBound A: 551 B: 162

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{551 + 64 + 668 + 116}{1375} = 1.017$$

LOS = F

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

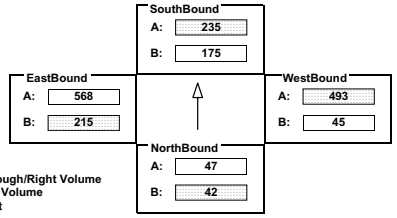
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	76	142	39	319	459	450	81	1480	502	392	1704	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	142	39	319	459	450	81	1480	502	392	1704	63
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{42 + 235 + 493 + 215}{*1375} = 0.646 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

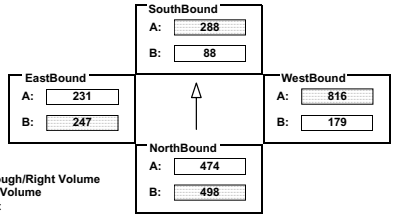
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	905	1423	282	160	863	227	326	1301	330	247	693	562
AMBIENT												
RELATED												
PROJECT												
TOTAL	905	1423	282	160	863	227	326	1301	330	247	693	562
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{498 + 288 + 816 + 247}{*1375} = 1.275 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

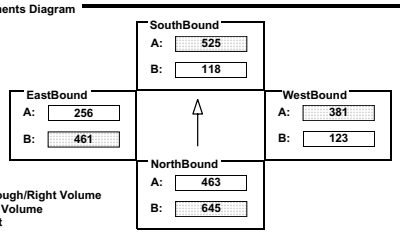
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	645	563	463	118	1574	140	123	1211	314	461	767	661
AMBIENT												
RELATED												
PROJECT												
TOTAL	645	563	463	118	1574	140	123	1211	314	461	767	661
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{645 + 525 + 381 + 461}{*1375} = 1.393 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

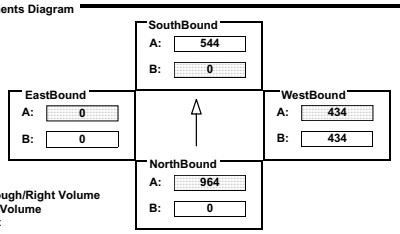
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3855	0	0	2176	42	797	70	96	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3855	0	0	2176	42	797	70	96	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{964 + 0 + 434 + 0}{*1500} = 0.862 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1718	344	11	327	0	528	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1718	344	11	327	0	528	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 196 B: 11

EastBound A: 0 B: 0

WestBound A: 0 B: 290

NorthBound A: 859 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{859 + 11 + 290 + 0}{*1500} = 0.703 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1	1160	166	17	1	492	42	8	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1160	166	17	1	492	42	8	0	196	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 184 B: 166

EastBound A: 98 B: 0

WestBound A: 49 B: 182

NorthBound A: 580 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{580 + 184 + 182 + 98}{*1375} = 0.689 \qquad LOS = B$$

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	51	294	146	0	30	0	1094	104	18	502	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	51	294	146	0	30	0	1094	104	18	502	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 21 B: 80

EastBound A: 167 B: 18

WestBound A: 399 B: 0

NorthBound A: 162 B: 35

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{162 + 80 + 399 + 18}{*1375} = 0.409 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	424	3560	305	211	1074	92	181	451	297	46	210	175
AMBIENT												
RELATED												
PROJECT												
TOTAL	424	3560	305	211	1074	92	181	451	297	46	210	175
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 269 B: 116

EastBound A: 105 B: 46

WestBound A: 239 B: 181

NorthBound A: 1187 B: 233

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1187 + 116 + 239 + 105}{1375} = 1.198 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

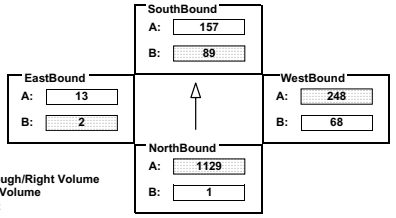
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2083	174	89	308	5	130	6	248	2	2	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2083	174	89	308	5	130	6	248	2	2	9
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (1129 + 89 + 248 + 2) / *1500 = 0.909 LOS = E

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

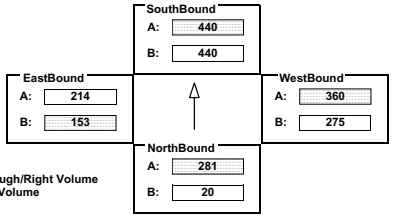
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	523	39	527	793	475	275	587	132	153	413	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	523	39	527	793	475	275	587	132	153	413	16
LANE	1	0	1	0	1	0	0	1	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (281 + 440 + 360 + 153) / 1375 = 0.897 LOS = D

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

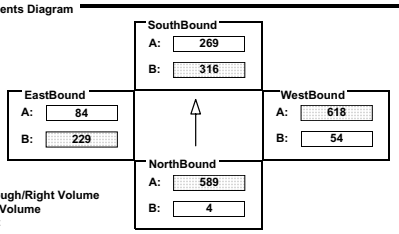
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	1121	58	316	255	14	54	124	776	229	80	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1121	58	316	255	14	54	124	776	229	80	4
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (589 + 316 + 618 + 229) / 1425 = 1.229 LOS = F

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

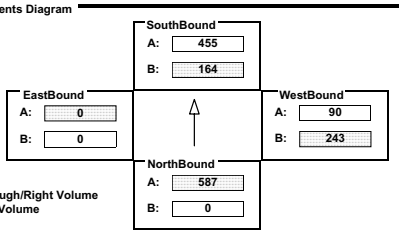
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2348	988	298	1366	0	656	0	254	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2348	988	298	1366	0	656	0	254	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (587 + 164 + 243 + 0) / *1425 = 0.628 LOS = B

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

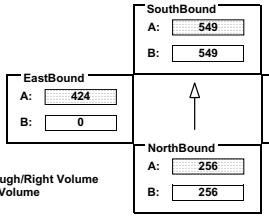
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	304	463	10	839	809	142	2	998	1223	0	971	301
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	463	10	839	809	142	2	998	1223	0	971	301
LANE	1 1 0	0 1 1 0		1 1 0	0 1 1 0		1 0 3	0 0 2 0		0 0 2	0 1 0 0	
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: OLA		Phasing: Prot-Fix	RTOR: OLA		Phasing: Perm	RTOR: OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (256 + 549 + 2 + 424) / *1375 = 0.825 LOS = D

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

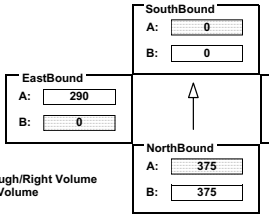
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	661	0	89	0	0	0	0	1082	150	0	835	326
AMBIENT												
RELATED												
PROJECT												
TOTAL	661	0	89	0	0	0	0	1082	150	0	835	326
LANE	1 0 0	0 0 1		0 0 0	0 0 0		0 0 2	0 1 1		0 0 2	0 1 1	
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (375 + 0 + 361 + 0) / 1500 = 0.491 LOS = A

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

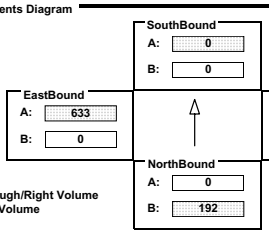
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	350	0	546	0	0	0	325	956	0	0	1267	237
AMBIENT												
RELATED												
PROJECT												
TOTAL	350	0	546	0	0	0	325	956	0	0	1267	237
LANE	2 0 0	0 1 1 0		0 0 0	0 0 0		1 0 2	0 0 0		0 0 2	0 0 1	
SIGNAL	Phasing: Split	RTOR: Free		Phasing: <none>	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (192 + 0 + 325 + 633) / *1425 = 0.737 LOS = C

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

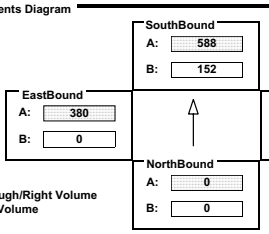
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	152	1176	427	251	808	0	0	360	380
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	152	1176	427	251	808	0	0	360	380
LANE	0 0 0	0 0 0		1 1 0	0 1 1 0		2 0 3	0 0 0		0 0 2	0 1 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (0 + 588 + 138 + 380) / *1425 = 0.706 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

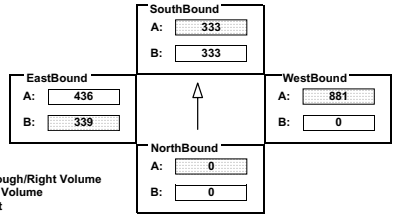
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	666	0	269	0	573	1213	616	871	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	666	0	269	0	573	1213	616	871	0
LANE	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 333 + 881 + 339}{*1375} = 1.059 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

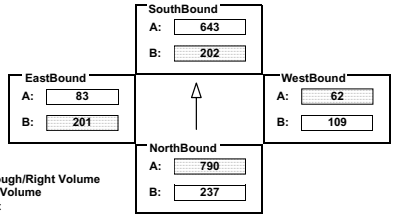
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	237	2371	480	368	2395	178	198	186	90	366	248	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	237	2371	480	368	2395	178	198	186	90	366	248	68
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{790 + 202 + 62 + 201}{*1375} = 0.843 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

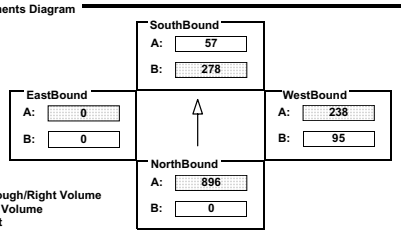
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1349	896	278	113	0	191	0	516	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1349	896	278	113	0	191	0	516	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{896 + 278 + 238 + 0}{*1425} = 0.921 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

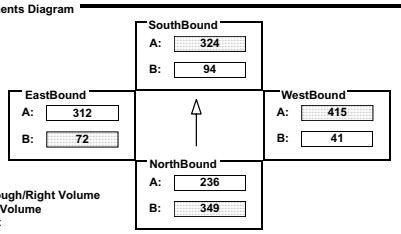
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	634	471	54	170	627	345	74	1244	247	131	937	752
AMBIENT												
RELATED												
PROJECT												
TOTAL	634	471	54	170	627	345	74	1244	247	131	937	752
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{349 + 324 + 415 + 72}{*1375} = 0.774 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

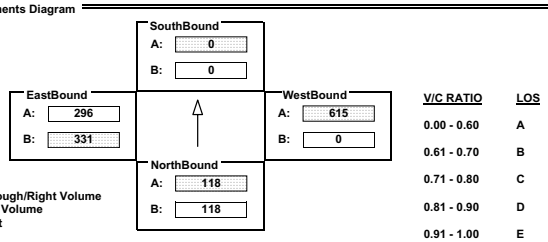
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	152	3	81	0	0	0	241	1229	270	331	887	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	152	3	81	0	0	0	241	1229	270	331	887	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		<none>		<none>		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{118 + 0 + 615 + 331}{1200^*} = 0.817$$

LOS = D

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

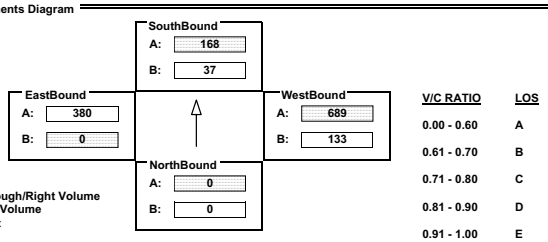
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	37	1	335	241	1378	0	331	871	380
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	37	1	335	241	1378	0	331	871	380
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Perm		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 168 + 689 + 0}{1200^*} = 0.644$$

LOS = B

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

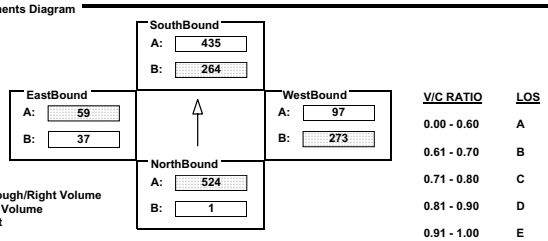
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2085	797	480	1412	326	496	194	310	37	173	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2085	797	480	1412	326	496	194	310	37	173	3
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{524 + 264 + 273 + 59}{1375^*} = 0.745$$

LOS = C

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

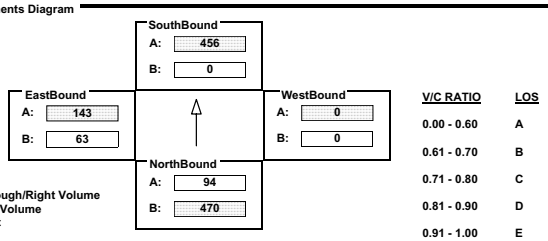
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	470	282	0	0	740	456	0	0	0	114	0	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	470	282	0	0	740	456	0	0	0	114	0	260
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<none>		Perm		Auto		<none>		<none>		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{470 + 456 + 0 + 143}{1500^*} = 0.643$$

LOS = B

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	864	53	594	1740	0	0	0	779	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	864	53	594	1740	0	0	0	779	0	0	0
LANE	0	0	2	0	1	0	0	2	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Perm		Auto		<none>		<none>	

Critical Movements Diagram

SouthBound A: 580 B: 327

EastBound A: 0 B: 0

WestBound A: 265 B: 0

NorthBound A: 306 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{306 + 327 + 265 + 0}{*1425} = 0.560 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	601	91	83	891	0	274	8	130	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	601	91	83	891	0	274	8	130	0	0	6
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 297 B: 46

EastBound A: 6 B: 0

WestBound A: 107 B: 151

NorthBound A: 300 B: 19

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{300 + 46 + 151 + 6}{*1425} = 0.283 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	384	13	114	630	1018	566	0	259	334	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	384	13	114	630	1018	566	0	259	334	0	0
LANE	0	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	0	0	1	0	2	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Free		Split		Auto		Split		Free	

Critical Movements Diagram

SouthBound A: 210 B: 114

EastBound A: 0 B: 184

WestBound A: 202 B: 311

NorthBound A: 132 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{132 + 114 + 311 + 184}{*1375} = 0.469 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	154	388	110	304	553	184	252	1042	70	114	581	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	388	110	304	553	184	252	1042	70	114	581	104
LANE	1	0	1	0	1	0	0	1	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		OLA		Split		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram

SouthBound A: 286 B: 286

EastBound A: 228 B: 114

WestBound A: 371 B: 139

NorthBound A: 249 B: 154

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{249 + 286 + 371 + 114}{1375} = 0.742 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

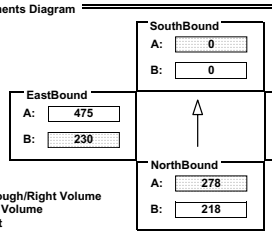
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	218	0	278	0	0	0	458	1325	223	419	1426	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	0	278	0	0	0	458	1325	223	419	1426	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{278 + 0 + 516 + 230}{*1425} = 0.649 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

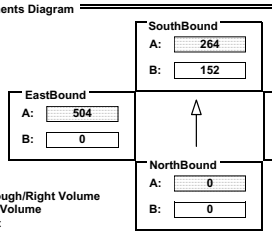
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	152	0	376	458	1545	0	419	1286	226
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	152	0	376	458	1545	0	419	1286	226
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 264 + 252 + 504}{*1425} = 0.646 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

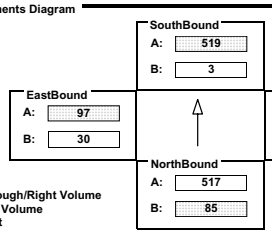
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	154	2068	2	3	1329	227	0	0	15	59	1	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	2068	2	3	1329	227	0	0	15	59	1	139
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{85 + 519 + 15 + 97}{*1375} = 0.451 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

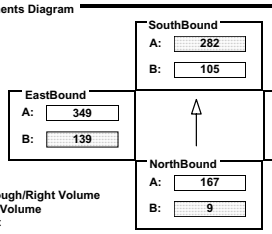
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9	333	194	105	564	155	157	993	45	139	698	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	333	194	105	564	155	157	993	45	139	698	4
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{9 + 282 + 497 + 139}{*1375} = 0.604 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

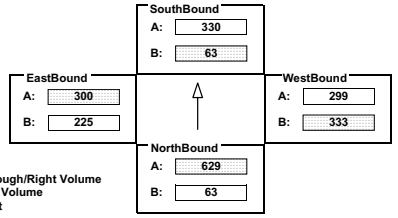
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	63	1886	124	63	990	92	333	554	44	225	600	184
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	1886	124	63	990	92	333	554	44	225	600	184
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (629 + 63 + 333 + 300) / *1425 = 0.860 LOS = D

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

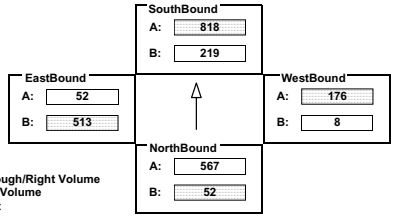
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	52	2253	15	219	2249	204	8	124	286	513	46	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	2253	15	219	2249	204	8	124	286	513	46	7
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (52 + 818 + 176 + 513) / *1375 = 1.064 LOS = F

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

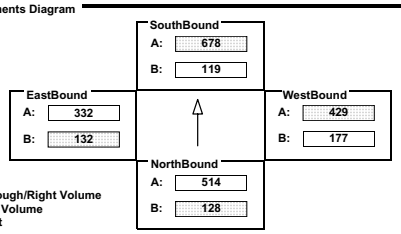
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	128	1905	153	119	1772	262	177	857	251	132	664	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	1905	153	119	1772	262	177	857	251	132	664	215
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (128 + 678 + 429 + 132) / *1375 = 0.924 LOS = E

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

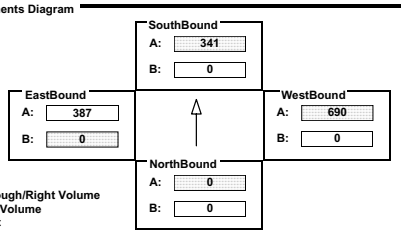
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1365	0	0	2758	1542	0	1546	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1365	0	0	2758	1542	0	1546	0
LANE	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	3	0	0	4	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	<none>	Perm	Free	Perm	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 341 + 690 + 0) / *1500 = 0.617 LOS = B

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2599	272	135	1794	0	1117	0	89	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2599	272	135	1794	0	1117	0	89	0	0	0
LANE	0 0 4 0 0 1 0			2 0 4 0 0 0 0			2 0 0 0 0 1 1			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 449 B: 74

EastBound A: 0 B: 0

WestBound A: 15 B: 413

NorthBound A: 650 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{650 + 74 + 413 + 0}{*1425} = 0.728 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	784	99	157	181	18	182	237	468	21	52	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	784	99	157	181	18	182	237	468	21	52	28
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 0 1 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 99 B: 157

EastBound A: 40 B: 21

WestBound A: 310 B: 182

NorthBound A: 392 B: 57

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{392 + 157 + 310 + 40}{*1375} = 0.584 \qquad LOS = A$$

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	1953	62	134	1332	161	45	797	300	106	850	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	1953	62	134	1332	161	45	797	300	106	850	78
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			1 0 2 0 0 1 0			2 0 2 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 444 B: 134

EastBound A: 425 B: 58

WestBound A: 399 B: 45

NorthBound A: 651 B: 107

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{651 + 134 + 45 + 425}{*1375} = 0.843 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	72	3183	161	313	1979	77	72	123	73	121	180	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	3183	161	313	1979	77	72	123	73	121	180	85
LANE	1 0 4 0 0 1 0			2 0 3 0 1 0 0			1 0 1 0 0 1 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 514 B: 172

EastBound A: 265 B: 121

WestBound A: 123 B: 72

NorthBound A: 796 B: 72

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{796 + 172 + 72 + 265}{1375} = 0.949 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	471	558	122	320	0	128	0	440	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	471	558	122	320	0	128	0	440	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 160 B: 122

EastBound A: 0 B: 0

WestBound A: 120 B: 70

NorthBound A: 236 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{236 + 122 + 120 + 0}{*1425} = 0.265 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	163	3968	520	269	1055	54	294	545	451	258	788	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	3968	520	269	1055	54	294	545	451	258	788	133
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 352 B: 148

EastBound A: 263 B: 142

WestBound A: 451 B: 162

NorthBound A: 992 B: 90

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{992 + 148 + 451 + 142}{1375} = 1.260 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2829	0	0	0	0	0	0	2579	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2829	0	0	0	0	0	0	2579	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 954 B: 0

NorthBound A: 943 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{943 + 0 + 954 + 0}{*1500} = 1.195 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	85	2077	19	46	1415	195	81	136	98	380	53	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	2077	19	46	1415	195	81	136	98	380	53	74
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 537 B: 46

EastBound A: 74 B: 209

WestBound A: 136 B: 81

NorthBound A: 699 B: 85

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{699 + 46 + 136 + 209}{*1425} = 0.695 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

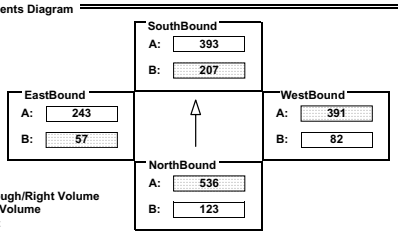
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1608	17	207	1180	230	82	583	200	57	456	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1608	17	207	1180	230	82	583	200	57	456	30
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{536 + 207 + 391 + 57}{*1500} = 0.724 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

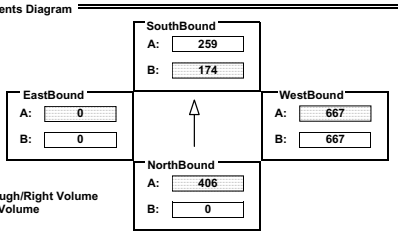
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1218	121	174	777	0	1058	0	275	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1218	121	174	777	0	1058	0	275	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{406 + 174 + 667 + 0}{*1500} = 0.761 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

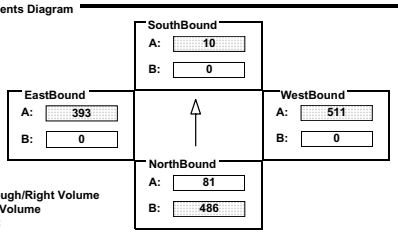
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	883	8	81	0	0	10	0	1532	0	0	785	1132
AMBIENT												
RELATED												
PROJECT												
TOTAL	883	8	81	0	0	10	0	1532	0	0	785	1132
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		Auto		<none>		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{486 + 10 + 511 + 393}{1500} = 0.671 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

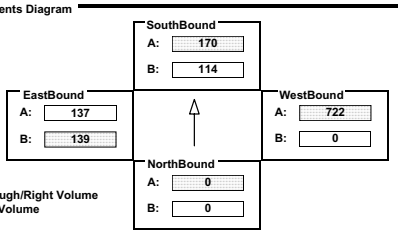
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	207	0	437	0	1564	601	139	410	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	207	0	437	0	1564	601	139	410	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	1	0	0	1	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 170 + 722 + 139}{1425} = 0.724 \qquad LOS = C$$

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15ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:38:03 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

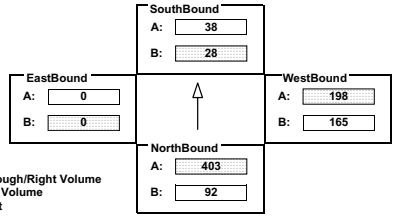
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	92	683	124	28	58	18	165	215	180	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	683	124	28	58	18	165	215	180	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (403 + 28 + 198 + 0) / 1375 = 0.457 LOS = A

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24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

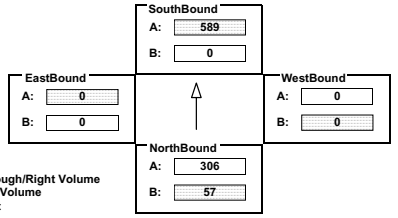
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	917	0	0	1763	3	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	917	0	0	1763	3	0	0	0	0	0	0
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (57 + 589 + 0 + 0) / *1425 = 0.383 LOS = A

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24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

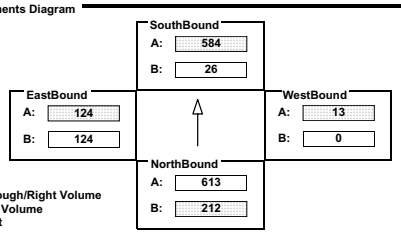
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	212	1808	32	26	1543	209	0	0	13	244	3	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	1808	32	26	1543	209	0	0	13	244	3	159
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (212 + 584 + 13 + 124) / *1375 = 0.609 LOS = B

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24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

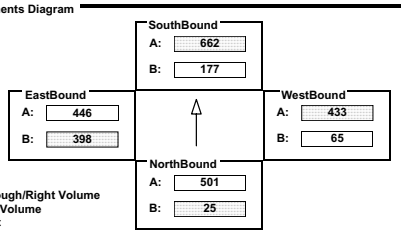
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	1002	80	177	1119	205	65	702	165	398	878	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	1002	80	177	1119	205	65	702	165	398	878	15
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (25 + 662 + 433 + 398) / *1500 = 0.942 LOS = E

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24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

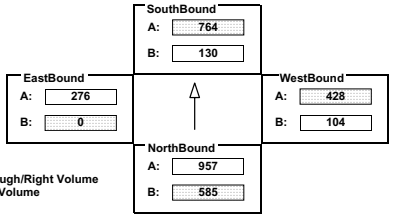
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	585	2825	46	130	2233	60	104	1283	153	0	723	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	585	2825	46	130	2233	60	104	1283	153	0	723	104
LANE	1	0 2	0 1	0 0	1	0 2	0 1	0 0	1	0 3	0 0	1 0	0	0 2	0 1	0 0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{585 + 764 + 428 + 0}{*1375} = 1.222 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

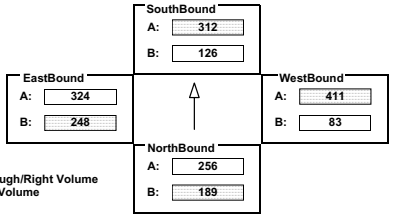
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	189	988	38	126	937	67	83	1150	82	248	755	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	988	38	126	937	67	83	1150	82	248	755	218
LANE	1	0 3	0 1	0 0	1	0 3	0 0	1 0	1	0 2	0 1	0 0	1	0 2	0 1	0 0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{189 + 312 + 411 + 248}{1375} = 0.844 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

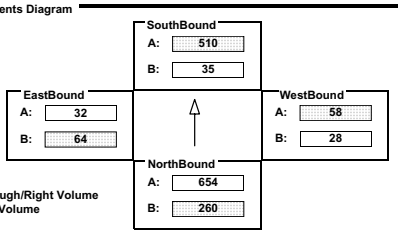
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	473	1963	29	35	1471	60	28	33	25	64	32	573
AMBIENT												
RELATED												
PROJECT												
TOTAL	473	1963	29	35	1471	60	28	33	25	64	32	573
LANE	2	0 3	0 1	0	1	0 2	0 1	0 0	0	1 0	0 0	1 0	1	0 1	0 0	1 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{260 + 510 + 58 + 64}{*1425} = 0.556 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

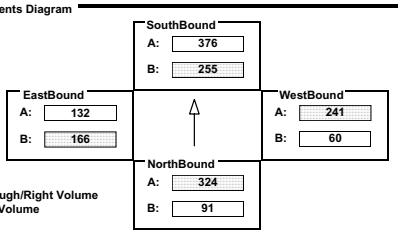
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	166	973	309	255	803	327	60	567	155	166	370	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	166	973	309	255	803	327	60	567	155	166	370	26
LANE	2	0 3	0 1	0	1	0 2	0 1	0 0	1	0 2	0 1	0 0	1	0 2	0 1	0 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{324 + 255 + 241 + 166}{1375} = 0.717 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

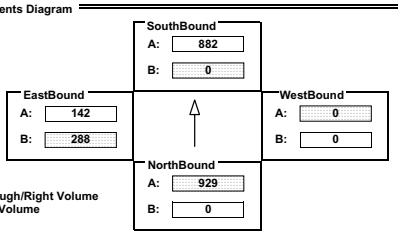
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2739	49	0	2446	1084	0	0	0	777	142	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2739	49	0	2446	1084	0	0	0	777	142	0
LANE	0	0	2	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	3	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	OLA	<none>	<none>	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{929 + 0 + 0 + 288}{*1500} = 0.741 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

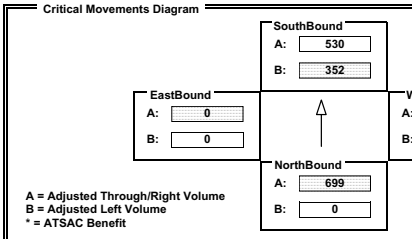
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1908	189	640	1590	0	446	0	659	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1908	189	640	1590	0	446	0	659	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{699 + 352 + 245 + 0}{*1425} = 0.839 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

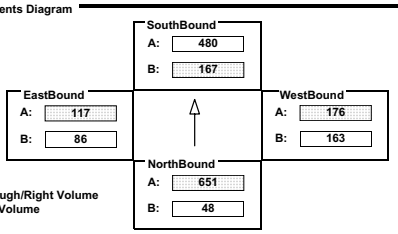
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1953	281	303	1868	52	298	27	343	86	61	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	1953	281	303	1868	52	298	27	343	86	61	141
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{651 + 167 + 176 + 117}{*1375} = 0.738 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

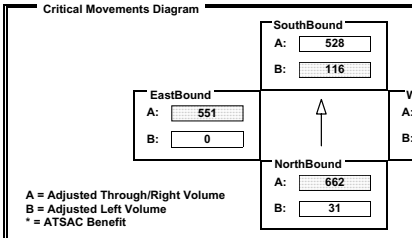
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	1985	211	116	1356	228	139	539	115	0	1007	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	1985	211	116	1356	228	139	539	115	0	1007	95
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{662 + 116 + 76 + 551}{*1375} = 0.952 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

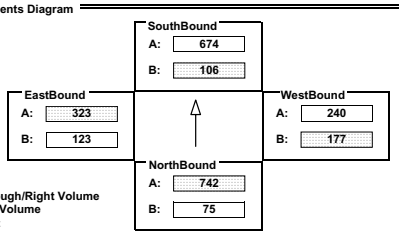
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	137	1382	103	192	1296	51	323	480	269	224	969	209
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1382	103	192	1296	51	323	480	269	224	969	209
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{742 + 106 + 177 + 323}{*1375} = 0.910 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

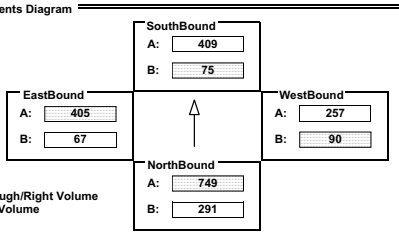
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	529	1959	289	136	1132	94	164	514	122	121	809	601
AMBIENT												
RELATED												
PROJECT												
TOTAL	529	1959	289	136	1132	94	164	514	122	121	809	601
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{749 + 75 + 90 + 405}{*1375} = 0.889 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

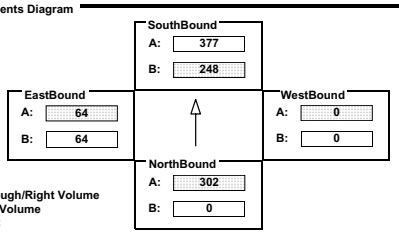
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	475	302	451	1130	0	0	0	0	64	0	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	475	302	451	1130	0	0	0	0	64	0	61
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{302 + 248 + 0 + 64}{*1425} = 0.361 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

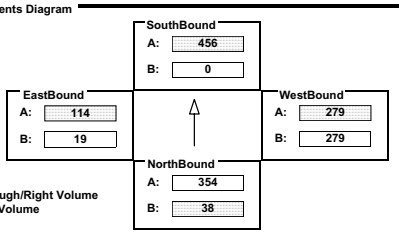
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	986	75	0	1347	20	414	5	419	19	0	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	986	75	0	1347	20	414	5	419	19	0	95
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{38 + 456 + 279 + 114}{*1425} = 0.552 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

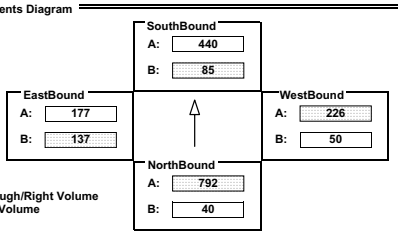
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	2319	58	85	1319	104	50	116	226	137	177	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	2319	58	85	1319	104	50	116	226	137	177	110
LANE	1	0	2	0	1	0	0	1	3	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto			Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{792 + 85 + 226 + 137}{*1500} = 0.757 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

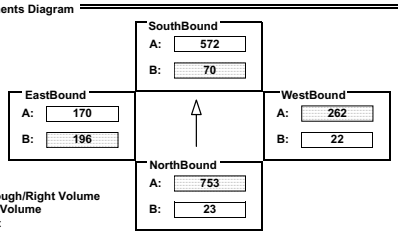
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	23	2258	10	70	1664	53	22	118	145	196	170	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	2258	10	70	1664	53	22	118	145	196	170	69
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto			Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{753 + 70 + 262 + 196}{*1500} = 0.784 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

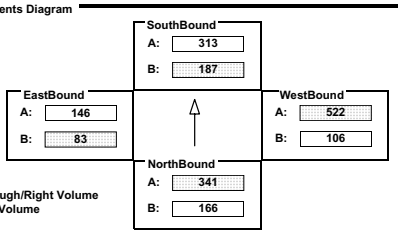
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	166	1024	52	187	778	161	106	522	249	83	245	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	166	1024	52	187	778	161	106	522	249	83	245	47
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto			Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{341 + 187 + 522 + 83}{*1375} = 0.754 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

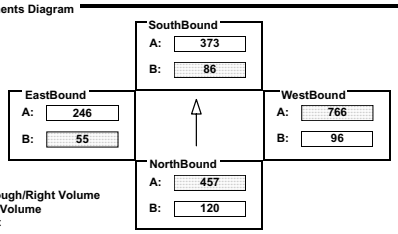
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	120	359	98	86	284	89	96	670	97	55	186	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	359	98	86	284	89	96	670	97	55	186	60
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto			Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{457 + 86 + 766 + 55}{1500} = 0.909 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

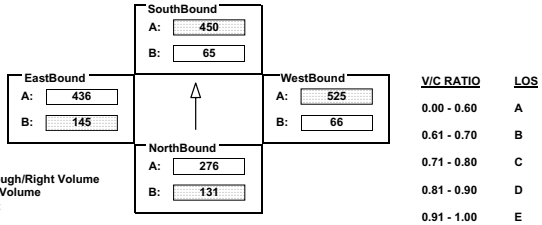
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	131	234	42	65	236	149	66	947	103	145	711	162
AMBIENT												
RELATED												
PROJECT												
TOTAL	131	234	42	65	236	149	66	947	103	145	711	162
LANE	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{131 + 450 + 525 + 145}{1500} = 0.834 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

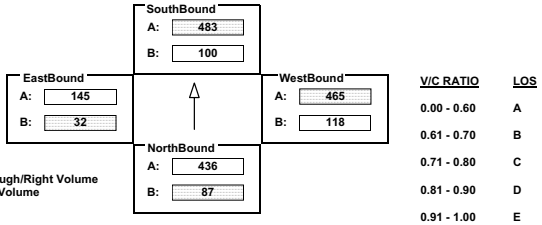
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	87	239	198	100	401	82	118	1299	94	32	421	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	239	198	100	401	82	118	1299	94	32	421	15
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{87 + 483 + 465 + 32}{1500} = 0.711 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

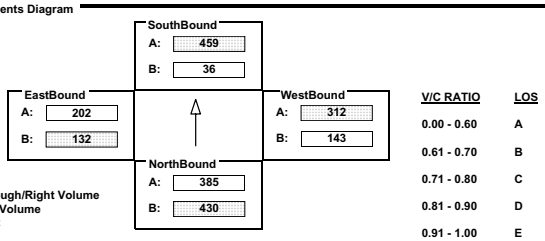
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	430	385	109	36	381	78	143	860	75	132	423	184
AMBIENT												
RELATED												
PROJECT												
TOTAL	430	385	109	36	381	78	143	860	75	132	423	184
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	0	1	0	2	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{430 + 459 + 312 + 132}{1500} = 0.889 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

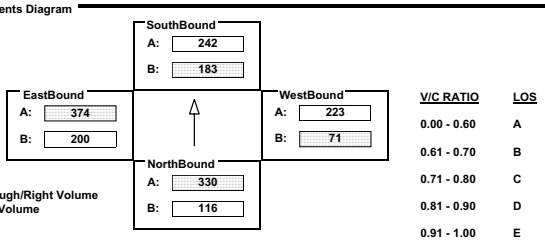
AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	966	25	183	725	60	71	417	223	200	374	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	966	25	183	725	60	71	417	223	200	374	122
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{330 + 183 + 71 + 374}{1425} = 0.672 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24ALTDAM

CalcaDB

November 30, 2004 ,Tuesday 09:39:27 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: AM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	578	1395	0	0	1242	436	0	0	0	168	0	263
AMBIENT												
RELATED												
PROJECT												
TOTAL	578	1395	0	0	1242	436	0	0	0	168	0	263
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 560 B: 0

EastBound A: 263 B: 168

WestBound A: 0 B: 0

NorthBound A: 465 B: 578

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{578 + 560 + 0 + 263}{1425} = 0.983 \qquad LOS = E$$

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2015 ALTERNATIVE D UNMITIGATED

PM PEAK HOUR

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	809	199	116	568	22	434	615	274	80	506	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	809	199	116	568	22	434	615	274	80	506	167
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 189 B: 116

EastBound A: 253 B: 80

WestBound A: 444 B: 434

NorthBound A: 504 B: 68

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{504 + 116 + 434 + 253}{*1500} = 0.801 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	961	0	266	0	928	745	446	1042	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	961	0	266	0	928	745	446	1042	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 23 B: 356

EastBound A: 261 B: 245

WestBound A: 389 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 356 + 389 + 245}{*1375} = 0.650 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

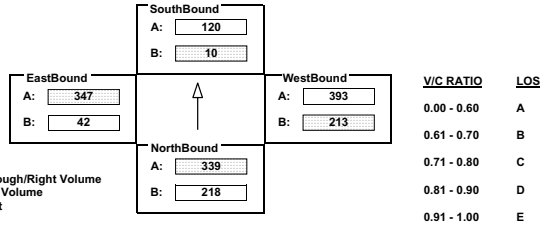
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	218	177	623	10	154	47	388	784	3	42	932	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	177	623	10	154	47	388	784	3	42	932	110
LANE	0	1	0	0	1	1	0	0	1	0	0	2	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Perm		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{339 + 10 + 213 + 347}{*1375} = 0.591 \qquad LOS = A$$

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15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

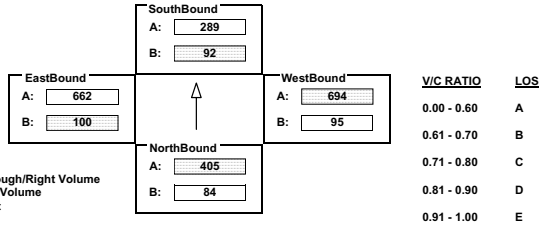
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	84	767	42	92	508	69	95	1387	138	100	1324	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	767	42	92	508	69	95	1387	138	100	1324	66
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{405 + 92 + 694 + 100}{*1500} = 0.791 \qquad LOS = C$$

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15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

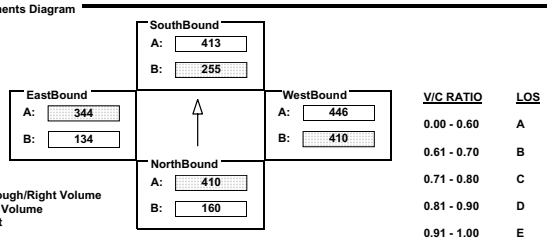
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	616	410	255	707	119	410	891	218	134	872	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	616	410	255	707	119	410	891	218	134	872	160
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{410 + 255 + 410 + 344}{*1375} = 0.962 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

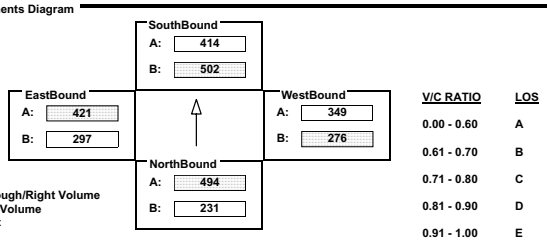
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	231	788	199	502	587	241	276	1046	301	297	1011	253
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	788	199	502	587	241	276	1046	301	297	1011	253
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{494 + 502 + 276 + 421}{1500} = 1.129 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

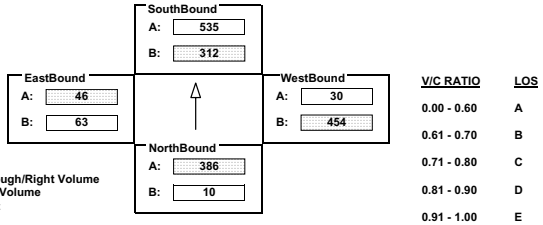
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	10	1043	114	312	1505	101	454	10	30	63	36	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	1043	114	312	1505	101	454	10	30	63	36	10
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{386 + 312 + 454 + 46}{*1500} = 0.729 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

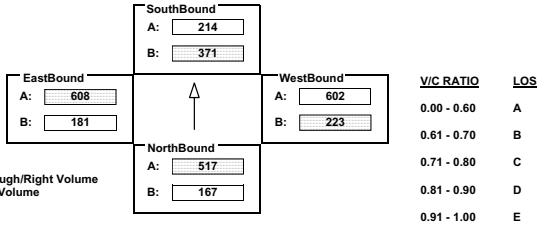
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	304	629	517	674	431	210	223	2039	369	181	1910	522
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	629	517	674	431	210	223	2039	369	181	1910	522
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{517 + 371 + 223 + 608}{*1375} = 1.180 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

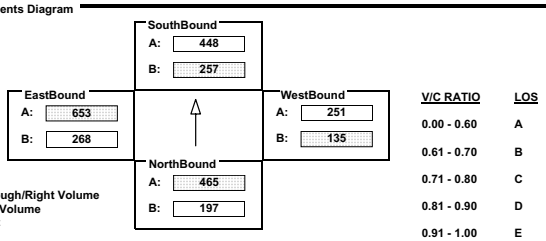
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	197	1149	244	257	1345	228	245	677	76	268	1960	382
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	1149	244	257	1345	228	245	677	76	268	1960	382
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{465 + 257 + 135 + 653}{1375} = 1.098 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

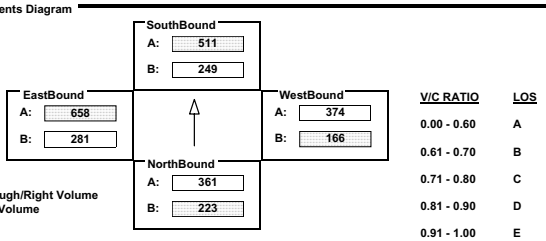
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	406	722	274	452	1022	431	302	1122	44	510	1347	627
AMBIENT												
RELATED												
PROJECT												
TOTAL	406	722	274	452	1022	431	302	1122	44	510	1347	627
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{223 + 511 + 166 + 658}{*1375} = 1.063 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	355	566	167	0	602	281	113	866	8	373	1290	485
AMBIENT												
RELATED												
PROJECT												
TOTAL	355	566	167	0	602	281	113	866	8	373	1290	485
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram

SouthBound A: 301 B: 0

EastBound A: 645 B: 373

WestBound A: 433 B: 113

NorthBound A: 367 B: 355

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{355 + 301 + 433 + 373}{1375} = 1.063 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	167	1083	554	666	1926	441	805	1474	205	654	1780	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	1083	554	666	1926	441	805	1474	205	654	1780	139
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	2	0	3	0	1	0	2	0	3	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 482 B: 366

EastBound A: 480 B: 360

WestBound A: 420 B: 443

NorthBound A: 361 B: 92

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{361 + 366 + 443 + 480}{1375} = 1.200 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	678	200	562	199	449	167	1447	490	422	1827	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	678	200	562	199	449	167	1447	490	422	1827	16
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA				

Critical Movements Diagram

SouthBound A: 217 B: 309

EastBound A: 609 B: 232

WestBound A: 482 B: 92

NorthBound A: 226 B: 88

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{226 + 309 + 482 + 232}{*1375} = 0.838 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	586	1534	256	195	1895	189	382	668	189	255	953	861
AMBIENT												
RELATED												
PROJECT												
TOTAL	586	1534	256	195	1895	189	382	668	189	255	953	861
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA				

Critical Movements Diagram

SouthBound A: 632 B: 107

EastBound A: 318 B: 255

WestBound A: 429 B: 210

NorthBound A: 511 B: 322

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{322 + 632 + 429 + 255}{*1375} = 1.121 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

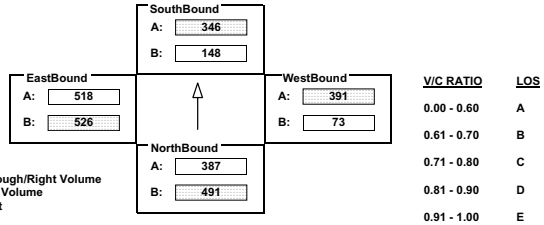
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	491	280	837	148	1037	415	73	1373	189	526	1554	1132
AMBIENT												
RELATED												
PROJECT												
TOTAL	491	280	837	148	1037	415	73	1373	189	526	1554	1132
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{491 + 346 + 391 + 526}{*1375} = 1.206 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

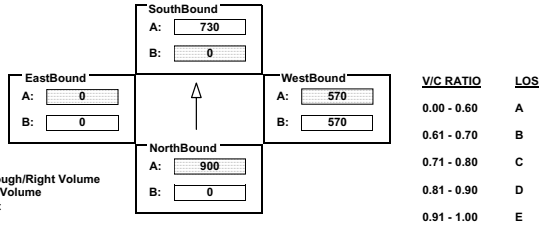
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3601	0	0	2919	36	1112	28	168	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3601	0	0	2919	36	1112	28	168	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	0	2	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{900 + 0 + 570 + 0}{*1500} = 0.910 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

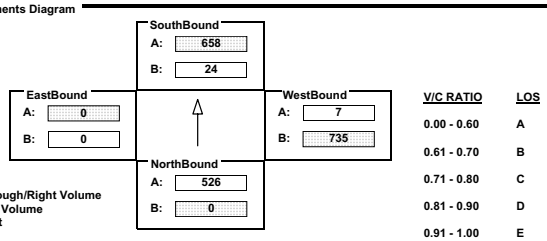
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1052	518	24	1174	0	1337	0	7	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1052	518	24	1174	0	1337	0	7	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 658 + 735 + 0}{*1500} = 0.859 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

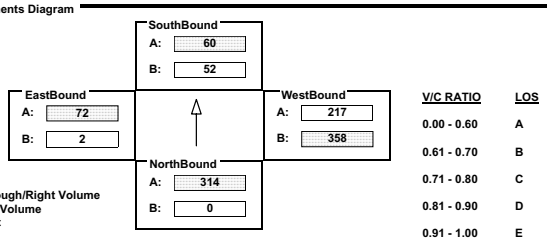
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	21	607	52	6	1	967	158	59	2	136	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	21	607	52	6	1	967	158	59	2	136	5
LANE	0	0	0	0	1	1	0	0	0	0	1	0	2	1	0	0	1	0	0	1	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		Split		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{314 + 60 + 358 + 72}{*1375} = 0.515 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

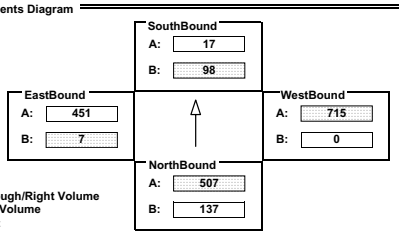
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	249	7	923	178	0	20	0	2051	93	7	1354	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	7	923	178	0	20	0	2051	93	7	1354	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{507 + 98 + 715 + 7}{*1375} = 0.895 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

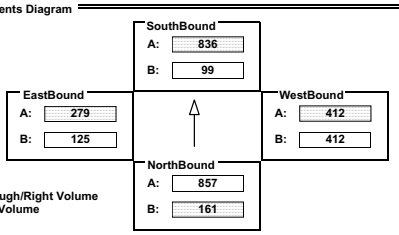
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	292	2572	35	180	3346	98	779	457	287	125	524	359
AMBIENT												
RELATED												
PROJECT												
TOTAL	292	2572	35	180	3346	98	779	457	287	125	524	359
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{161 + 836 + 412 + 279}{1375} = 1.228 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

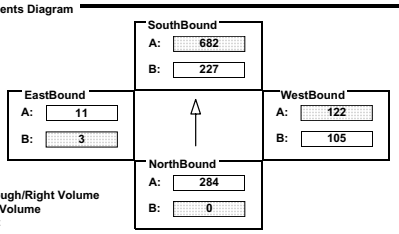
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	438	130	227	1359	5	202	8	122	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	438	130	227	1359	5	202	8	122	3	8	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 682 + 122 + 3}{*1500} = 0.468 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

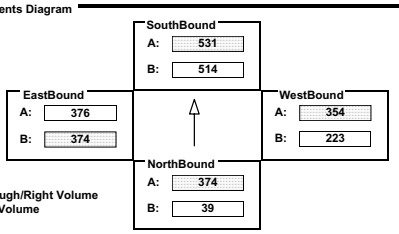
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	659	89	514	1062	453	223	616	92	374	722	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	659	89	514	1062	453	223	616	92	374	722	30
LANE	1	0	1	0	1	0	0	1	1	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{374 + 531 + 354 + 374}{1375} = 1.188 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

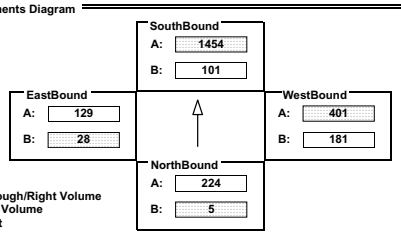
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	299	149	101	956	498	181	80	452	28	114	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	299	149	101	956	498	181	80	452	28	114	16
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{5 + 1454 + 401 + 28}{1425} = 1.325 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

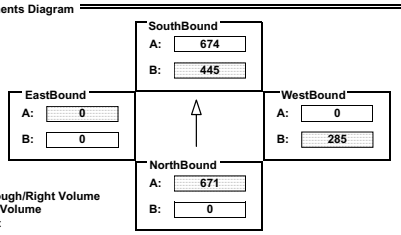
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2682	787	809	2021	0	772	0	143	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2682	787	809	2021	0	772	0	143	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{671 + 445 + 285 + 0}{*1425} = 0.913 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

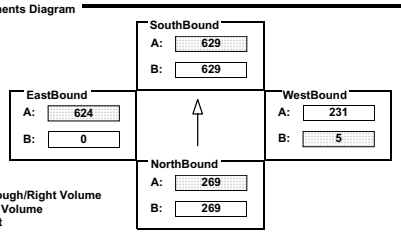
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	319	487	4	1076	811	456	5	694	1135	0	1479	394
AMBIENT												
RELATED												
PROJECT												
TOTAL	319	487	4	1076	811	456	5	694	1135	0	1479	394
LANE	1	1	0	0	1	1	0	1	1	0	0	1	0	0	1	0	3	0	0	2	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	OLA	Prot-Fix	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{269 + 629 + 5 + 624}{*1375} = 1.041 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

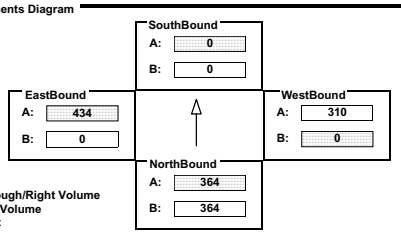
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	458	0	269	0	0	0	0	929	0	0	1303	399
AMBIENT												
RELATED												
PROJECT												
TOTAL	458	0	269	0	0	0	0	929	0	0	1303	399
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{364 + 0 + 0 + 434}{1500} = 0.532 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: PM | Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	600	0	673	0	0	0	926	1158	0	0	938	577
AMBIENT												
RELATED												
PROJECT												
TOTAL	600	0	673	0	0	0	926	1158	0	0	938	577
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	0	2	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 469 B: 0

WestBound A: 579 B: 926

NorthBound A: 0 B: 330

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{330 + 0 + 926 + 469}{*1425} = 1.141$$

LOS = F

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: PM | Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	121	228	145	545	1570	0	0	1297	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	121	228	145	545	1570	0	0	1297	148
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram

SouthBound A: 124 B: 121

EastBound A: 482 B: 0

WestBound A: 523 B: 300

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 124 + 300 + 482}{*1425} = 0.566$$

LOS = A

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: PM | Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	1226	0	457	0	965	1072	243	670	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1226	0	457	0	965	1072	243	670	0
LANE	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	0	1	0	2	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 613 B: 613

EastBound A: 335 B: 134

WestBound A: 482 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 613 + 482 + 134}{*1375} = 0.824$$

LOS = D

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: PM | Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	188	2058	1057	345	2710	138	218	522	409	281	385	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	2058	1057	345	2710	138	218	522	409	281	385	179
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 712 B: 190

EastBound A: 128 B: 155

WestBound A: 314 B: 120

NorthBound A: 997 B: 188

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{997 + 190 + 314 + 155}{*1375} = 1.134$$

LOS = F

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

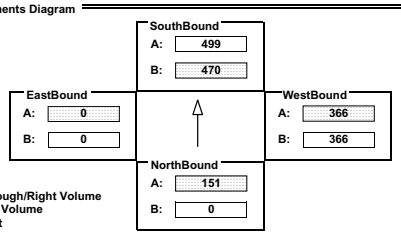
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	302	284	470	997	0	733	0	469	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	302	284	470	997	0	733	0	469	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{151 + 470 + 366 + 0}{*1425} = 0.623 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

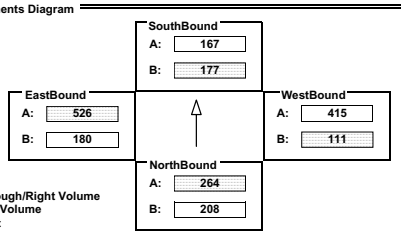
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	379	300	491	322	293	209	202	1246	208	328	1577	854
AMBIENT												
RELATED												
PROJECT												
TOTAL	379	300	491	322	293	209	202	1246	208	328	1577	854
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{264 + 177 + 111 + 526}{*1375} = 0.714 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

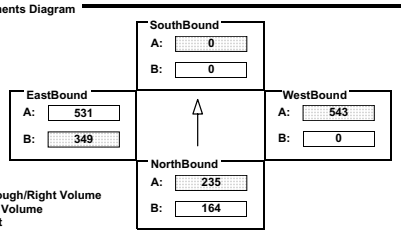
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	164	2	232	0	0	0	388	1085	147	349	1593	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	2	232	0	0	0	388	1085	147	349	1593	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{235 + 0 + 543 + 349}{1200*} = 0.869 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

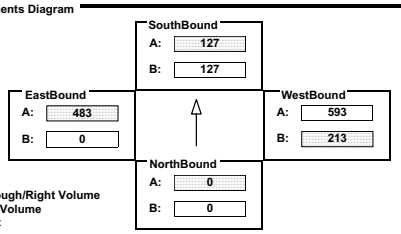
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	151	0	231	388	1186	0	349	1449	315
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	151	0	231	388	1186	0	349	1449	315
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 127 + 213 + 483}{1200*} = 0.616 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

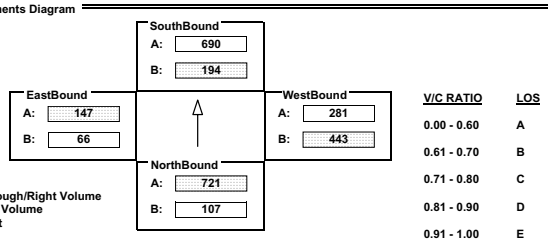
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	2883	1037	352	2084	676	806	561	501	66	377	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	2883	1037	352	2084	676	806	561	501	66	377	64
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	1	0	2	0	1	0	0
Phasing	Prot-Var				Prot-Var				Split				Split			
RTOR	OLA				Auto				OLA				Auto			
SIGNAL																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (721 + 194 + 443 + 147) / *1375 = 1.025 LOS = F

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

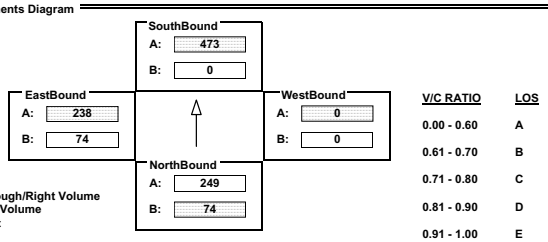
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	746	0	0	252	473	0	0	0	134	0	432
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	746	0	0	252	473	0	0	0	134	0	432
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Phasing	Perm				Perm				<none>				<none>			
RTOR	<none>				Auto				<none>				Perm			
SIGNAL																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (74 + 473 + 0 + 238) / *1500 = 0.453 LOS = A

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

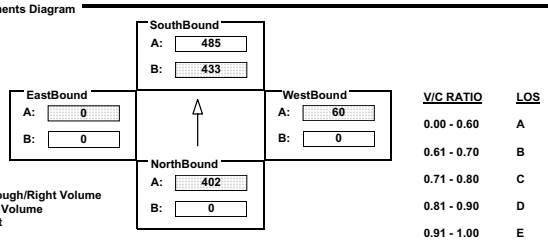
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1103	103	787	1455	0	0	0	502	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1103	103	787	1455	0	0	0	502	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Phasing	Perm				Prot-Fix				Perm				<none>			
RTOR	Auto				<none>				Auto				<none>			
SIGNAL																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (402 + 433 + 60 + 0) / *1425 = 0.558 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

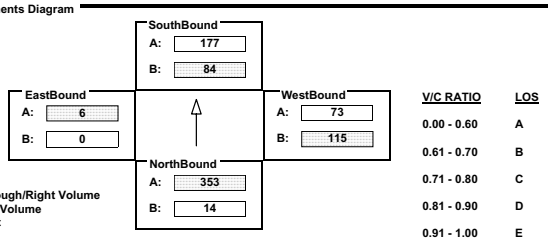
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	706	100	153	532	0	209	0	115	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	706	100	153	532	0	209	0	115	0	1	5
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
Phasing	Perm				Prot-Fix				Perm				Perm			
RTOR	Auto				Auto				Auto				Auto			
SIGNAL																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (353 + 84 + 115 + 6) / *1425 = 0.322 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

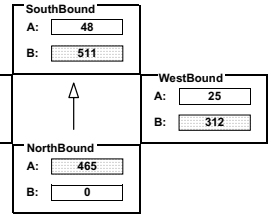
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	423	465	511	145	784	567	0	281	531	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	423	465	511	145	784	567	0	281	531	0	0
LANE	0	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	0	0	1	0	2	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Free		Split		Auto		Split		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{465 + 511 + 312 + 292}{*1375} = 1.079 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

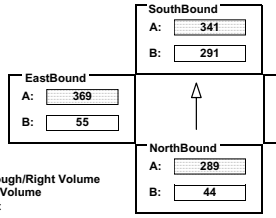
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	495	82	291	875	148	224	1057	133	55	998	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	495	82	291	875	148	224	1057	133	55	998	108
LANE	1	0	1	0	1	0	0	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		OLA		Split		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{289 + 341 + 123 + 369}{1375} = 0.816 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

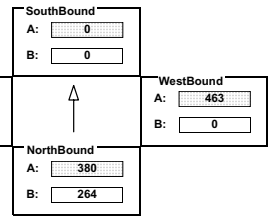
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	264	3	380	0	0	0	439	1244	144	480	1857	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	264	3	380	0	0	0	439	1244	144	480	1857	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	2	0	3	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		<none>		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{380 + 0 + 463 + 264}{*1425} = 0.707 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

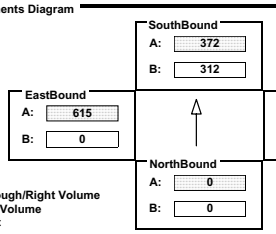
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	312	0	432	439	1436	0	480	1527	319
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	312	0	432	439	1436	0	480	1527	319
LANE	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		<none>		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 372 + 241 + 615}{*1425} = 0.792 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

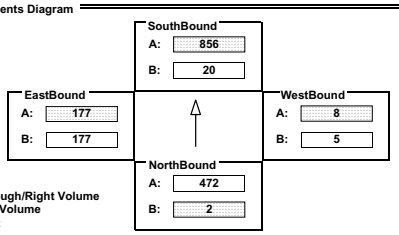
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	3	1886	1	20	2540	27	5	0	3	352	1	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	1886	1	20	2540	27	5	0	3	352	1	160
LANE	2	0	3	0	1	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{2 + 856 + 8 + 177}{*1375} = 0.689 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

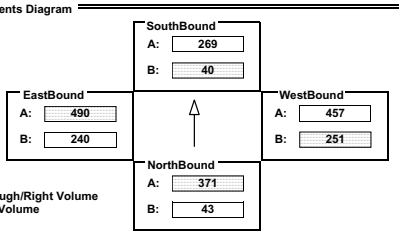
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	742	242	40	538	164	251	913	48	240	979	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	742	242	40	538	164	251	913	48	240	979	46
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{371 + 40 + 251 + 490}{*1375} = 0.768 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

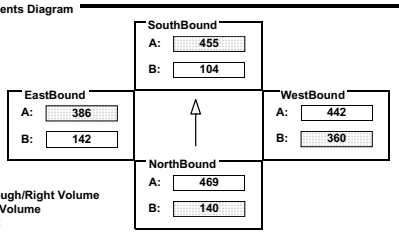
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	140	1406	223	104	1364	141	360	691	192	142	773	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1406	223	104	1364	141	360	691	192	142	773	60
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{140 + 455 + 360 + 386}{*1425} = 0.871 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

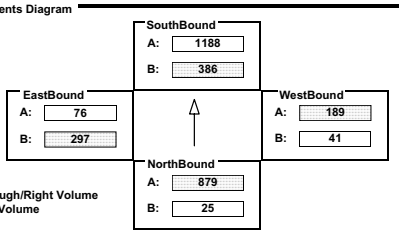
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	3488	30	386	3123	439	41	63	382	297	56	20
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	3488	30	386	3123	439	41	63	382	297	56	20
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{879 + 386 + 189 + 297}{*1375} = 1.203 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

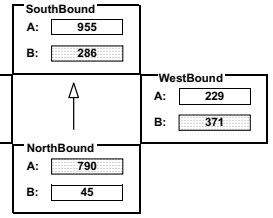
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	45	2975	184	286	2726	139	371	409	515	246	815	195
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	2975	184	286	2726	139	371	409	515	246	815	195
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{790 + 286 + 371 + 408}{*1375} = 1.279 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

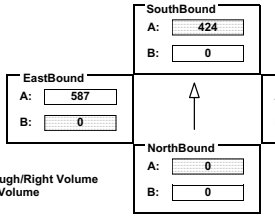
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1694	0	0	2699	1405	0	2349	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1694	0	0	2699	1405	0	2349	0
LANE	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	<none>	Perm	Free	Perm	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 424 + 675 + 0}{*1500} = 0.663 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

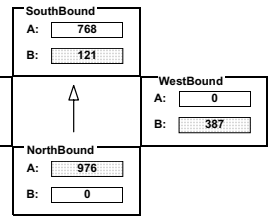
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3903	1030	220	3072	0	1047	0	119	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3903	1030	220	3072	0	1047	0	119	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{976 + 121 + 387 + 0}{*1425} = 0.971 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

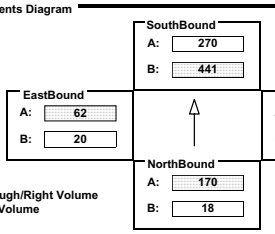
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	321	257	441	508	33	174	83	234	20	81	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	321	257	441	508	33	174	83	234	20	81	42
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{170 + 441 + 174 + 62}{*1375} = 0.546 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

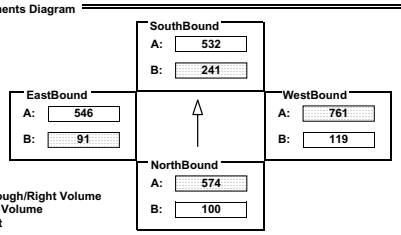
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	100	1723	97	241	1596	293	119	1143	379	166	1092	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	1723	97	241	1596	293	119	1143	379	166	1092	132
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			1 0 1 0 1 0 0			2 0 2 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{574 + 241 + 761 + 91}{*1375} = 1.142 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

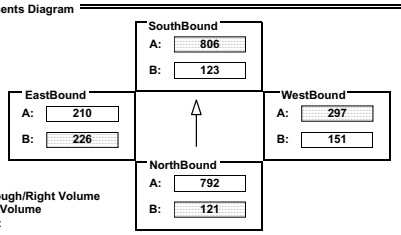
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	121	3170	69	224	3052	174	151	297	157	226	154	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	3170	69	224	3052	174	151	297	157	226	154	57
LANE	1 0 4 0 0 1 0			2 0 3 0 1 0 0			1 0 1 0 0 1 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{121 + 806 + 297 + 226}{1375} = 1.055 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

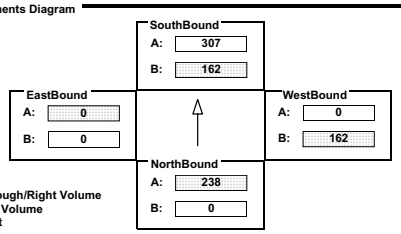
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	475	293	162	614	0	366	0	281	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	475	293	162	614	0	366	0	281	0	0	0
LANE	0 0 2 0 0 2 0			1 0 2 0 0 0 0			2 0 0 0 0 1 1			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{238 + 162 + 162 + 0}{*1425} = 0.324 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

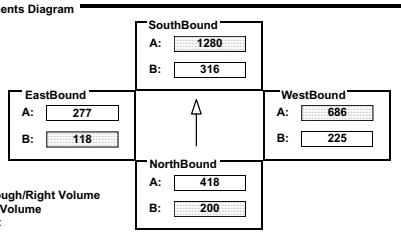
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	364	1671	467	574	3839	168	409	844	686	214	817	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	364	1671	467	574	3839	168	409	844	686	214	817	277
LANE	2 0 4 0 0 1 0			2 0 3 0 0 1 0			2 0 2 0 0 1 0			2 0 3 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	OLA		Prot-Var	Auto		Prot-Var	<none>		Prot-Var	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{200 + 1280 + 686 + 118}{1375} = 1.661 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

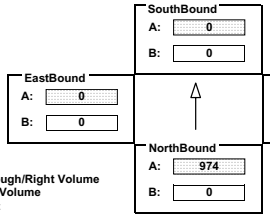
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2922	0	0	0	0	0	0	2102	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2922	0	0	0	0	0	0	2102	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<none>		<none>		<none>		Perm		<none>		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{974 + 0 + 778 + 0}{*1500} = 1.098 \qquad LOS = F$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

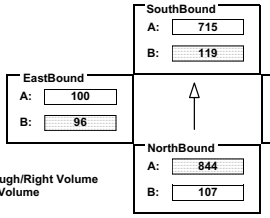
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	2503	28	119	1874	271	73	82	70	174	100	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	2503	28	119	1874	271	73	82	70	174	100	62
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	2	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{844 + 119 + 82 + 96}{*1425} = 0.731 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

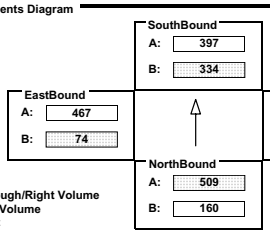
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	1527	71	334	1190	189	119	902	276	74	890	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	1527	71	334	1190	189	119	902	276	74	890	44
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{509 + 334 + 589 + 74}{*1500} = 0.934 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

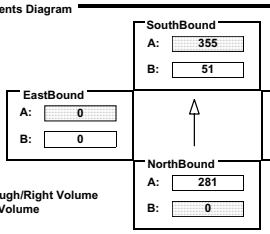
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	842	153	51	1066	0	531	0	380	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	842	153	51	1066	0	531	0	380	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 355 + 456 + 0}{*1500} = 0.471 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	493	0	201	1	0	24	0	966	18	0	1366	1790
AMBIENT												
RELATED												
PROJECT												
TOTAL	493	0	201	1	0	24	0	966	18	0	1366	1790
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	1	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		Auto		<none>		Auto		Perm		Free	

Critical Movements Diagram

SouthBound A: 25 B: 1

EastBound A: 683 B: 0

WestBound A: 322 B: 0

NorthBound A: 201 B: 271

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{271 + 25 + 322 + 683}{1500} = 0.653 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	970	0	349	0	728	216	166	1380	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	970	0	349	0	728	216	166	1380	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram

SouthBound A: 109 B: 534

EastBound A: 460 B: 166

WestBound A: 315 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 534 + 315 + 166}{1425} = 0.712 \qquad LOS = C$$

Developed by Chun Wong, 12/94

15ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:43:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	272	94	283	614	78	68	127	69	29	201	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	272	94	283	614	78	68	127	69	29	201	88
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 346 B: 283

EastBound A: 144 B: 29

WestBound A: 98 B: 68

NorthBound A: 183 B: 78

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{183 + 283 + 68 + 144}{1375} = 0.493 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1240	0	0	1406	0	0	0	0	3	0	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1240	0	0	1406	0	0	0	0	3	0	8
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Perm		Auto		Perm		Auto		Perm		OLA	

Critical Movements Diagram

SouthBound A: 469 B: 0

EastBound A: 8 B: 3

WestBound A: 0 B: 0

NorthBound A: 413 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 469 + 0 + 8}{*1425} = 0.265 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

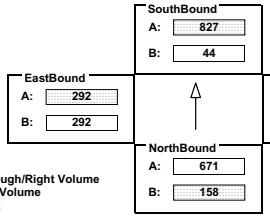
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	158	2000	13	44	1923	557	2	2	27	583	1	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	2000	13	44	1923	557	2	2	27	583	1	141
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{158 + 827 + 29 + 292}{*1375} = 0.880 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

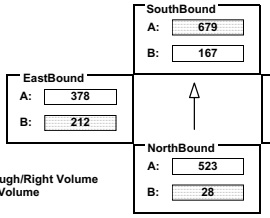
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	1046	91	167	1093	265	100	920	200	212	712	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	1046	91	167	1093	265	100	920	200	212	712	45
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 679 + 560 + 212}{*1500} = 0.916 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

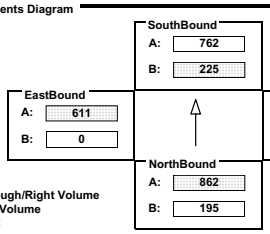
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	195	2477	108	225	2129	156	119	1042	208	0	1603	230
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	2477	108	225	2129	156	119	1042	208	0	1603	230
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	1	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{862 + 225 + 119 + 611}{*1375} = 1.251 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

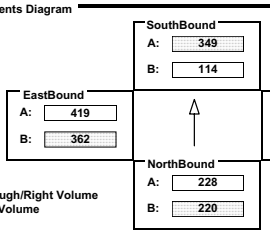
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	220	896	17	114	1047	147	65	935	82	362	1088	171
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	896	17	114	1047	147	65	935	82	362	1088	171
LANE	1	0	3	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{220 + 349 + 339 + 362}{1375} = 0.924 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

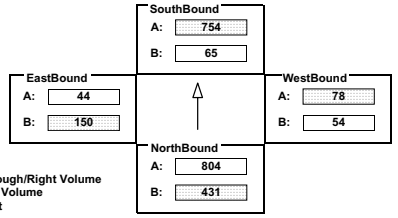
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	784	2412	73	65	2112	150	54	43	35	150	44	863
AMBIENT												
RELATED												
PROJECT												
TOTAL	784	2412	73	65	2112	150	54	43	35	150	44	863
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{431 + 754 + 78 + 150}{*1425} = 0.922 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

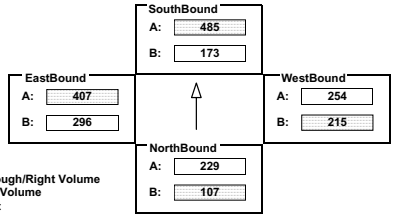
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	195	430	337	173	1244	210	215	596	167	296	1003	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	430	337	173	1244	210	215	596	167	296	1003	217
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{107 + 485 + 215 + 407}{1375} = 0.883 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

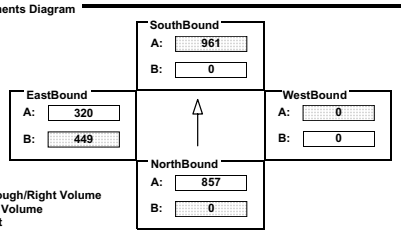
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2407	163	0	2377	1465	0	0	0	1213	320	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2407	163	0	2377	1465	0	0	0	1213	320	0
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	3	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 961 + 0 + 449}{*1500} = 0.870 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

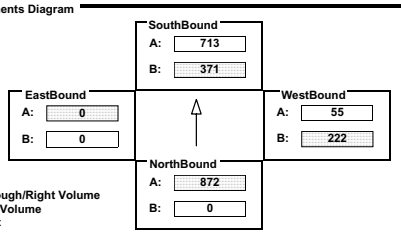
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2369	246	674	2140	0	403	0	774	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2369	246	674	2140	0	403	0	774	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{872 + 371 + 222 + 0}{*1425} = 0.958 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

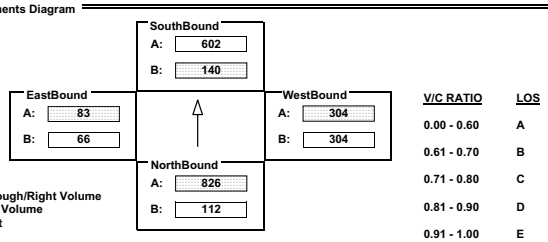
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	204	2479	386	254	2307	101	505	103	425	66	83	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	204	2479	386	254	2307	101	505	103	425	66	83	116
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	0	1	0	1	0	0	1	0
Phasing	Prot-Var				Prot-Var				Split				Split			
RTOR	Auto				Auto				OLA				Auto			
SIGNAL	Prot-Var				Prot-Var				Split				Split			

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{826 + 140 + 304 + 83}{*1375} = 0.914 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

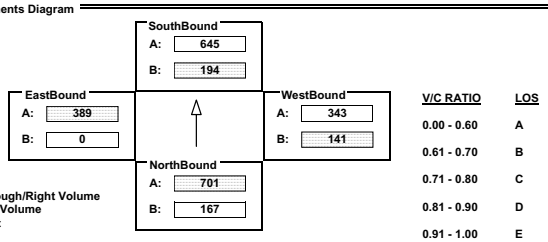
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	167	2104	261	194	1780	156	257	616	71	0	711	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	2104	261	194	1780	156	257	616	71	0	711	67
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0	0	1	0	1	0	1	0	0
Phasing	Prot-Var				Prot-Var				Prot-Fix				Perm			
RTOR	Auto				Auto				Auto				Auto			
SIGNAL	Prot-Var				Prot-Var				Prot-Fix				Perm			

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{701 + 194 + 141 + 389}{*1375} = 0.966 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

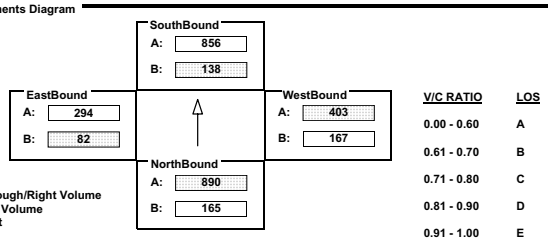
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	300	1629	150	250	1619	94	304	805	240	149	882	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	300	1629	150	250	1619	94	304	805	240	149	882	129
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
Phasing	Prot-Var				Prot-Var				Prot-Var				Prot-Var			
RTOR	Auto				Auto				Auto				Auto			
SIGNAL	Prot-Var				Prot-Var				Prot-Var				Prot-Var			

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{890 + 138 + 403 + 82}{*1375} = 1.030 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

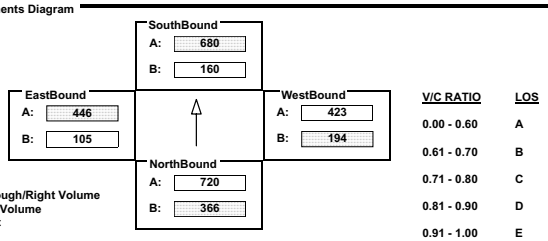
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	666	1934	225	291	1848	193	353	845	200	191	892	736
AMBIENT												
RELATED												
PROJECT												
TOTAL	666	1934	225	291	1848	193	353	845	200	191	892	736
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
Phasing	Prot-Var				Prot-Var				Prot-Var				Prot-Var			
RTOR	Auto				Auto				Auto				OLA			
SIGNAL	Prot-Var				Prot-Var				Prot-Var				Prot-Var			

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{366 + 680 + 194 + 446}{*1375} = 1.156 \qquad LOS = F$$

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24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

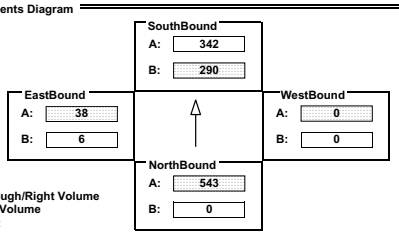
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1101	528	528	1025	0	0	0	0	6	0	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1101	528	528	1025	0	0	0	0	6	0	70
LANE	0 0 2 0 1 0 0			2 0 3 0 0 0 0			0 0 0 0 0 0 0			0 0 0 1 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		<none>	<none>		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{543 + 290 + 0 + 38}{*1425} = 0.541 \qquad LOS = A$$

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24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

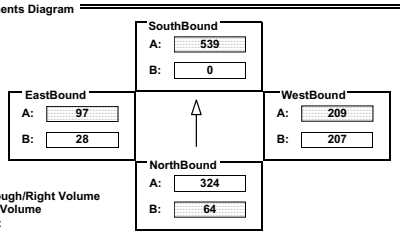
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	971	0	0	1587	31	207	36	382	28	0	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	971	0	0	1587	31	207	36	382	28	0	69
LANE	1 0 2 0 1 0 0			0 0 2 0 1 0 0			1 0 0 1 0 1 0			0 0 0 0 0 0 1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{64 + 539 + 209 + 97}{*1425} = 0.568 \qquad LOS = A$$

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24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

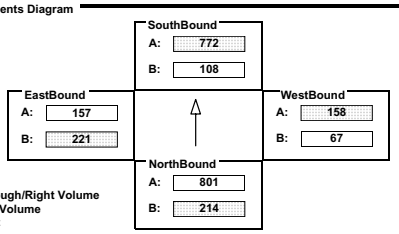
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	214	2339	64	108	2317	242	67	154	94	221	157	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	2339	64	108	2317	242	67	154	94	221	157	122
LANE	1 0 2 0 1 0 0			1 0 3 0 0 1 0			0 1 0 0 1 0 0			1 0 1 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{214 + 772 + 158 + 221}{*1500} = 0.840 \qquad LOS = D$$

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24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

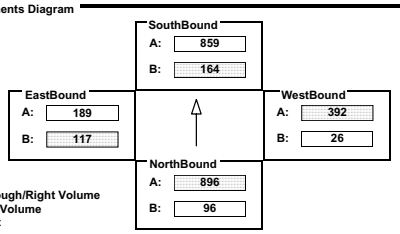
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	96	2689	43	164	2474	103	26	246	146	117	189	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	2689	43	164	2474	103	26	246	146	117	189	74
LANE	1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 0 0 1 0 0			1 0 1 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{896 + 164 + 392 + 117}{*1500} = 0.976 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

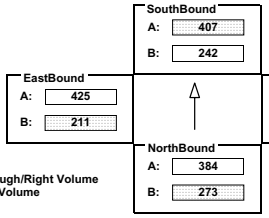
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	273	1151	126	242	1059	163	124	525	161	211	696	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	273	1151	126	242	1059	163	124	525	161	211	696	155
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{273 + 407 + 525 + 211}{*1375} = 0.960 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

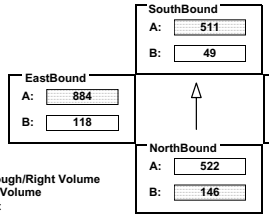
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	146	342	180	49	294	217	121	614	111	118	745	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	342	180	49	294	217	121	614	111	118	745	139
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{146 + 511 + 121 + 884}{1500} = 1.108 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

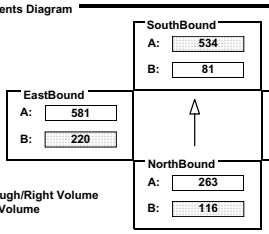
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	216	46	81	268	185	57	838	89	220	994	168
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	216	46	81	268	185	57	838	89	220	994	168
LANE	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{116 + 534 + 463 + 220}{1500} = 0.889 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

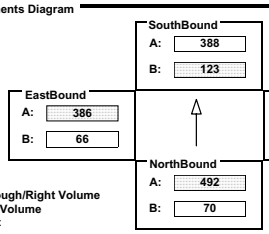
AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	70	282	209	123	340	48	185	1235	141	66	1112	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	282	209	123	340	48	185	1235	141	66	1112	46
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{492 + 123 + 185 + 386}{1500} = 0.791 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	417	413	232	73	467	66	203	779	58	112	1123	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	417	413	232	73	467	66	203	779	58	112	1123	286
LANE	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 533 B: 73

EastBound A: 470 B: 112

WestBound A: 279 B: 203

NorthBound A: 413 B: 417

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{417 + 533 + 203 + 470}{1500} = 1.082 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	221	671	59	178	832	82	58	481	129	129	407	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	671	59	178	832	82	58	481	129	129	407	161
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 277 B: 178

EastBound A: 407 B: 129

WestBound A: 241 B: 58

NorthBound A: 243 B: 221

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{221 + 277 + 58 + 407}{1425} = 0.676 \qquad LOS = B$$

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24ALTDPM

CalcaDB

November 30, 2004 ,Tuesday 09:49:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: PM Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	563	1275	0	0	1602	350	0	0	0	569	0	587
AMBIENT												
RELATED												
PROJECT												
TOTAL	563	1275	0	0	1602	350	0	0	0	569	0	587
LANE	1	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 651 B: 0

EastBound A: 587 B: 569

WestBound A: 0 B: 0

NorthBound A: 425 B: 563

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{563 + 651 + 0 + 587}{1425} = 1.264 \qquad LOS = F$$

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2015 ALTERNATIVE D UNMITIGATED

AIRPORT PEAK HOUR

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

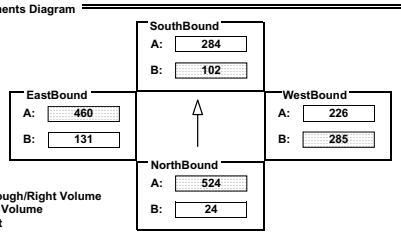
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	653	395	102	853	41	285	287	165	131	919	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	653	395	102	853	41	285	287	165	131	919	190
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (524 + 102 + 285 + 460) / *1500 = 0.844 LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

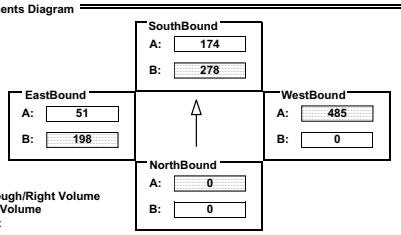
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	753	0	496	0	441	763	359	206	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	753	0	496	0	441	763	359	206	0
LANE	1	0	2	0	0	1	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Var	OLA	Prot-Var	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 278 + 485 + 198) / *1375 = 0.629 LOS = B

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

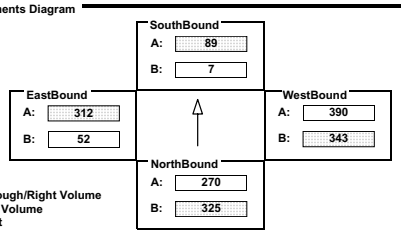
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	325	114	427	7	132	32	624	771	10	52	725	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	325	114	427	7	132	32	624	771	10	52	725	213
LANE	0	1	0	0	1	1	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (325 + 89 + 343 + 312) / *1375 = 0.707 LOS = C

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15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

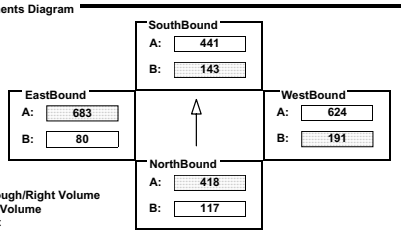
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	117	656	179	143	750	132	191	1247	199	80	1367	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	656	179	143	750	132	191	1247	199	80	1367	59
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (418 + 143 + 191 + 683) / *1500 = 0.887 LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

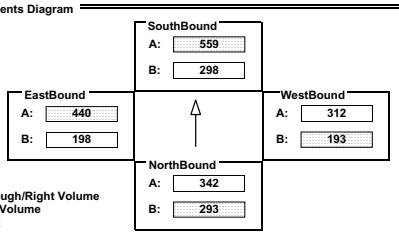
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	293	683	299	298	941	176	193	624	186	198	1131	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	683	299	298	941	176	193	624	186	198	1131	190
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{293 + 559 + 193 + 440}{*1375} = 1.010 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

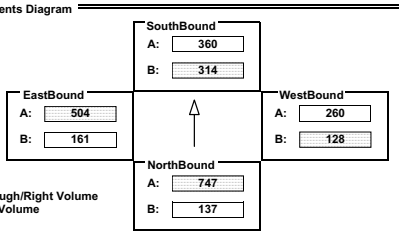
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	137	1300	193	314	580	139	128	727	260	161	1178	333
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1300	193	314	580	139	128	727	260	161	1178	333
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{747 + 314 + 128 + 504}{1500} = 1.129 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

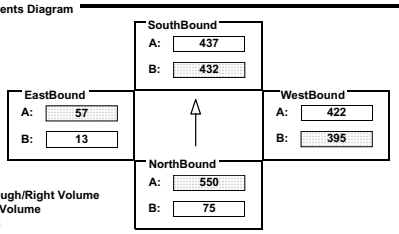
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	1404	247	432	1230	81	395	172	422	13	21	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	1404	247	432	1230	81	395	172	422	13	21	36
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{550 + 432 + 395 + 57}{*1500} = 0.886 \qquad LOS = D$$

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15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

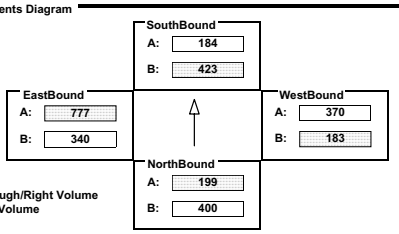
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	727	594	2	769	456	96	183	1144	337	340	753	777
AMBIENT												
RELATED												
PROJECT												
TOTAL	727	594	2	769	456	96	183	1144	337	340	753	777
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{199 + 423 + 183 + 777}{*1375} = 1.081 \qquad LOS = F$$

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15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

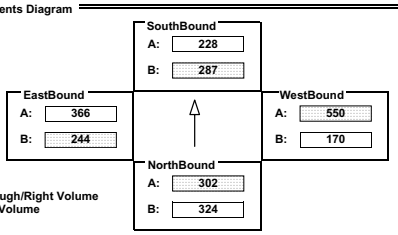
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	324	684	222	287	684	266	308	1293	357	244	1097	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	324	684	222	287	684	266	308	1293	357	244	1097	234
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{302 + 287 + 550 + 244}{1375} = 1.006 \qquad LOS = F$$

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15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

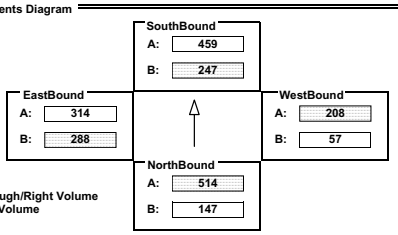
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	267	1028	175	449	802	574	104	623	244	524	850	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	267	1028	175	449	802	574	104	623	244	524	850	91
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{514 + 247 + 208 + 288}{*1375} = 0.844 \qquad LOS = D$$

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

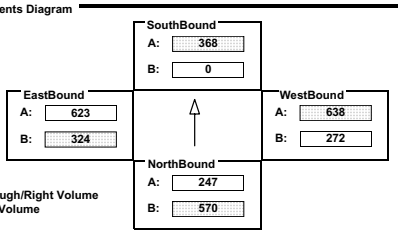
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	570	495	0	0	736	308	272	1275	26	324	1247	377
AMBIENT												
RELATED												
PROJECT												
TOTAL	570	495	0	0	736	308	272	1275	26	324	1247	377
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{570 + 368 + 638 + 324}{1375} = 1.382 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

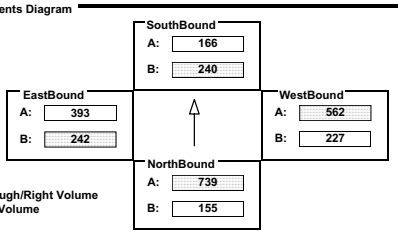
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	281	820	853	436	663	267	413	1795	454	440	1440	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	281	820	853	436	663	267	413	1795	454	440	1440	133
LANE	2	0	3	0	0	1	0	2	0	4	0	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{739 + 240 + 562 + 242}{1375} = 1.297 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

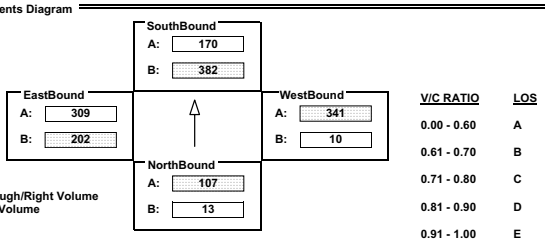
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	320	51	695	340	332	19	874	724	367	927	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	320	51	695	340	332	19	874	724	367	927	9
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{107 + 382 + 341 + 202}{*1375} = 0.681 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

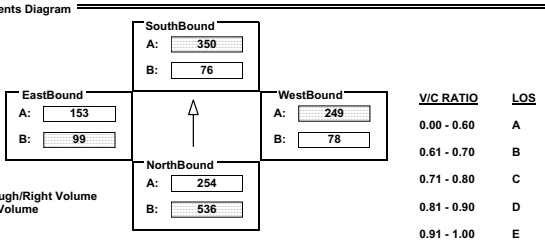
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	974	707	293	139	1050	272	142	420	77	99	459	853
AMBIENT												
RELATED												
PROJECT												
TOTAL	974	707	293	139	1050	272	142	420	77	99	459	853
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	1	0	1	0	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{536 + 350 + 249 + 99}{*1375} = 0.827 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

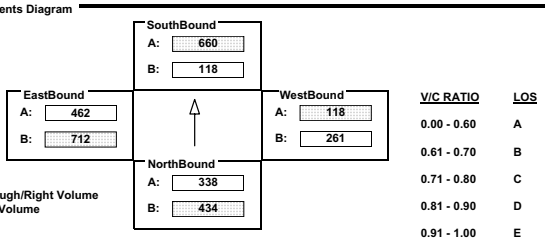
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	434	877	473	118	1979	168	261	441	32	712	1387	303
AMBIENT												
RELATED												
PROJECT												
TOTAL	434	877	473	118	1979	168	261	441	32	712	1387	303
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{434 + 660 + 118 + 712}{*1375} = 1.329 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

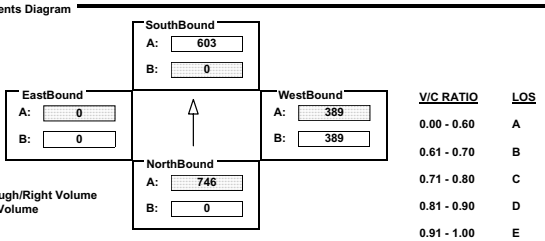
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2982	0	0	2411	1	777	1	32	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2982	0	0	2411	1	777	1	32	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{746 + 0 + 389 + 0}{*1500} = 0.687 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	531	640	2	655	0	708	0	50	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	531	640	2	655	0	708	0	50	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 334 B: 2

EastBound A: 0 B: 0

WestBound A: 50 B: 389

NorthBound A: 266 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 334 + 389 + 0}{*1500} = 0.412 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 33

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	18	733	24	30	0	712	0	54	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	18	733	24	30	0	712	0	54	0	0	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 54 B: 24

EastBound A: 0 B: 0

WestBound A: 54 B: 263

NorthBound A: 376 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{376 + 54 + 263 + 0}{*1375} = 0.434 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	10	443	154	0	16	0	1175	112	9	765	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	10	443	154	0	16	0	1175	112	9	765	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 12 B: 85

EastBound A: 255 B: 9

WestBound A: 429 B: 0

NorthBound A: 244 B: 11

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{244 + 85 + 429 + 9}{*1375} = 0.488 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	231	2329	151	189	1966	147	645	428	490	134	214	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	2329	151	189	1966	147	645	428	490	134	214	317
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 492 B: 104

EastBound A: 253 B: 134

WestBound A: 438 B: 358

NorthBound A: 776 B: 127

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{776 + 104 + 438 + 253}{1375} = 1.143 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	537	280	224	341	0	214	0	229	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	537	280	224	341	0	214	0	229	0	0	0
LANE	1 0	1 0	1 0	1 0	1 0	0	1 1	0 0	0 1	0	0 0	1 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram

SouthBound A: 170 B: 224

EastBound A: 0 B: 0

WestBound A: 229 B: 107

NorthBound A: 409 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{409 + 224 + 229 + 0}{*1500} = 0.505$$

LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	82	1258	112	209	1942	573	404	463	74	412	432	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	1258	112	209	1942	573	404	463	74	412	432	159
LANE	1 0	1 0	1 0	1 1	0 0	1 0	1 0	1 0	1 0	1	0 1	0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 971 B: 209

EastBound A: 296 B: 412

WestBound A: 269 B: 404

NorthBound A: 685 B: 82

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{685 + 971 + 404 + 296}{1375} = 1.713$$

LOS = F

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15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	513	84	717	331	0	45	0	645	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	513	84	717	331	0	45	0	645	0	0	0
LANE	1 0	1 0	1 0	1 0	0 0	1 0	1 0	1 0	1	0	1 0	0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram

SouthBound A: 331 B: 717

EastBound A: 0 B: 0

WestBound A: 287 B: 45

NorthBound A: 298 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{298 + 717 + 287 + 0}{1425} = 0.914$$

LOS = E

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1638	491	493	1554	0	684	0	334	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1638	491	493	1554	0	684	0	334	0	0	0
LANE	0 0	4 0	0 1	0	2 0	3 0	0 0	0	3 0	0 0	0 1	0 0 0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram

SouthBound A: 518 B: 271

EastBound A: 0 B: 0

WestBound A: 63 B: 253

NorthBound A: 409 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{409 + 271 + 253 + 0}{*1425} = 0.585$$

LOS = A

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	231	1091	4	1883	1192	317	1	423	1873	0	985	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	1091	4	1883	1192	317	1	423	1873	0	985	189
LANE	1	1	0	0	1	1	0	1	1	0	0	1	1	0	1	0	3	0	0	2	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	OLA	Prot-Fix	OLA	Perm	OLA

Critical Movements Diagram

SouthBound A: 1192 B: 1036

EastBound A: 391 B: 0

WestBound A: 141 B: 1

NorthBound A: 546 B: 231

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{546 + 1192 + 1 + 391}{*1375} = 1.479 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1515	0	70	0	0	0	0	1049	0	0	1503	1102
AMBIENT												
RELATED												
PROJECT												
TOTAL	1515	0	70	0	0	0	0	1049	0	0	1503	1102
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 651 B: 0

WestBound A: 350 B: 0

NorthBound A: 793 B: 793

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{793 + 0 + 0 + 651}{1500} = 0.963 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	177	0	235	0	0	0	338	1202	0	0	1135	207
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	0	235	0	0	0	338	1202	0	0	1135	207
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 568 B: 0

WestBound A: 601 B: 338

NorthBound A: 0 B: 97

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{97 + 0 + 338 + 568}{*1425} = 0.634 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	416	549	60	472	592	0	0	420	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	416	549	60	472	592	0	0	420	114
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 322 B: 322

EastBound A: 178 B: 0

WestBound A: 197 B: 260

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 322 + 260 + 178}{*1425} = 0.463 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

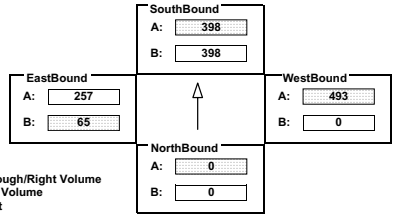
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	796	0	113	0	599	891	118	514	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	796	0	113	0	599	891	118	514	0
LANE	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 398 + 493 + 65) / *1375 = 0.625 LOS = B

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

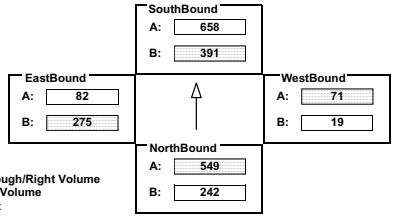
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	242	1646	248	710	2135	499	35	101	266	500	246	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	1646	248	710	2135	499	35	101	266	500	246	64
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (549 + 391 + 71 + 275) / *1375 = 0.865 LOS = D

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

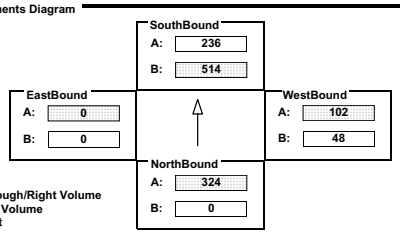
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	649	119	514	471	0	95	0	616	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	649	119	514	471	0	95	0	616	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (324 + 514 + 102 + 0) / *1425 = 0.590 LOS = A

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

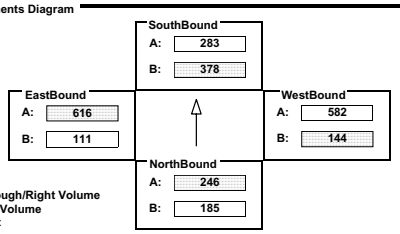
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	337	491	169	687	565	212	261	1747	658	201	1849	697
AMBIENT												
RELATED												
PROJECT												
TOTAL	337	491	169	687	565	212	261	1747	658	201	1849	697
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (246 + 378 + 144 + 616) / *1375 = 0.937 LOS = E

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

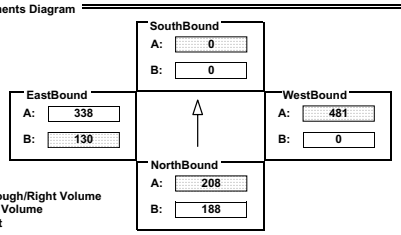
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	188	0	208	0	0	0	265	961	216	130	1015	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	0	208	0	0	0	265	961	216	130	1015	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{208 + 0 + 481 + 130}{1200^*} = 0.613$$

LOS = B

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

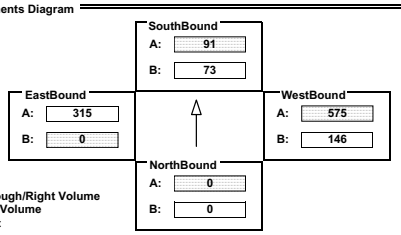
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	73	0	181	265	1151	0	130	944	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	73	0	181	265	1151	0	130	944	148
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 91 + 575 + 0}{1200^*} = 0.485$$

LOS = A

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

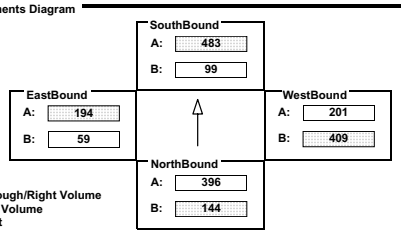
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	144	1583	654	179	1767	164	744	401	311	59	450	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	1583	654	179	1767	164	744	401	311	59	450	132
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{144 + 483 + 409 + 194}{1375^*} = 0.825$$

LOS = D

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

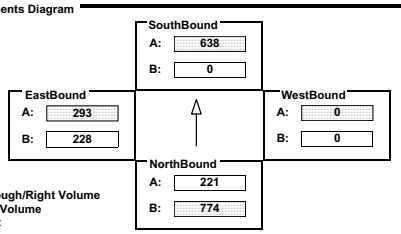
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	774	664	0	0	1113	638	0	0	0	414	0	533
AMBIENT												
RELATED												
PROJECT												
TOTAL	774	664	0	0	1113	638	0	0	0	414	0	533
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{774 + 638 + 0 + 293}{1500^*} = 1.067$$

LOS = F

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

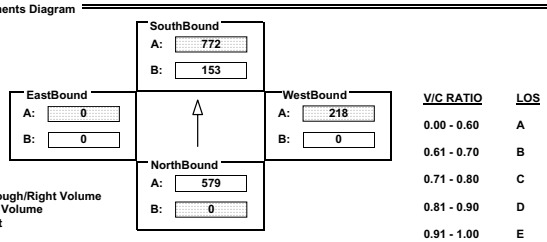
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1276	460	278	2315	0	0	0	535	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1276	460	278	2315	0	0	0	535	0	0	0
LANE	0	0	2	0	1	0	0	2	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Perm		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 772 + 218 + 0}{*1425} = 0.625 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

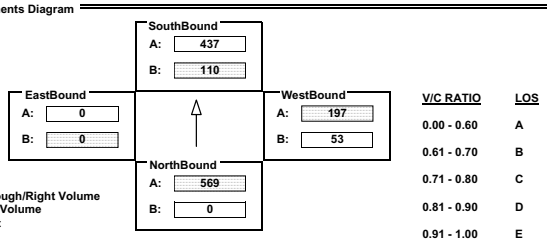
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1138	182	200	1311	0	96	0	252	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1138	182	200	1311	0	96	0	252	0	0	0
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{569 + 110 + 197 + 0}{*1425} = 0.545 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

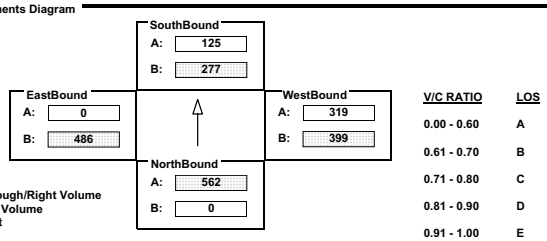
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	485	562	277	375	1611	725	0	458	884	0	651
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	485	562	277	375	1611	725	0	458	884	0	651
LANE	0	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	0	0	1	0	2	0	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Free		Split		Auto		Split		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{562 + 277 + 399 + 486}{*1375} = 1.184 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

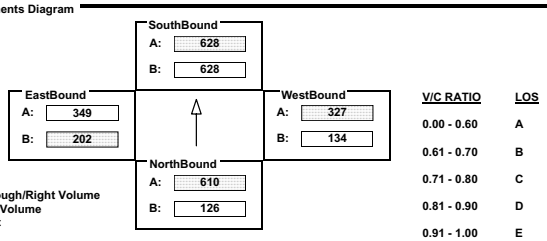
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	1093	126	645	1240	622	244	826	154	202	915	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1093	126	645	1240	622	244	826	154	202	915	132
LANE	1	0	1	0	1	0	0	1	1	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		OLA		Split		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{610 + 628 + 327 + 202}{1375} = 1.285 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

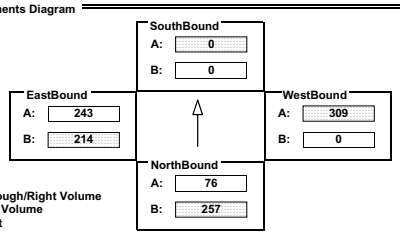
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	257	0	76	0	0	0	16	852	74	390	728	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	0	76	0	0	0	16	852	74	390	728	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{257 + 0 + 309 + 214}{*1425} = 0.477$$

LOS = A

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

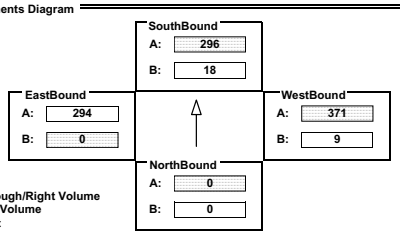
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	18	0	574	16	1112	0	390	712	169
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	18	0	574	16	1112	0	390	712	169
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 296 + 371 + 0}{*1425} = 0.398$$

LOS = A

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

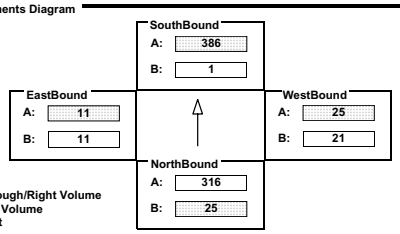
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	45	1240	25	1	1110	48	21	3	0	21	0	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	1240	25	1	1110	48	21	3	0	21	0	18
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{25 + 386 + 25 + 11}{*1375} = 0.255$$

LOS = A

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

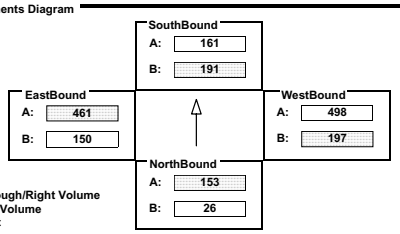
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	305	119	191	322	63	197	996	53	150	923	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	305	119	191	322	63	197	996	53	150	923	26
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{153 + 191 + 197 + 461}{*1375} = 0.659$$

LOS = B

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

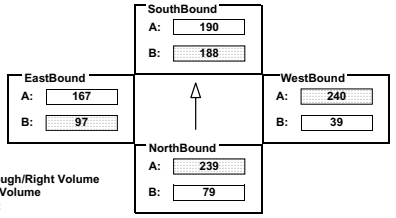
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	79	716	141	188	569	113	39	380	100	97	334	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	716	141	188	569	113	39	380	100	97	334	19
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{239 + 188 + 240 + 97}{*1425} = 0.466 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

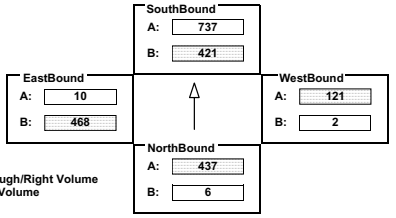
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	1743	6	421	1603	608	2	16	332	468	9	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	1743	6	421	1603	608	2	16	332	468	9	2
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{437 + 421 + 121 + 468}{*1375} = 0.982 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

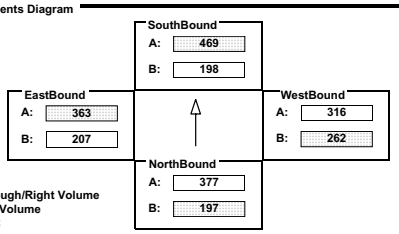
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	197	1350	157	198	1287	120	262	632	191	207	726	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	1350	157	198	1287	120	262	632	191	207	726	113
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		Prot-Fix		OLA		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{197 + 469 + 262 + 363}{*1375} = 0.869 \qquad LOS = D$$

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15ALTDOP

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

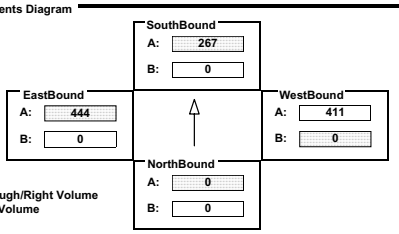
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1066	0	0	1643	1755	0	1775	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1066	0	0	1643	1755	0	1775	0
LANE	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	3	0	0	4	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		<none>		Perm		Free		Perm		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 267 + 0 + 444}{*1500} = 0.404 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

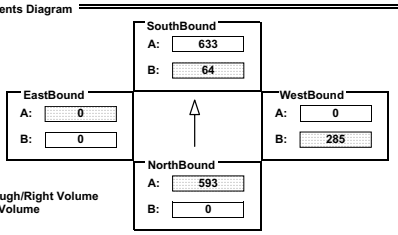
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2371	699	116	2530	0	771	0	11	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2371	699	116	2530	0	771	0	11	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{593 + 64 + 285 + 0}{*1425} = 0.591 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

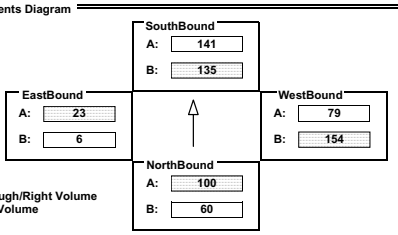
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	200	124	135	258	25	154	79	93	6	24	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	200	124	135	258	25	154	79	93	6	24	23
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{100 + 135 + 154 + 23}{*1375} = 0.230 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

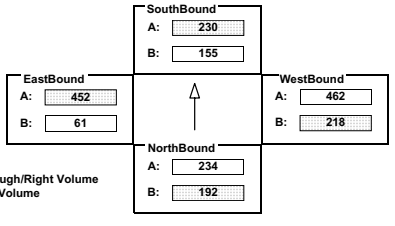
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	192	703	135	155	689	63	218	813	112	110	904	166
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	703	135	155	689	63	218	813	112	110	904	166
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{192 + 230 + 218 + 452}{*1375} = 0.724 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

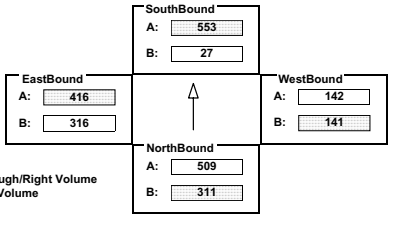
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	336	2038	82	49	2541	97	241	142	86	316	151	265
AMBIENT	-25				-425		-100					
RELATED												
PROJECT												
TOTAL	311	2038	82	49	2116	97	141	142	86	316	151	265
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{311 + 553 + 141 + 416}{1375} = 1.033 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

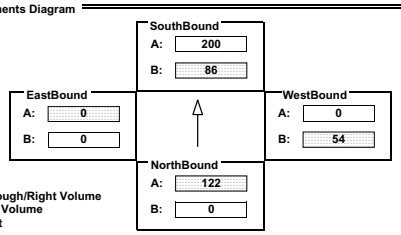
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	244	167	86	400	0	97	0	149	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	244	167	86	400	0	97	0	149	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (122 + 86 + 54 + 0) / *1425 = 0.114 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

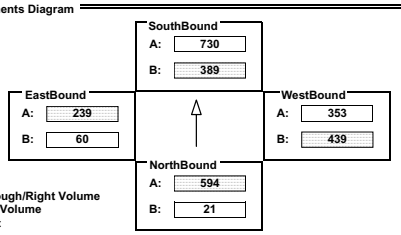
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	2117	1033	707	2191	16	798	230	547	110	405	250
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	2117	1033	707	2191	16	798	230	547	110	405	250
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (594 + 389 + 439 + 239) / 1375 = 1.208 LOS = F

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

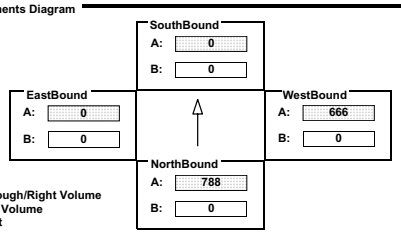
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2364	0	0	0	0	0	0	1799	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2364	0	0	0	0	0	0	1799	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<none>		<none>		<none>		Perm		<none>		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (788 + 0 + 666 + 0) / *1500 = 0.899 LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

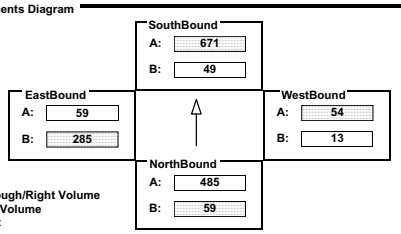
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	1449	7	49	1384	629	13	54	34	518	32	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	1449	7	49	1384	629	13	54	34	518	32	59
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (59 + 671 + 54 + 285) / *1425 = 0.680 LOS = B

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

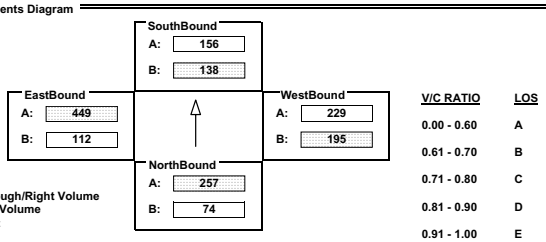
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	770	72	138	468	20	195	253	205	112	758	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	770	72	138	468	20	195	253	205	112	758	139
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{257 + 138 + 195 + 449}{*1500} = 0.623 \qquad LOS = B$$

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

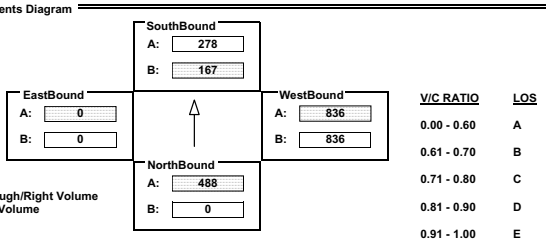
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1465	207	167	835	0	1432	0	239	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1465	207	167	835	0	1432	0	239	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{488 + 167 + 836 + 0}{*1500} = 0.924 \qquad LOS = E$$

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

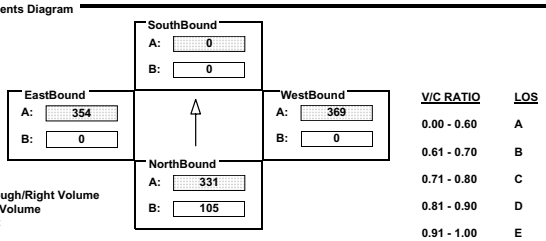
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	190	0	331	0	0	0	0	1106	0	0	708	1144
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	0	331	0	0	0	0	1106	0	0	708	1144
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		Auto		<none>		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{331 + 0 + 369 + 354}{1500} = 0.467 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

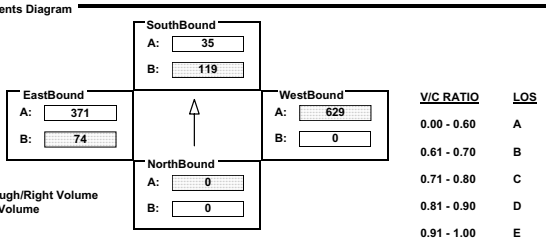
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	216	0	130	0	1555	332	74	1112	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	216	0	130	0	1555	332	74	1112	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 119 + 629 + 74}{1425} = 0.577 \qquad LOS = A$$

Developed by Chun Wong, 12/94

15ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 09:59:49 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

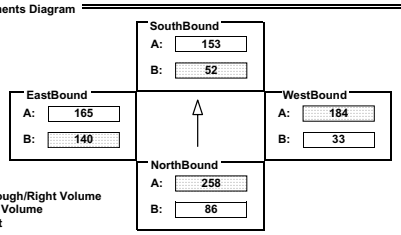
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	86	502	14	52	203	104	33	273	95	140	181	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	502	14	52	203	104	33	273	95	140	181	149
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (258 + 52 + 184 + 140) / 1375 = 0.461 LOS = A

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

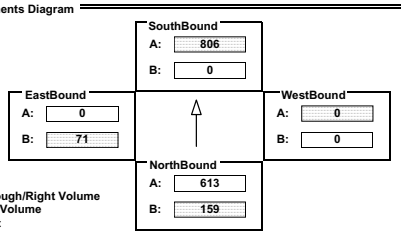
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	159	1840	0	0	2355	64	0	0	0	71	0	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	1840	0	0	2355	64	0	0	0	71	0	107
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (159 + 806 + 0 + 71) / *1425 = 0.657 LOS = B

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

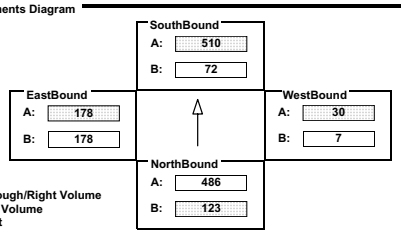
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1435	22	72	1119	411	7	1	29	341	14	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1435	22	72	1119	411	7	1	29	341	14	108
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (123 + 510 + 30 + 178) / *1375 = 0.542 LOS = A

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

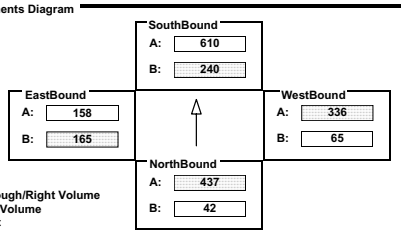
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	874	96	240	1021	198	65	406	265	165	286	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	874	96	240	1021	198	65	406	265	165	286	30
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (437 + 240 + 336 + 165) / *1500 = 0.715 LOS = C

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

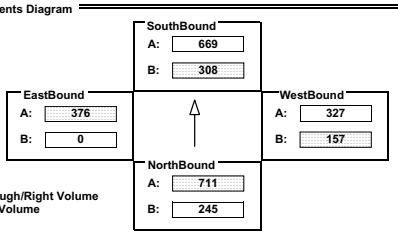
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	245	2048	85	308	1983	25	157	982	149	2	956	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	2048	85	308	1983	25	157	982	149	2	956	172
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{711 + 308 + 157 + 376}{*1375} = 1.059 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

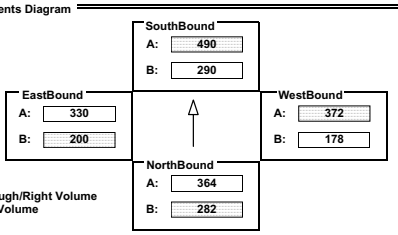
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	282	1342	112	290	1470	108	178	839	276	200	694	297
AMBIENT												
RELATED												
PROJECT												
TOTAL	282	1342	112	290	1470	108	178	839	276	200	694	297
LANE	1	0	3	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{282 + 490 + 372 + 200}{1375} = 0.977 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

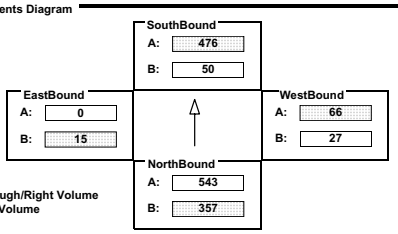
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	649	1629	0	50	1283	146	27	28	38	15	0	602
AMBIENT												
RELATED												
PROJECT												
TOTAL	649	1629	0	50	1283	146	27	28	38	15	0	602
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{357 + 476 + 66 + 15}{*1425} = 0.571 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

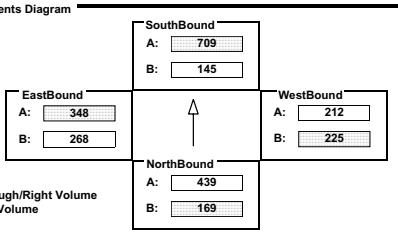
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	307	1318	254	145	1751	376	225	572	63	268	728	315
AMBIENT												
RELATED												
PROJECT												
TOTAL	307	1318	254	145	1751	376	225	572	63	268	728	315
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{169 + 709 + 225 + 348}{1375} = 1.055 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

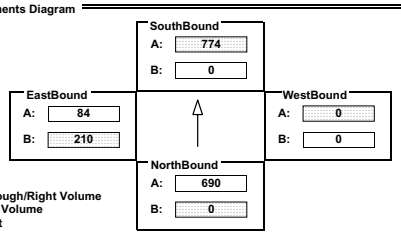
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2002	67	0	2316	780	0	0	0	568	70	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2002	67	0	2316	780	0	0	0	568	70	14
LANE	0	0	2	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	3	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	OLA	<none>	<none>	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 774 + 0 + 210}{*1500} = 0.586 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

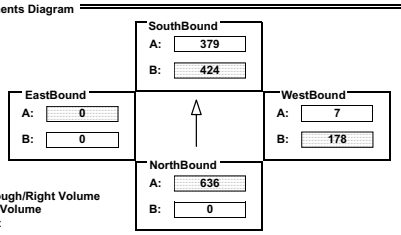
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1862	46	770	1136	0	323	0	782	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1862	46	770	1136	0	323	0	782	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{636 + 424 + 178 + 0}{*1425} = 0.799 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

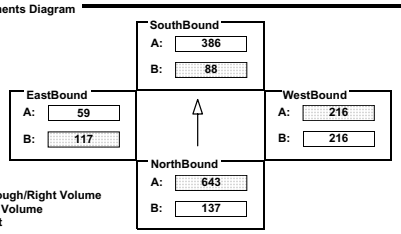
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	249	1928	464	160	1452	92	326	105	45	117	59	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	1928	464	160	1452	92	326	105	45	117	59	127
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{643 + 88 + 216 + 117}{*1375} = 0.704 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

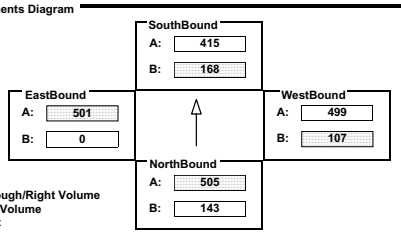
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	143	1514	164	168	1170	76	194	717	280	0	889	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	1514	164	168	1170	76	194	717	280	0	889	113
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{505 + 168 + 107 + 501}{*1375} = 0.862 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

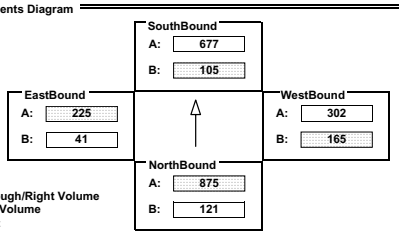
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	221	1487	264	191	1264	90	300	605	137	75	675	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	1487	264	191	1264	90	300	605	137	75	675	150
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{875 + 105 + 165 + 225}{*1375} = 0.926 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

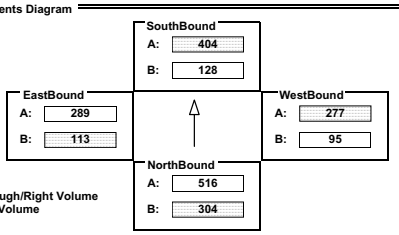
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	552	1316	232	233	1049	162	172	386	341	206	577	487
AMBIENT												
RELATED												
PROJECT												
TOTAL	552	1316	232	233	1049	162	172	386	341	206	577	487
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{304 + 404 + 277 + 113}{*1375} = 0.729 \qquad LOS = C$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

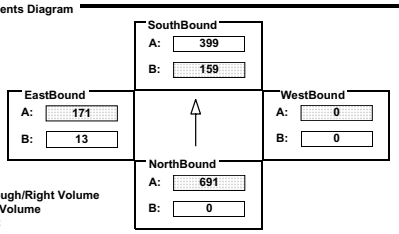
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	776	691	289	1197	0	0	0	0	13	3	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	776	691	289	1197	0	0	0	0	13	3	327
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{691 + 159 + 0 + 171}{*1425} = 0.646 \qquad LOS = B$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

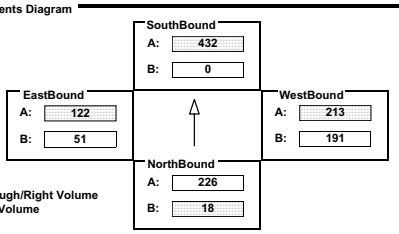
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	627	50	0	1234	63	191	27	400	51	0	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	627	50	0	1234	63	191	27	400	51	0	71
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{18 + 432 + 213 + 122}{*1425} = 0.481 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

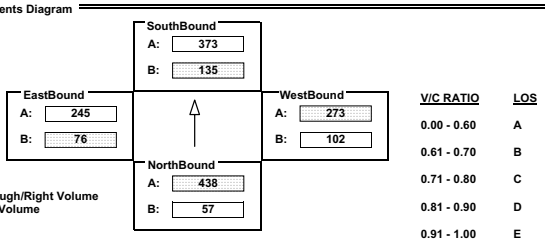
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	1280	33	135	1119	121	102	249	195	76	245	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	1280	33	135	1119	121	102	249	195	76	245	32
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{438 + 135 + 273 + 76}{*1500} = 0.545 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

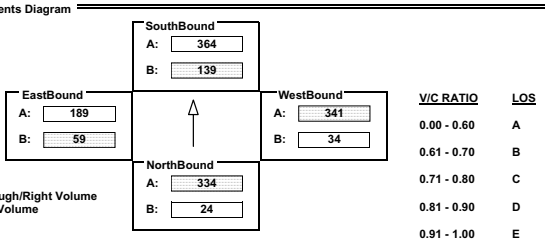
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	1003	34	139	1033	59	34	125	216	59	189	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	1003	34	139	1033	59	34	125	216	59	189	17
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{334 + 139 + 341 + 59}{*1500} = 0.512 \qquad LOS = A$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

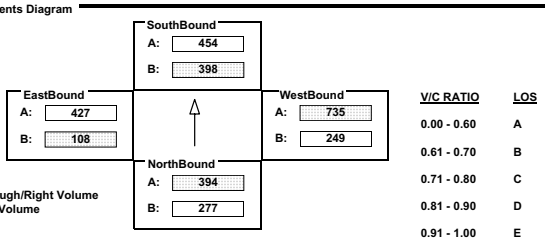
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	277	1183	119	398	1228	133	249	735	297	108	714	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	277	1183	119	398	1228	133	249	735	297	108	714	140
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{394 + 398 + 735 + 108}{*1375} = 1.119 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

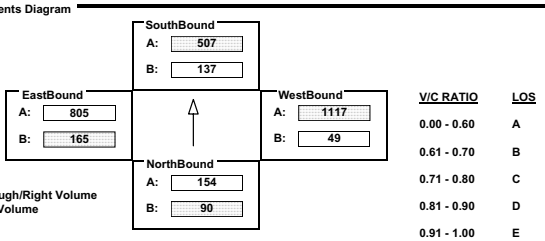
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	90	113	41	137	208	300	49	981	136	165	668	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	113	41	137	208	300	49	981	136	165	668	137
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{90 + 507 + 1117 + 165}{1500} = 1.253 \qquad LOS = F$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

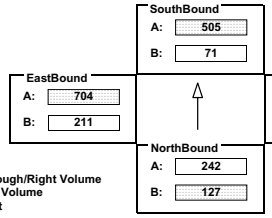
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	127	206	36	71	256	179	37	523	51	211	1085	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	206	36	71	256	179	37	523	51	211	1085	324
LANE	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{127 + 505 + 37 + 704}{1500} = 0.915 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

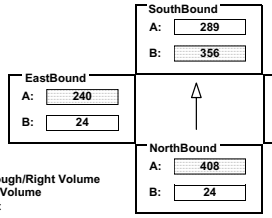
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	102	306	356	264	25	341	928	234	24	694	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	102	306	356	264	25	341	928	234	24	694	26
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{408 + 356 + 341 + 240}{1500} = 0.897 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

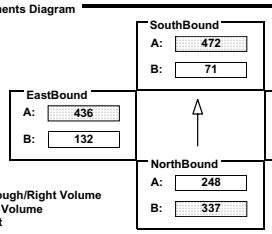
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	337	248	182	71	395	77	221	949	72	132	1059	249
AMBIENT												
RELATED												
PROJECT												
TOTAL	337	248	182	71	395	77	221	949	72	132	1059	249
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{337 + 472 + 221 + 436}{1500} = 0.977 \qquad LOS = E$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

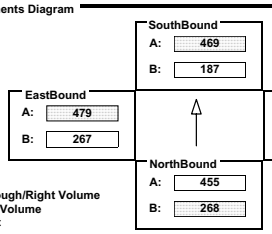
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	268	1318	47	187	1407	99	55	253	94	267	479	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	268	1318	47	187	1407	99	55	253	94	267	479	294
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{268 + 469 + 55 + 479}{1425} = 0.892 \qquad LOS = D$$

Developed by Chun Wong, 12/94

24ALTDOP

CalcaDB

November 30, 2004 ,Tuesday 10:00:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

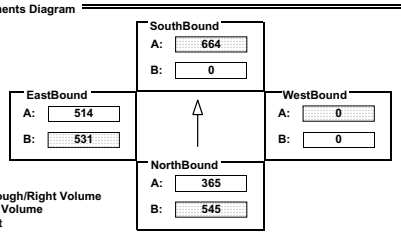
AM/PM: AP Comments: Alt. D Unmitigated (W/O Lennox IC)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	545	1096	0	0	1225	664	0	0	0	531	0	514
AMBIENT												
RELATED												
PROJECT												
TOTAL	545	1096	0	0	1225	664	0	0	0	531	0	514
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{545 + 664 + 0 + 531}{1425} = 1.221 \qquad LOS = F$$

Developed by Chun Wong, 12/94

2015 ALTERNATIVE D MITIGATED (With Lennox Interchange)

AM PEAK HOUR

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

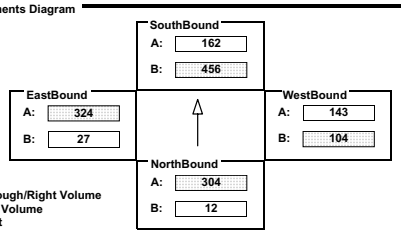
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	358	304	456	487	26	104	110	143	27	649	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	358	304	456	487	26	104	110	143	27	649	38
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{304 + 456 + 104 + 324}{*1500} = 0.722 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

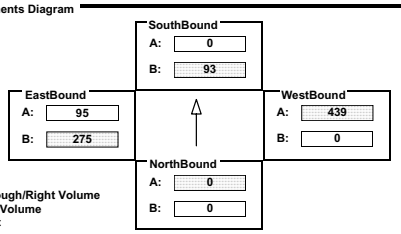
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	205	0	261	0	1010	532	500	380	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	205	0	261	0	1010	532	500	380	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	Auto	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 93 + 439 + 275}{*1375} = 0.517 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

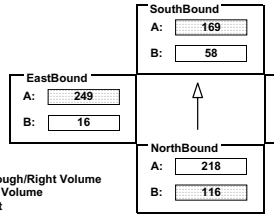
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	163	374	58	194	27	614	754	11	16	704	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	163	374	58	194	27	614	754	11	16	704	44
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Perm		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{116 + 169 + 338 + 249}{*1375} = 0.564 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

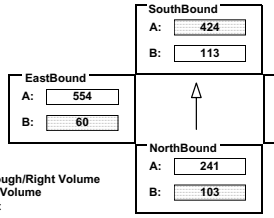
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	103	432	51	113	789	60	54	1229	109	60	1107	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	432	51	113	789	60	54	1229	109	60	1107	64
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{103 + 424 + 615 + 60}{*1500} = 0.731 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

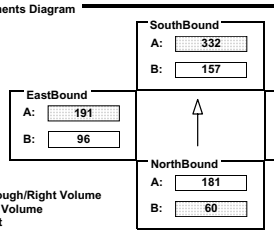
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	362	116	157	565	99	379	715	459	96	534	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	362	116	157	565	99	379	715	459	96	534	38
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{60 + 332 + 379 + 191}{*1375} = 0.630 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

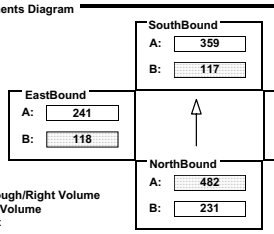
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	231	964	94	117	552	166	104	1155	771	118	724	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	231	964	94	117	552	166	104	1155	771	118	724	189
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{482 + 117 + 482 + 118}{*1500} = 0.729 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	1677	272	174	578	16	289	265	167	15	17	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	1677	272	174	578	16	289	265	167	15	17	10
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	1	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 198 B: 96

EastBound A: 27 B: 15

WestBound A: 265 B: 289

NorthBound A: 559 B: 151

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{559 + 96 + 289 + 27}{*1500} = 0.577$$

LOS = A

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	493	266	25	530	314	137	443	1602	95	124	841	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	493	266	25	530	314	137	443	1602	95	124	841	147
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	0	2	0	4	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 150 B: 292

EastBound A: 247 B: 124

WestBound A: 401 B: 244

NorthBound A: 89 B: 271

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{271 + 150 + 401 + 124}{*1375} = 0.618$$

LOS = B

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	207	837	90	159	842	236	347	1487	334	194	394	222
AMBIENT												
RELATED												
PROJECT												
TOTAL	207	837	90	159	842	236	347	1487	334	194	394	222
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 281 B: 159

EastBound A: 222 B: 194

WestBound A: 607 B: 191

NorthBound A: 309 B: 207

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{207 + 281 + 607 + 194}{*1375} = 0.867$$

LOS = D

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	1455	491	213	548	181	415	916	377	239	754	119
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1455	491	213	548	181	415	916	377	239	754	119
LANE	2	0	3	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 274 B: 117

EastBound A: 291 B: 131

WestBound A: 305 B: 228

NorthBound A: 485 B: 43

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{485 + 117 + 228 + 291}{*1375} = 0.745$$

LOS = C

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

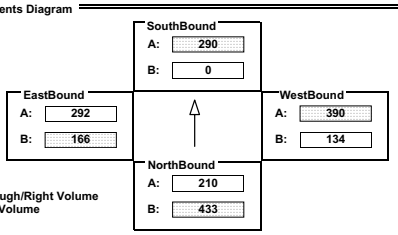
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	433	272	148	2	454	373	134	1159	10	166	773	103
AMBIENT												
RELATED												
PROJECT												
TOTAL	433	272	148	2	454	373	134	1159	10	166	773	103
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	0	1	0	2	0	1	0	1	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{433 + 290 + 390 + 166}{*1375} = 0.860 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

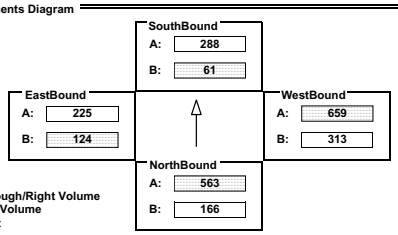
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	302	1689	626	112	463	350	569	1953	659	225	846	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	302	1689	626	112	463	350	569	1953	659	225	846	53
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{563 + 61 + 659 + 124}{*1375} = 0.953 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

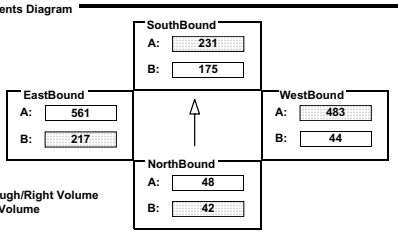
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	76	144	38	318	461	448	80	1448	503	395	1684	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	144	38	318	461	448	80	1448	503	395	1684	63
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{42 + 231 + 483 + 217}{*1375} = 0.638 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

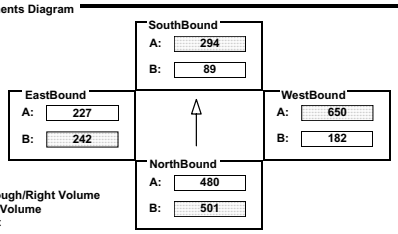
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	912	1439	287	162	881	227	331	1299	331	242	680	557
AMBIENT												
RELATED												
PROJECT												
TOTAL	912	1439	287	162	881	227	331	1299	331	242	680	557
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{501 + 294 + 650 + 242}{*1375} = 1.157 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

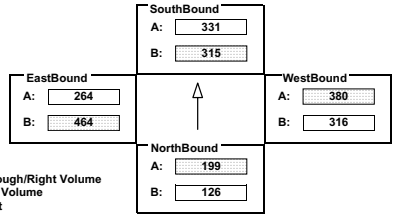
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	597	91	315	993	592	316	1193	328	464	793	537
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	597	91	315	993	592	316	1193	328	464	793	537
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	0	1	0	0	1	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (199 + 315 + 380 + 464) / *1375 = 0.918 LOS = E

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

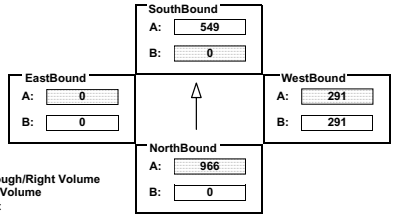
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3864	0	0	2195	44	799	74	90	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3864	0	0	2195	44	799	74	90	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (966 + 0 + 291 + 0) / *1500 = 0.768 LOS = C

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

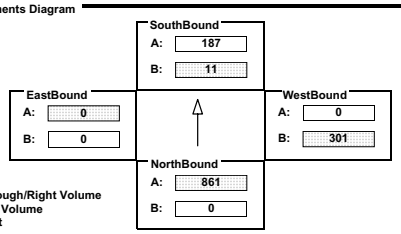
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1721	345	11	310	0	547	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1721	345	11	310	0	547	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	1	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (861 + 11 + 301 + 0) / *1500 = 0.712 LOS = C

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

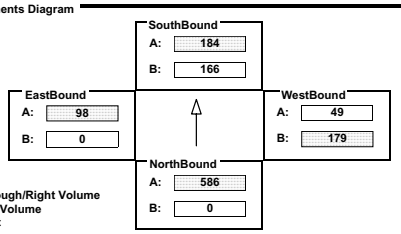
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1	1171	166	18	1	484	42	8	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1171	166	18	1	484	42	8	0	196	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	2	1	0	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (586 + 184 + 179 + 98) / *1375 = 0.691 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

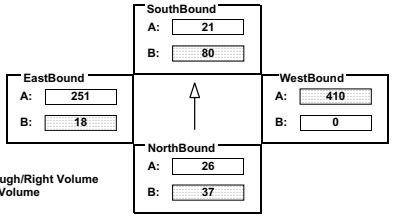
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	52	310	146	0	30	0	1127	103	18	501	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	52	310	146	0	30	0	1127	103	18	501	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	0	1	0	2	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{37 + 80 + 410 + 18}{*1375} = 0.326 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

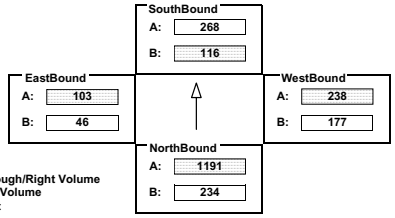
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	425	3572	302	211	1071	94	177	450	296	46	205	171
AMBIENT												
RELATED												
PROJECT												
TOTAL	425	3572	302	211	1071	94	177	450	296	46	205	171
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{1191 + 116 + 238 + 103}{*1375} = 1.129 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

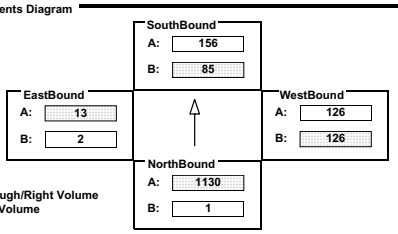
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2090	170	85	307	5	129	6	241	2	2	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2090	170	85	307	5	129	6	241	2	2	9
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{1130 + 85 + 126 + 13}{*1500} = 0.833 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

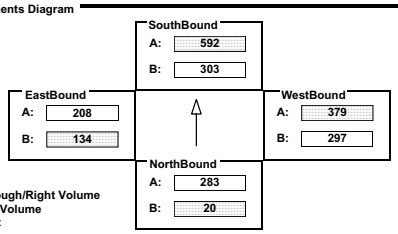
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	522	43	551	748	435	297	616	143	134	401	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	522	43	551	748	435	297	616	143	134	401	14
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{20 + 592 + 379 + 134}{*1375} = 0.748 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

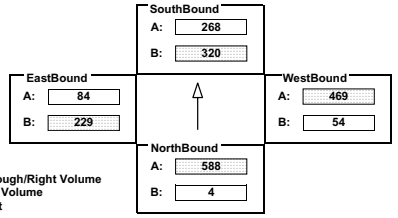
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	1117	58	320	253	14	54	125	789	229	80	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1117	58	320	253	14	54	125	789	229	80	4
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	OLA	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{588 + 320 + 469 + 229}{1425} = 1.127 \qquad LOS = F$$

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MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

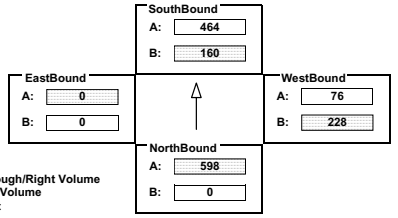
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2391	976	291	1391	0	615	0	236	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2391	976	291	1391	0	615	0	236	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{598 + 160 + 228 + 0}{*1425} = 0.622 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

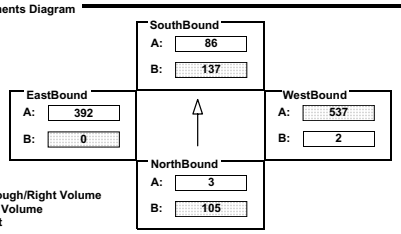
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	190	0	9	371	0	156	2	1610	607	0	1177	332
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	0	9	371	0	156	2	1610	607	0	1177	332
LANE	2	0	0	0	0	2	0	3	0	0	0	0	2	0	1	0	3	0	0	2	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	OLA	Prot-Fix	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{105 + 137 + 537 + 0}{*1375} = 0.497 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

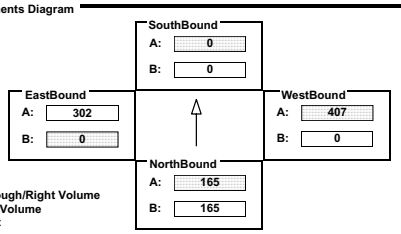
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	432	0	63	0	0	0	0	1221	150	0	905	232
AMBIENT												
RELATED												
PROJECT												
TOTAL	432	0	63	0	0	0	0	1221	150	0	905	232
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{165 + 0 + 407 + 0}{1500} = 0.381 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: AM | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	346	0	542	0	0	0	317	962	0	0	1272	231
AMBIENT												
RELATED												
PROJECT												
TOTAL	346	0	542	0	0	0	317	962	0	0	1272	231
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 636 B: 0

WestBound A: 481 B: 175

NorthBound A: 0 B: 191

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{191 + 0 + 175 + 636}{*1425} = 0.633$$

LOS = B

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: AM | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	144	1166	421	259	816	0	0	348	388
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	144	1166	421	259	816	0	0	348	388
LANE	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 583 B: 144

EastBound A: 388 B: 0

WestBound A: 272 B: 142

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 583 + 142 + 388}{*1425} = 0.711$$

LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: AM | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	670	0	267	0	571	1223	609	864	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	670	0	267	0	571	1223	609	864	0
LANE	0	0	0	1	0	0	0	2	1	0	0	0	1	0	1	0	2	0	0	2	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 223 B: 223

EastBound A: 432 B: 335

WestBound A: 449 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 223 + 449 + 335}{*1375} = 0.662$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: AM | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	244	2394	485	362	2401	182	197	184	87	368	249	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	244	2394	485	362	2401	182	197	184	87	368	249	69
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 646 B: 199

EastBound A: 83 B: 202

WestBound A: 61 B: 108

NorthBound A: 798 B: 244

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{798 + 199 + 61 + 202}{*1375} = 0.846$$

LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1344	901	183	207	0	193	0	435	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1344	901	183	207	0	193	0	435	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 104 B: 183

EastBound A: 0 B: 0

WestBound A: 252 B: 96

NorthBound A: 805 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{805 + 183 + 252 + 0}{*1425} = 0.800 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	416	449	78	140	617	295	54	1209	185	198	919	439
AMBIENT												
RELATED												
PROJECT												
TOTAL	416	449	78	140	617	295	54	1209	185	198	919	439
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 309 B: 77

EastBound A: 306 B: 109

WestBound A: 403 B: 30

NorthBound A: 225 B: 229

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{229 + 309 + 403 + 109}{*1375} = 0.694 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	148	3	86	0	0	0	253	1219	289	328	902	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	3	86	0	0	0	253	1219	289	328	902	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 301 B: 328

WestBound A: 610 B: 0

NorthBound A: 118 B: 118

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{118 + 0 + 610 + 328}{1200*} = 0.810 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	38	1	320	253	1365	0	328	884	374
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	38	1	320	253	1365	0	328	884	374
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 161 B: 38

EastBound A: 374 B: 0

WestBound A: 683 B: 139

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 161 + 683 + 0}{1200*} = 0.633 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

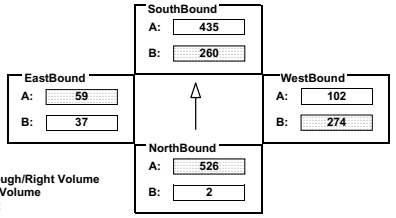
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	2104	798	472	1404	336	499	203	314	37	174	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	2104	798	472	1404	336	499	203	314	37	174	3
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	1	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{526 + 260 + 274 + 59}{*1375} = 0.744 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

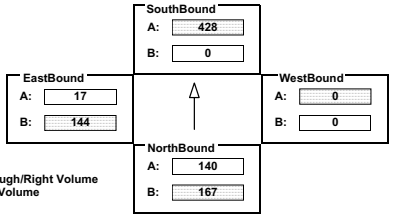
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	304	420	0	0	739	428	0	0	0	261	0	184
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	420	0	0	739	428	0	0	0	261	0	184
LANE	2	0	3	0	0	0	0	0	2	0	1	0	0	0	2	0	0	0	2	0	0	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	<none>	Perm	OLA	<none>	<none>	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{167 + 428 + 0 + 144}{*1425} = 0.449 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

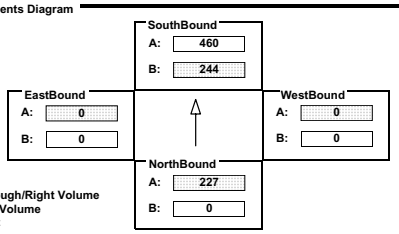
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	628	53	443	1379	0	0	0	184	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	628	53	443	1379	0	0	0	184	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{227 + 244 + 0 + 0}{*1425} = 0.261 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

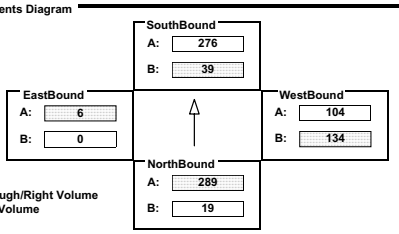
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	578	89	70	827	0	243	8	123	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	578	89	70	827	0	243	8	123	0	0	6
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{289 + 39 + 134 + 6}{*1425} = 0.258 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

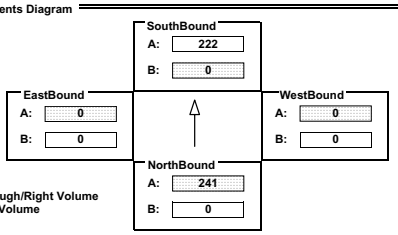
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	481	0	0	667	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	481	0	0	667	0	0	0	0	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	1	0	1	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{241 + 0 + 0 + 0}{*1425} = 0.099 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

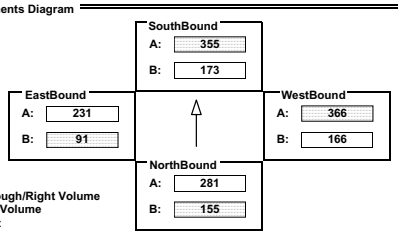
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	155	413	148	314	578	131	302	1025	73	91	587	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	155	413	148	314	578	131	302	1025	73	91	587	105
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{155 + 355 + 366 + 91}{1375} = 0.703 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

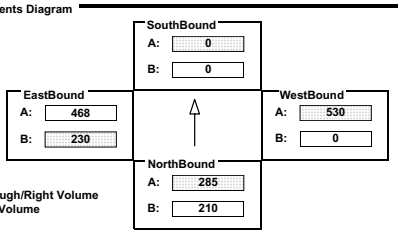
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	210	0	285	0	0	0	391	1354	235	418	1403	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	0	285	0	0	0	391	1354	235	418	1403	0
LANE	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{285 + 0 + 530 + 230}{*1425} = 0.663 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

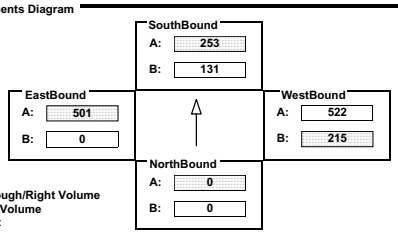
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	131	0	375	391	1566	0	418	1284	220
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	131	0	375	391	1566	0	418	1284	220
LANE	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 253 + 215 + 501}{*1425} = 0.610 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

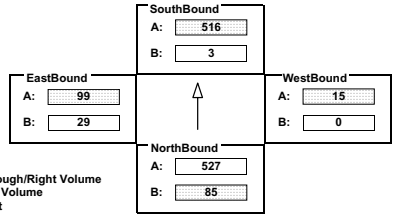
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	155	2105	2	3	1333	215	0	0	15	58	1	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	155	2105	2	3	1333	215	0	0	15	58	1	142
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	1	0	0	1	1	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{85 + 516 + 15 + 99}{*1375} = 0.450 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

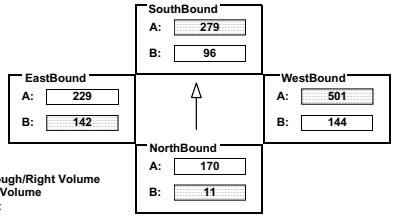
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	340	189	96	559	170	144	1002	39	142	682	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	340	189	96	559	170	144	1002	39	142	682	5
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{11 + 279 + 501 + 142}{*1375} = 0.609 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

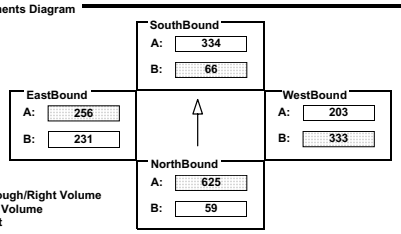
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	1874	119	66	1001	94	333	560	47	231	593	177
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	1874	119	66	1001	94	333	560	47	231	593	177
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{625 + 66 + 333 + 256}{*1425} = 0.828 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

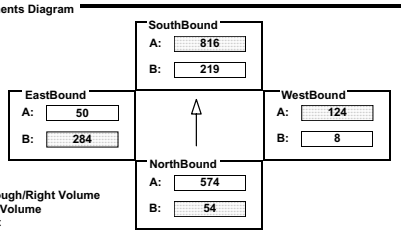
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	2283	14	219	2224	223	8	124	283	516	44	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	2283	14	219	2224	223	8	124	283	516	44	6
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{54 + 816 + 124 + 284}{*1375} = 0.859 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	1936	152	114	1755	258	178	839	248	134	659	222
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1936	152	114	1755	258	178	839	248	134	659	222
LANE	1 0 4	0 0 1 0		1 0 3	0 0 1 0		2 0 2	0 0 1 0		2 0 2	0 1 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 585 B: 114

EastBound A: 294 B: 74

WestBound A: 420 B: 98

NorthBound A: 484 B: 129

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{129 + 585 + 420 + 74}{*1375} = 0.809 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1356	18	0	2783	1563	0	1545	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1356	18	0	2783	1563	0	1545	0
LANE	0 0 0	0 0 0		0 0 4	0 0 0		0 0 4	0 0 3		0 0 4	0 0 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	<none>		Perm	Free		Perm	<none>	

Critical Movements Diagram

SouthBound A: 339 B: 0

EastBound A: 386 B: 0

WestBound A: 696 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 339 + 696 + 0}{*1500} = 0.620 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2620	274	135	1789	0	1110	0	87	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2620	274	135	1789	0	1110	0	87	0	0	0
LANE	0 0 4	0 0 1 0		2 0 4	0 0 0 0		2 0 0	0 0 1 1		0 0 0	0 0 0 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 447 B: 74

EastBound A: 0 B: 0

WestBound A: 13 B: 411

NorthBound A: 655 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{655 + 74 + 411 + 0}{*1425} = 0.730 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	796	91	143	185	19	173	228	444	23	49	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	796	91	143	185	19	173	228	444	23	49	30
LANE	1 0 2	0 0 1 0		1 0 1	0 1 0 0		1 0 1	0 0 1 0		1 0 1	0 1 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 102 B: 143

EastBound A: 39 B: 23

WestBound A: 301 B: 173

NorthBound A: 398 B: 60

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{398 + 143 + 301 + 39}{*1375} = 0.571 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

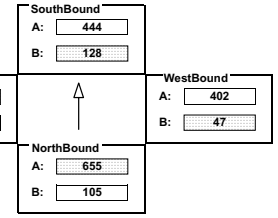
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	105	1964	60	128	1333	156	47	805	309	110	847	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	1964	60	128	1333	156	47	805	309	110	847	82
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{655 + 128 + 47 + 423}{*1375} = 0.841 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

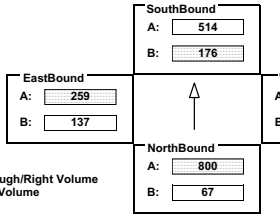
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	3199	141	320	1974	83	64	119	76	137	178	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	3199	141	320	1974	83	64	119	76	137	178	81
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{800 + 176 + 64 + 259}{*1375} = 0.875 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

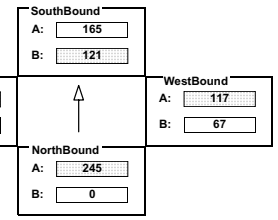
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	490	542	121	329	0	122	0	433	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	490	542	121	329	0	122	0	433	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{245 + 121 + 117 + 0}{*1425} = 0.269 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

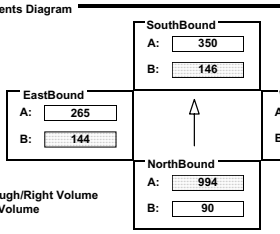
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	163	3977	520	266	1049	54	296	546	451	261	794	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	3977	520	266	1049	54	296	546	451	261	794	135
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{994 + 146 + 451 + 144}{*1375} = 1.192 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

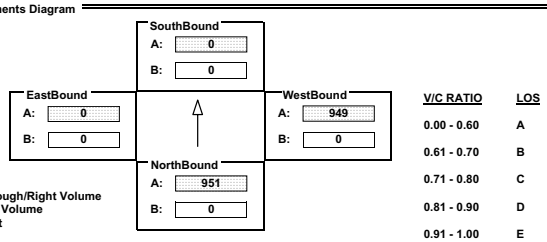
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2852	0	0	0	0	0	0	2565	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2852	0	0	0	0	0	0	2565	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{951 + 0 + 949 + 0}{*1500} = 1.197 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

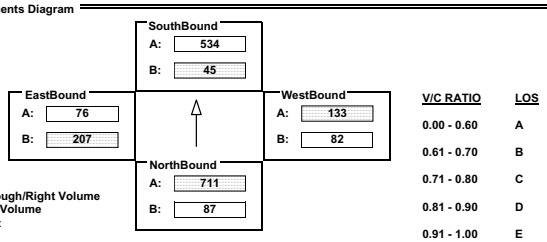
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	87	2113	20	45	1412	189	82	133	96	377	54	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	2113	20	45	1412	189	82	133	96	377	54	76
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{711 + 45 + 133 + 207}{*1425} = 0.699 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

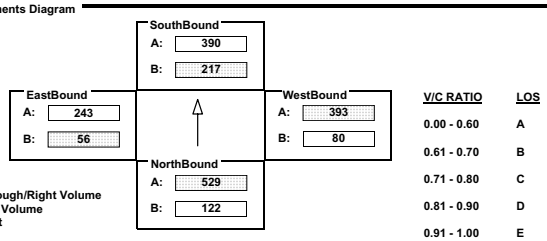
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	122	1587	18	217	1171	232	80	586	200	56	458	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	1587	18	217	1171	232	80	586	200	56	458	29
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{529 + 217 + 393 + 56}{*1500} = 0.727 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

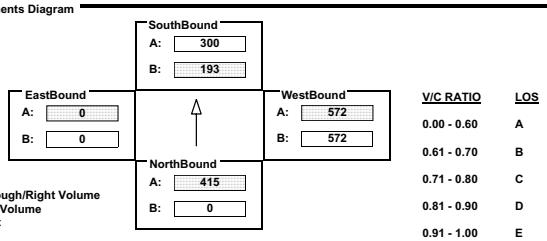
AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1246	143	193	899	0	1000	0	144	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1246	143	193	899	0	1000	0	144	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{415 + 193 + 572 + 0}{*1500} = 0.717 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	788	8	106	0	0	10	0	1758	0	0	857	911
AMBIENT												
RELATED												
PROJECT												
TOTAL	788	8	106	0	0	10	0	1758	0	0	857	911
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	1	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	<none>	<none>	Auto	<none>	Auto	Perm	Free				

Critical Movements Diagram

SouthBound A: 10 B: 0

EastBound A: 429 B: 0

WestBound A: 586 B: 0

NorthBound A: 106 B: 433

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{433 + 10 + 586 + 429}{1500} = 0.686$$

LOS = B

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	202	0	402	0	1594	583	114	430	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	202	0	402	0	1594	583	114	430	0
LANE	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Prot-Fix	<none>				

Critical Movements Diagram

SouthBound A: 164 B: 111

EastBound A: 143 B: 114

WestBound A: 726 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 164 + 726 + 114}{*1425} = 0.635$$

LOS = B

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:04:07 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: AM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	79	498	136	12	20	6	171	226	161	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	498	136	12	20	6	171	226	161	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 13 B: 12

EastBound A: 0 B: 0

WestBound A: 193 B: 171

NorthBound A: 317 B: 79

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{317 + 12 + 193 + 0}{1375} = 0.380$$

LOS = A

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	681	0	0	1397	3	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	681	0	0	1397	3	0	0	0	0	0	0
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA				

Critical Movements Diagram

SouthBound A: 467 B: 0

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 227 B: 2

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{2 + 467 + 0 + 0}{*1425} = 0.259$$

LOS = A

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	213	1798	32	26	1555	217	0	0	13	249	3	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	213	1798	32	26	1555	217	0	0	13	249	3	159
LANE	1 0 2	0 1 0	0	1 0 2	0 1 0	0	1 0 0	0 1 0	0	1 1 0	0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 591 B: 26

EastBound A: 126 B: 126

WestBound A: 13 B: 0

NorthBound A: 610 B: 213

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{213 + 591 + 13 + 126}{*1375} = 0.616$$

LOS = B

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	1006	80	176	1110	216	61	696	158	400	874	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1006	80	176	1110	216	61	696	158	400	874	15
LANE	1 0 2	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1 0	0	1 0 1	0 1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 663 B: 176

EastBound A: 445 B: 400

WestBound A: 427 B: 61

NorthBound A: 503 B: 26

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{26 + 663 + 427 + 400}{*1500} = 0.941$$

LOS = E

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	570	2810	46	133	2237	59	106	1292	157	0	721	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	570	2810	46	133	2237	59	106	1292	157	0	721	102
LANE	2 0 2	0 1 0	0	2 0 2	0 1 0	0	2 0 2	0 1 0	0	0 0 2	0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 765 B: 73

EastBound A: 274 B: 0

WestBound A: 483 B: 58

NorthBound A: 952 B: 314

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{314 + 765 + 483 + 0}{*1375} = 1.066$$

LOS = F

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	207	1022	44	143	872	72	75	1191	81	244	836	196
AMBIENT												
RELATED												
PROJECT												
TOTAL	207	1022	44	143	872	72	75	1191	81	244	836	196
LANE	2 0 3	0 1 0	0	1 0 3	0 0 1	0	1 0 2	0 1 0	0	1 0 2	0 1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 291 B: 143

EastBound A: 344 B: 244

WestBound A: 424 B: 75

NorthBound A: 267 B: 114

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{267 + 143 + 424 + 244}{1375} = 0.784$$

LOS = C

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

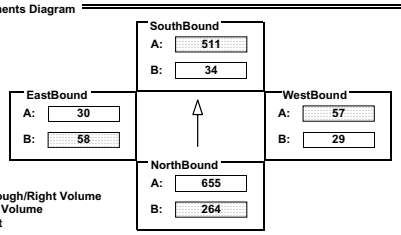
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	481	1965	31	34	1477	57	29	33	24	58	30	560
AMBIENT												
RELATED												
PROJECT												
TOTAL	481	1965	31	34	1477	57	29	33	24	58	30	560
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{264 + 511 + 57 + 58}{*1425} = 0.555 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

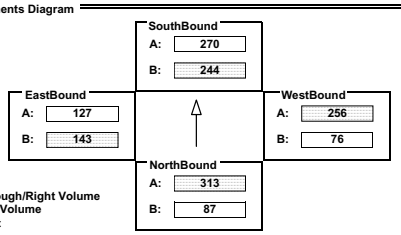
AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	158	940	332	244	810	278	76	602	166	143	354	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	940	332	244	810	278	76	602	166	143	354	26
LANE	2	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	2	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{313 + 244 + 256 + 143}{*1375} = 0.625 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

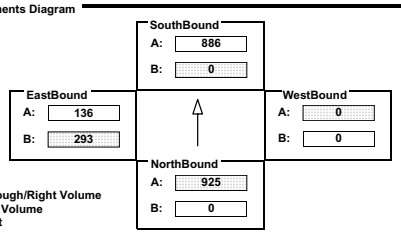
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2730	46	0	2453	1093	0	0	0	791	136	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2730	46	0	2453	1093	0	0	0	791	136	0
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	3	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{925 + 0 + 0 + 293}{*1500} = 0.742 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

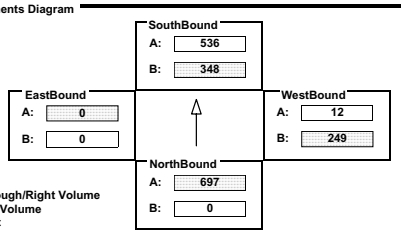
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1904	188	633	1607	0	452	0	655	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1904	188	633	1607	0	452	0	655	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{697 + 348 + 249 + 0}{*1425} = 0.838 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

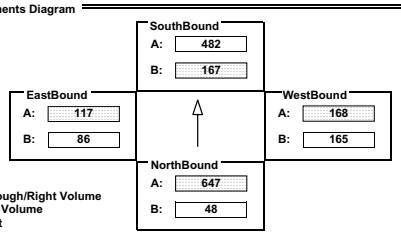
AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1940	288	304	1876	52	302	27	336	86	61	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	1940	288	304	1876	52	302	27	336	86	61	141
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{647 + 167 + 168 + 117}{*1375} = 0.729 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

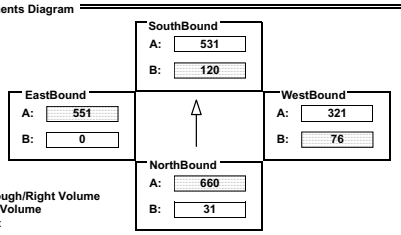
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	1979	212	120	1362	230	138	534	109	0	1010	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	1979	212	120	1362	230	138	534	109	0	1010	92
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{660 + 120 + 76 + 551}{*1375} = 0.953 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

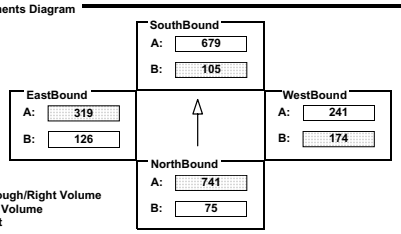
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	137	1381	101	191	1305	53	316	481	271	228	956	207
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1381	101	191	1305	53	316	481	271	228	956	207
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{741 + 105 + 174 + 319}{*1375} = 0.904 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

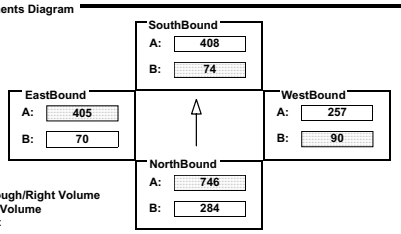
AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	515	1962	277	134	1131	94	163	513	125	127	810	612
AMBIENT												
RELATED												
PROJECT												
TOTAL	515	1962	277	134	1131	94	163	513	125	127	810	612
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{746 + 74 + 90 + 405}{*1375} = 0.886 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

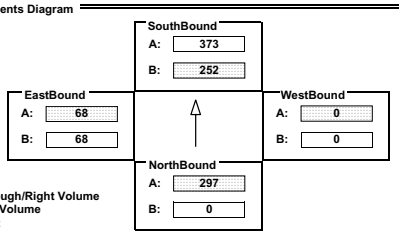
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	473	297	459	1119	0	0	0	0	68	0	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	473	297	459	1119	0	0	0	0	68	0	61
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{297 + 252 + 0 + 68}{*1425} = 0.363 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

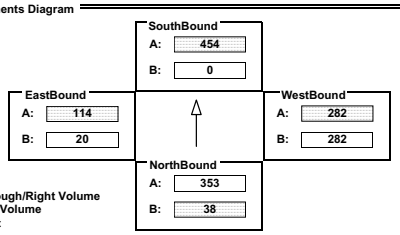
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	983	75	0	1342	20	415	5	425	20	0	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	983	75	0	1342	20	415	5	425	20	0	94
LANE	1	0	2	0	1	0	0	0	2	0	1	0	0	1	0	1	0	1	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{38 + 454 + 282 + 114}{*1425} = 0.553 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

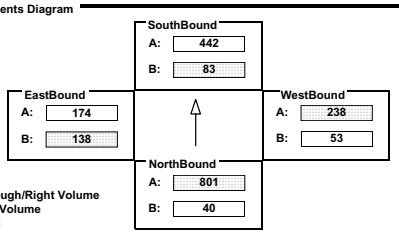
AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	2346	57	83	1326	102	53	119	238	138	174	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	2346	57	83	1326	102	53	119	238	138	174	112
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{801 + 83 + 238 + 138}{*1500} = 0.770 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

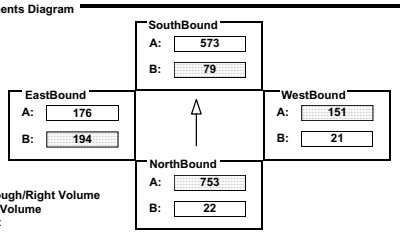
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	2260	11	79	1664	54	21	118	151	194	176	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	2260	11	79	1664	54	21	118	151	194	176	63
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{753 + 79 + 151 + 194}{*1500} = 0.715 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	102	1099	39	123	811	87	100	255	213	110	225	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	1099	39	123	811	87	100	255	213	110	225	69
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 299 B: 123

EastBound A: 147 B: 110

WestBound A: 255 B: 100

NorthBound A: 366 B: 102

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{366 + 123 + 255 + 110}{*1375} = 0.551$$

LOS = A

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	398	98	81	300	38	88	245	87	72	221	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	398	98	81	300	38	88	245	87	72	221	80
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 338 B: 81

EastBound A: 301 B: 72

WestBound A: 331 B: 88

NorthBound A: 496 B: 54

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{496 + 81 + 331 + 72}{1500} = 0.653$$

LOS = B

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	136	233	45	64	229	143	69	985	103	135	708	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	233	45	64	229	143	69	985	103	135	708	158
LANE	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 293 B: 64

EastBound A: 433 B: 135

WestBound A: 544 B: 69

NorthBound A: 277 B: 136

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{136 + 293 + 544 + 135}{1500} = 0.739$$

LOS = C

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	141	253	167	77	387	121	85	1423	67	49	517	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	253	167	77	387	121	85	1423	67	49	517	22
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 508 B: 77

EastBound A: 180 B: 49

WestBound A: 497 B: 85

NorthBound A: 420 B: 141

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{141 + 508 + 497 + 49}{*1500} = 0.727$$

LOS = C

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

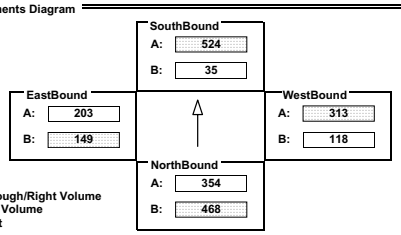
AM/PM: AM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	468	354	86	35	419	105	118	874	64	149	408	201
AMBIENT												
RELATED												
PROJECT												
TOTAL	468	354	86	35	419	105	118	874	64	149	408	201
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{468 + 524 + 313 + 149}{*1500} = 0.899 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

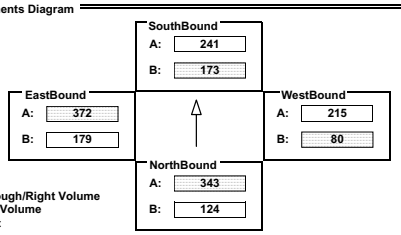
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	1001	28	173	722	52	80	416	215	179	372	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	1001	28	173	722	52	80	416	215	179	372	127
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{343 + 173 + 80 + 372}{*1425} = 0.609 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

November 30, 2004 ,Tuesday 10:04:42 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

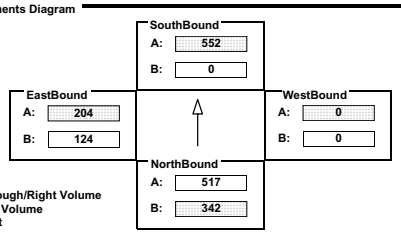
AM/PM: AM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	342	1552	0	0	1406	250	0	0	0	124	0	204
AMBIENT												
RELATED												
PROJECT												
TOTAL	342	1552	0	0	1406	250	0	0	0	124	0	204
LANE	1	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{342 + 552 + 0 + 204}{1425} = 0.771 \qquad LOS = C$$

Developed by Chun Wong, 12/94

2015 ALTERNATIVE D MITIGATED (With Lennox Interchange)

PM PEAK HOUR

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	816	185	122	598	25	374	610	269	81	475	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	816	185	122	598	25	374	610	269	81	475	156
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 199 B: 122

EastBound A: 237 B: 81

WestBound A: 440 B: 374

NorthBound A: 408 B: 69

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{408 + 122 + 374 + 237}{*1500} = 0.691$$

LOS = B

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	972	0	245	0	914	759	420	1041	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	972	0	245	0	914	759	420	1041	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 19 B: 360

EastBound A: 260 B: 231

WestBound A: 399 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 360 + 399 + 231}{*1375} = 0.650$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	227	178	623	10	153	48	372	779	2	42	926	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	227	178	623	10	153	48	372	779	2	42	926	110
LANE	0	1	0	0	1	1	0	0	1	0	0	0	1	0	2	0	1	0	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 120 B: 10

EastBound A: 345 B: 42

WestBound A: 391 B: 205

NorthBound A: 342 B: 227

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{342 + 10 + 205 + 345}{*1375} = 0.586$$

LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	91	769	39	72	517	63	106	1395	129	109	1306	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	769	39	72	517	63	106	1395	129	109	1306	85
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 290 B: 72

EastBound A: 653 B: 109

WestBound A: 698 B: 106

NorthBound A: 404 B: 91

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{404 + 72 + 698 + 109}{*1500} = 0.785$$

LOS = C

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	610	261	284	554	119	265	874	244	116	844	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	610	261	284	554	119	265	874	244	116	844	203
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 337 B: 284

EastBound A: 349 B: 116

WestBound A: 437 B: 265

NorthBound A: 305 B: 176

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{305 + 284 + 265 + 349}{*1375} = 0.805 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	109	842	189	398	765	159	256	1064	308	198	988	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	842	189	398	765	159	256	1064	308	198	988	228
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	3	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 462 B: 398

EastBound A: 329 B: 198

WestBound A: 355 B: 256

NorthBound A: 421 B: 109

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{421 + 398 + 256 + 329}{*1500} = 0.866 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	10	990	253	224	1500	86	380	25	71	18	90	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	990	253	224	1500	86	380	25	71	18	90	10
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	1	0	0	2	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 529 B: 123

EastBound A: 100 B: 18

WestBound A: 39 B: 380

NorthBound A: 330 B: 10

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{10 + 529 + 380 + 100}{*1500} = 0.609 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	342	523	425	493	450	218	171	1978	361	156	1961	487
AMBIENT												
RELATED												
PROJECT												
TOTAL	342	523	425	493	450	218	171	1978	361	156	1961	487
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	0	2	0	4	0	0	1	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 223 B: 271

EastBound A: 612 B: 156

WestBound A: 495 B: 94

NorthBound A: 378 B: 188

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{378 + 271 + 94 + 612}{*1375} = 0.915 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	201	1108	232	252	1357	240	250	719	77	273	1963	395
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	1108	232	252	1357	240	250	719	77	273	1963	395
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	3	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 452 B: 252

EastBound A: 589 B: 273

WestBound A: 265 B: 138

NorthBound A: 447 B: 201

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{447 + 252 + 138 + 589}{*1375} = 0.967 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	288	763	294	466	994	396	344	1364	23	459	1390	519
AMBIENT												
RELATED												
PROJECT												
TOTAL	288	763	294	466	994	396	344	1364	23	459	1390	519
LANE	2	0	3	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 497 B: 256

EastBound A: 636 B: 252

WestBound A: 455 B: 189

NorthBound A: 254 B: 158

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{158 + 497 + 189 + 636}{*1375} = 1.006 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	390	542	158	0	543	317	83	795	6	377	1292	451
AMBIENT												
RELATED												
PROJECT												
TOTAL	390	542	158	0	543	317	83	795	6	377	1292	451
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 271 B: 0

EastBound A: 581 B: 377

WestBound A: 267 B: 83

NorthBound A: 350 B: 390

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{390 + 271 + 83 + 581}{*1375} = 0.894 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	1054	565	656	1948	447	773	1420	183	632	1803	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	1054	565	656	1948	447	773	1420	183	632	1803	144
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 487 B: 361

EastBound A: 487 B: 348

WestBound A: 401 B: 425

NorthBound A: 353 B: 97

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{353 + 361 + 425 + 487}{*1375} = 1.113 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

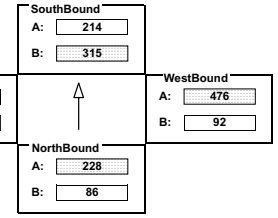
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	157	685	200	572	201	448	167	1427	499	425	1822	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	685	200	572	201	448	167	1427	499	425	1822	16
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA																				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{228 + 315 + 476 + 234}{*1375} = 0.841 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

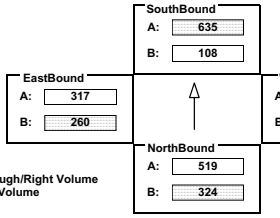
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	589	1557	254	196	1906	192	380	672	192	260	950	858
AMBIENT												
RELATED												
PROJECT												
TOTAL	589	1557	254	196	1906	192	380	672	192	260	950	858
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA																				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{324 + 635 + 336 + 260}{*1375} = 1.061 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

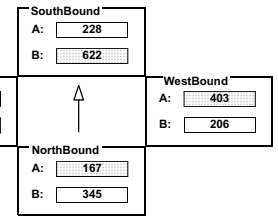
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	345	456	212	622	685	292	206	1422	189	461	1667	1124
AMBIENT												
RELATED												
PROJECT												
TOTAL	345	456	212	622	685	292	206	1422	189	461	1667	1124
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA																				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{167 + 622 + 403 + 461}{*1375} = 1.132 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

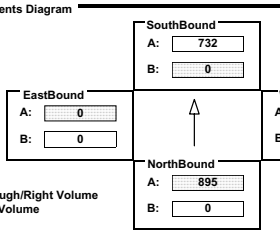
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3579	0	0	2929	34	1097	26	183	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3579	0	0	2929	34	1097	26	183	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																				
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>																				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{895 + 0 + 374 + 0}{*1500} = 0.776 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

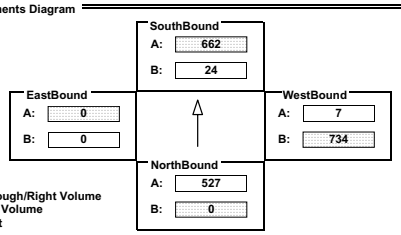
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1054	523	24	1178	0	1334	0	7	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1054	523	24	1178	0	1334	0	7	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 662 + 734 + 0}{*1500} = 0.861 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

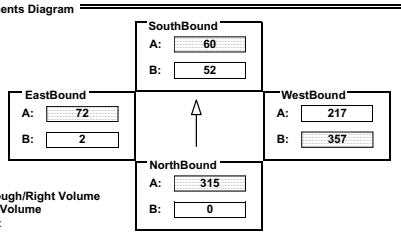
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	21	608	52	6	1	965	158	59	2	136	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	21	608	52	6	1	965	158	59	2	136	5
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	0	2	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{315 + 60 + 357 + 72}{*1375} = 0.515 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

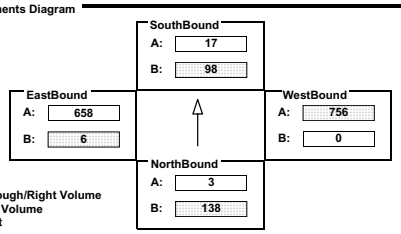
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	250	7	951	178	0	20	0	2173	94	6	1317	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	250	7	951	178	0	20	0	2173	94	6	1317	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{138 + 98 + 756 + 6}{*1375} = 0.656 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

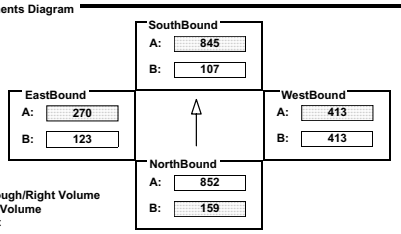
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	289	2556	36	194	3382	100	779	460	289	123	539	348
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	2556	36	194	3382	100	779	460	289	123	539	348
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{159 + 845 + 413 + 270}{*1375} = 1.157 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

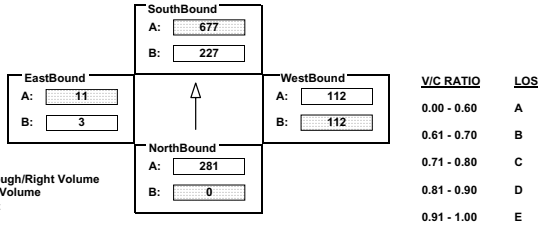
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	434	127	227	1349	5	203	8	125	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	434	127	227	1349	5	203	8	125	3	8	0
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 677 + 112 + 11}{*1500} = 0.463 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

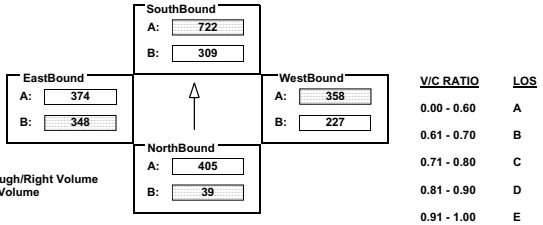
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	706	103	562	1018	427	227	616	100	348	722	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	706	103	562	1018	427	227	616	100	348	722	26
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{39 + 722 + 358 + 348}{*1375} = 0.997 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

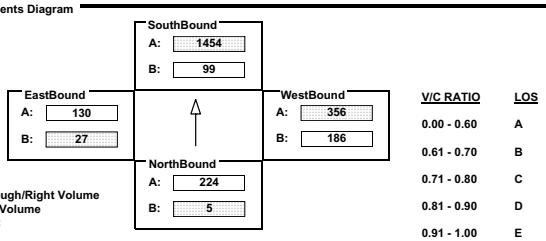
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	299	149	99	958	496	186	82	455	27	113	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	299	149	99	958	496	186	82	455	27	113	16
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		Perm		OLA		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{5 + 1454 + 356 + 27}{1425} = 1.293 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

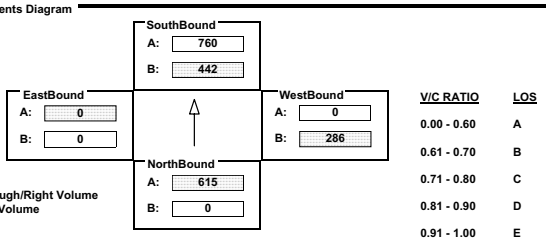
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2460	702	804	2281	0	772	0	141	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2460	702	804	2281	0	772	0	141	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{615 + 442 + 286 + 0}{*1425} = 0.872 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	206	0	3	658	0	436	8	1213	456	0	1622	453
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	0	3	658	0	436	8	1213	456	0	1622	453
LANE	2	0	0	0	0	2	0	3	0	0	0	0	0	2	0	1	0	3	0	0	2	0	0	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		OLA		Split		OLA		Prot-Fix		OLA		Perm		OLA	

Critical Movements Diagram

SouthBound A: 240 B: 243

EastBound A: 541 B: 0

WestBound A: 404 B: 8

NorthBound A: 0 B: 113

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{113 + 243 + 8 + 541}{*1375} = 0.588 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	325	0	254	0	0	0	0	1104	0	0	1517	373
AMBIENT												
RELATED												
PROJECT												
TOTAL	325	0	254	0	0	0	0	1104	0	0	1517	373
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		<none>		<none>		Perm		Free		Perm		Free	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 506 B: 0

WestBound A: 368 B: 0

NorthBound A: 254 B: 179

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{254 + 0 + 0 + 506}{1500} = 0.507 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	600	0	677	0	0	0	921	1153	0	0	940	573
AMBIENT												
RELATED												
PROJECT												
TOTAL	600	0	677	0	0	0	921	1153	0	0	940	573
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Free		<none>		<none>		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 470 B: 0

WestBound A: 576 B: 507

NorthBound A: 0 B: 330

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{330 + 0 + 507 + 470}{*1425} = 0.847 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	120	231	148	569	1656	0	0	1254	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	120	231	148	569	1656	0	0	1254	146
LANE	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram

SouthBound A: 126 B: 120

EastBound A: 467 B: 0

WestBound A: 552 B: 313

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 126 + 313 + 467}{*1425} = 0.566 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	1225	0	454	0	967	1068	242	674	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1225	0	454	0	967	1068	242	674	0
LANE	0	0	0	1	0	0	2	1	0	0	0	1	0	1	0	0	2	0	2	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 408 B: 408

EastBound A: 337 B: 133

WestBound A: 483 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 408 + 483 + 133}{*1375} = 0.675$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	189	2029	1074	318	2708	119	266	550	428	323	388	205
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	2029	1074	318	2708	119	266	550	428	323	388	205
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 707 B: 175

EastBound A: 129 B: 178

WestBound A: 253 B: 147

NorthBound A: 927 B: 189

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{927 + 175 + 253 + 178}{*1375} = 1.045$$

LOS = F

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	302	283	474	994	0	727	0	474	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	302	283	474	994	0	727	0	474	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 497 B: 474

EastBound A: 0 B: 0

WestBound A: 363 B: 363

NorthBound A: 151 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{151 + 474 + 363 + 0}{*1425} = 0.623$$

LOS = B

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	170	289	398	417	292	234	110	1248	320	206	1614	512
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	289	398	417	292	234	110	1248	320	206	1614	512
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 175 B: 229

EastBound A: 538 B: 113

WestBound A: 416 B: 61

NorthBound A: 368 B: 94

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{368 + 229 + 61 + 538}{*1375} = 0.800$$

LOS = C

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	149	2	248	0	0	0	387	1095	172	343	1597	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	2	248	0	0	0	387	1095	172	343	1597	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		<none>		<none>		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 532 B: 343

WestBound A: 548 B: 0

NorthBound A: 251 B: 149

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{251 + 0 + 548 + 343}{1200^*} = 0.882$$

LOS = D

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	145	0	225	387	1182	0	345	1459	321
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	145	0	225	387	1182	0	345	1459	321
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 123 B: 123

EastBound A: 486 B: 0

WestBound A: 591 B: 213

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 123 + 213 + 486}{1200^*} = 0.615$$

LOS = B

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	108	2899	1047	353	2088	677	796	556	493	66	380	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	2899	1047	353	2088	677	796	556	493	66	380	64
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram

SouthBound A: 691 B: 194

EastBound A: 148 B: 66

WestBound A: 278 B: 438

NorthBound A: 725 B: 108

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{725 + 194 + 438 + 148}{*1375} = 1.025$$

LOS = F

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	80	704	0	0	521	384	0	0	0	327	0	246
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	704	0	0	521	384	0	0	0	327	0	246
LANE	2	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		<none>		Perm		Auto		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 384 B: 0

EastBound A: 113 B: 180

WestBound A: 0 B: 0

NorthBound A: 235 B: 44

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{44 + 384 + 0 + 180}{*1425} = 0.357$$

LOS = A

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	928	103	754	1261	0	0	0	82	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	928	103	754	1261	0	0	0	82	0	0	0
LANE	0	0	2	0	1	0	0	2	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 420 B: 415

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 344 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{344 + 415 + 0 + 0}{*1425} = 0.463 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	684	86	138	629	0	214	0	100	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	684	86	138	629	0	214	0	100	0	1	5
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 210 B: 76

EastBound A: 6 B: 0

WestBound A: 62 B: 118

NorthBound A: 342 B: 14

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{342 + 76 + 118 + 6}{*1425} = 0.310 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	931	0	0	873	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	931	0	0	873	0	0	0	0	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 291 B: 0

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 466 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{466 + 0 + 0 + 0}{*1425} = 0.257 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	526	77	284	858	128	236	982	157	61	986	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	526	77	284	858	128	236	982	157	61	986	107
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 493 B: 156

EastBound A: 364 B: 61

WestBound A: 380 B: 130

NorthBound A: 301 B: 36

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{36 + 493 + 130 + 364}{1375} = 0.744 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

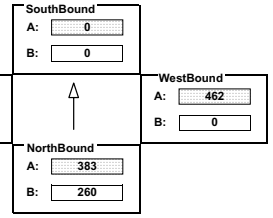
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	260	3	383	0	0	0	437	1241	145	473	1857	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	260	3	383	0	0	0	437	1241	145	473	1857	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{383 + 0 + 462 + 260}{*1425} = 0.705 \qquad LOS = C$$

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MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

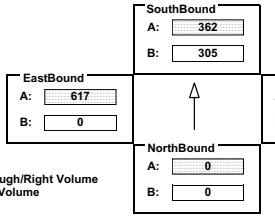
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	305	0	418	437	1429	0	473	1534	318
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	305	0	418	437	1429	0	473	1534	318
LANE	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 362 + 240 + 617}{*1425} = 0.785 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

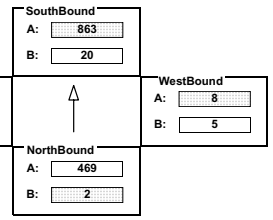
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	3	1875	1	20	2558	30	5	0	3	325	1	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	1875	1	20	2558	30	5	0	3	325	1	155
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{2 + 863 + 8 + 163}{*1375} = 0.683 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

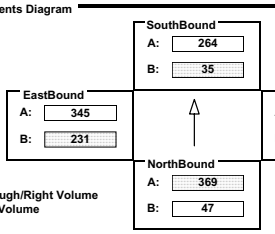
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	47	738	251	35	529	170	242	941	40	231	984	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	738	251	35	529	170	242	941	40	231	984	52
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{369 + 35 + 471 + 231}{*1375} = 0.734 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	150	1429	227	99	1355	145	344	688	181	143	774	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	1429	227	99	1355	145	344	688	181	143	774	61
LANE	1 0 3	0 0 1	0	1 0 3	0 0 1	0	1 0 2	0 0 1	0	1 0 2	0 1 0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 452 B: 99

EastBound A: 278 B: 143

WestBound A: 344 B: 344

NorthBound A: 476 B: 150

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{150 + 452 + 344 + 278}{*1425} = 0.789 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	3496	30	389	3138	438	41	63	386	300	57	20
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	3496	30	389	3138	438	41	63	386	300	57	20
LANE	1 0 3	0 1 0	0	1 0 2	0 1 0	0	1 0 1	0 0 1	0	2 0 0	0 1 0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 1192 B: 389

EastBound A: 77 B: 165

WestBound A: 63 B: 41

NorthBound A: 882 B: 25

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{882 + 389 + 63 + 165}{*1375} = 1.020 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	2978	184	287	2741	140	374	412	518	247	815	196
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	2978	184	287	2741	140	374	412	518	247	815	196
LANE	1 0 4	0 0 1	0	1 0 3	0 0 1	0	2 0 2	0 0 1	0	2 0 2	0 1 0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 914 B: 287

EastBound A: 337 B: 136

WestBound A: 231 B: 206

NorthBound A: 745 B: 46

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{745 + 287 + 206 + 337}{*1375} = 1.075 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1760	0	0	2574	1540	0	2334	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1760	0	0	2574	1540	0	2334	0
LANE	0 0 0	0 0 0	0	0 0 4	0 0 0	0	0 0 4	0 0 3	0	0 0 4	0 0 0	0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Split	<none>		Perm	Free		Perm	<none>	

Critical Movements Diagram

SouthBound A: 440 B: 0

EastBound A: 584 B: 0

WestBound A: 644 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 440 + 644 + 0}{*1500} = 0.653 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3929	1020	219	3068	0	1068	0	119	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3929	1020	219	3068	0	1068	0	119	0	0	0
LANE	0 0 4	0 0 1 0		2 0 4	0 0 0 0		2 0 0	0 1 1		0 0 0	0 0 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 767 B: 120

EastBound A: 0 B: 0

WestBound A: 0 B: 395

NorthBound A: 982 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{982 + 120 + 395 + 0}{*1425} = 0.981 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	319	254	440	511	33	176	83	236	20	84	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	319	254	440	511	33	176	83	236	20	84	44
LANE	1 0 2	0 0 1 0		1 0 1	0 1 0		1 0 1	0 0 1 0		1 0 1	0 1 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram

SouthBound A: 272 B: 440

EastBound A: 64 B: 20

WestBound A: 83 B: 176

NorthBound A: 166 B: 18

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{166 + 440 + 176 + 64}{*1375} = 0.545 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	93	1719	98	251	1591	287	123	1153	405	163	1087	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	1719	98	251	1591	287	123	1153	405	163	1087	122
LANE	1 0 3	0 0 1 0		1 0 3	0 0 1 0		1 0 2	0 0 1 0		2 0 2	0 0 1 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound A: 530 B: 251

EastBound A: 543 B: 90

WestBound A: 576 B: 123

NorthBound A: 573 B: 93

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{573 + 251 + 123 + 543}{*1375} = 1.014 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	3152	68	218	3031	178	152	304	153	218	155	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	3152	68	218	3031	178	152	304	153	218	155	59
LANE	1 0 4	0 0 1 0		2 0 3	0 1 0 0		1 0 1	0 0 1 0		1 0 0	0 1 0 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound A: 802 B: 120

EastBound A: 215 B: 218

WestBound A: 304 B: 152

NorthBound A: 788 B: 126

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{126 + 802 + 304 + 218}{*1375} = 0.985 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	478	284	160	620	0	356	0	277	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	478	284	160	620	0	356	0	277	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 310 B: 160

EastBound A: 0 B: 0

WestBound A: 0 B: 158

NorthBound A: 239 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{239 + 160 + 158 + 0}{*1425} = 0.321$$

LOS = A

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	368	1659	461	590	3842	177	389	846	673	215	816	269
AMBIENT												
RELATED												
PROJECT												
TOTAL	368	1659	461	590	3842	177	389	846	673	215	816	269
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>

Critical Movements Diagram

SouthBound A: 1281 B: 325

EastBound A: 272 B: 118

WestBound A: 673 B: 214

NorthBound A: 415 B: 202

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{202 + 1281 + 673 + 118}{*1375} = 1.584$$

LOS = F

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2903	0	0	0	0	0	0	1894	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2903	0	0	0	0	0	0	1894	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 701 B: 0

NorthBound A: 968 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{968 + 0 + 701 + 0}{*1500} = 1.043$$

LOS = F

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	106	2514	28	119	1859	271	72	82	71	177	101	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	106	2514	28	119	1859	271	72	82	71	177	101	62
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 710 B: 119

EastBound A: 101 B: 98

WestBound A: 82 B: 72

NorthBound A: 847 B: 106

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{847 + 119 + 82 + 98}{*1425} = 0.734$$

LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

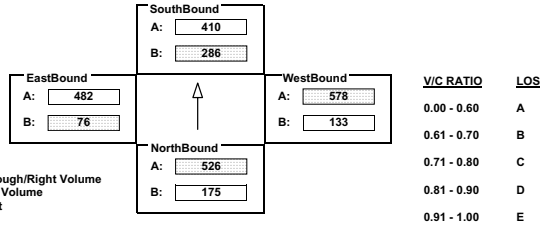
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	175	1579	73	286	1229	173	133	898	258	76	909	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	1579	73	286	1229	173	133	898	258	76	909	54
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{526 + 286 + 578 + 76}{*1500} = 0.907 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

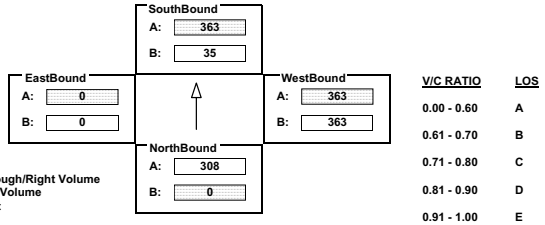
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	924	181	35	1090	0	505	0	220	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	924	181	35	1090	0	505	0	220	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 363 + 363 + 0}{*1500} = 0.414 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

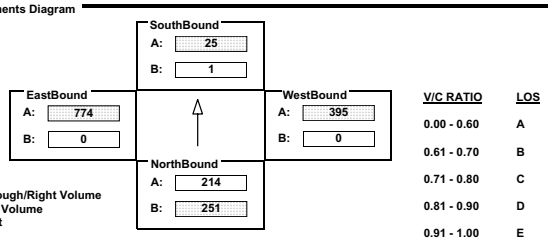
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	456	0	214	1	0	24	0	1185	18	0	1592	1505
AMBIENT												
RELATED												
PROJECT												
TOTAL	456	0	214	1	0	24	0	1185	18	0	1592	1505
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		Auto		<none>		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{251 + 25 + 395 + 774}{1500} = 0.700 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

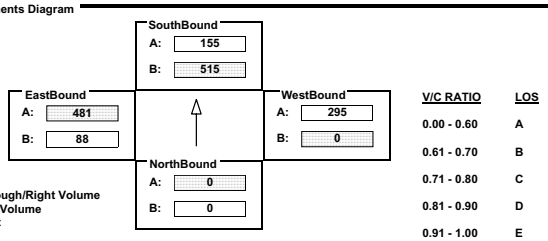
AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	937	0	363	0	752	132	88	1444	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	937	0	363	0	752	132	88	1444	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 515 + 0 + 481}{*1425} = 0.629 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:07:38 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: PM Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	44	90	348	554	46	126	151	30	4	167	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	44	90	348	554	46	126	151	30	4	167	54
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 300 B: 348

EastBound A: 110 B: 4

WestBound A: 90 B: 126

NorthBound A: 90 B: 35

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{90 + 348 + 126 + 110}{1375} = 0.490 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: PM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	931	0	0	1060	0	0	0	0	3	0	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	931	0	0	1060	0	0	0	0	3	0	8
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram

SouthBound A: 353 B: 0

EastBound A: 8 B: 3

WestBound A: 0 B: 0

NorthBound A: 310 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 353 + 0 + 8}{*1425} = 0.183 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	175	1997	13	44	1897	569	2	2	27	563	1	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	1997	13	44	1897	569	2	2	27	563	1	142
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 822 B: 44

EastBound A: 282 B: 282

WestBound A: 29 B: 2

NorthBound A: 670 B: 175

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{175 + 822 + 29 + 282}{*1375} = 0.881 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	1047	90	162	1100	257	102	905	200	212	701	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	1047	90	162	1100	257	102	905	200	212	701	46
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 679 B: 162

EastBound A: 373 B: 212

WestBound A: 553 B: 102

NorthBound A: 523 B: 28

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 679 + 553 + 212}{*1500} = 0.911 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

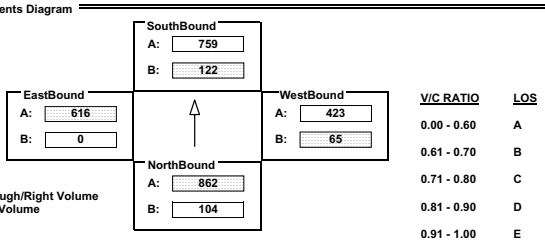
AM/PM: PM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	189	2479	108	223	2123	153	119	1051	216	0	1615	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	2479	108	223	2123	153	119	1051	216	0	1615	233
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	1	0	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{862 + 122 + 65 + 616}{*1375} = 1.141 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

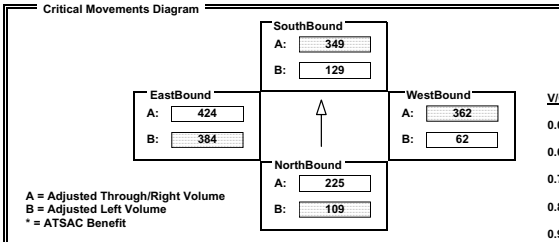
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	886	16	129	1048	162	62	992	95	384	1116	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	886	16	129	1048	162	62	992	95	384	1116	155
LANE	2	0	3	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{109 + 349 + 362 + 384}{1375} = 0.876 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

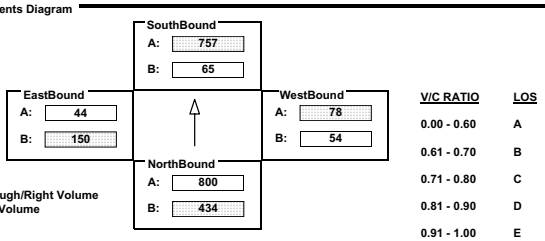
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	789	2401	73	65	2122	150	54	43	35	150	44	857
AMBIENT												
RELATED												
PROJECT												
TOTAL	789	2401	73	65	2122	150	54	43	35	150	44	857
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{434 + 757 + 78 + 150}{*1425} = 0.926 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

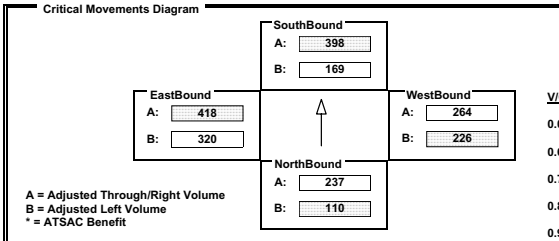
AM/PM: PM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	201	472	350	169	1194	253	226	611	182	320	1028	227
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	472	350	169	1194	253	226	611	182	320	1028	227
LANE	2	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{110 + 398 + 226 + 418}{*1375} = 0.768 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2423	162	0	2373	1462	0	0	0	1210	315	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2423	162	0	2373	1462	0	0	0	1210	315	0
LANE	0	0	2	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 959 B: 0

EastBound A: 315 B: 448

WestBound A: 0 B: 0

NorthBound A: 862 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 959 + 0 + 448}{*1500} = 0.868 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2351	240	671	2131	0	394	0	767	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2351	240	671	2131	0	394	0	767	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 710 B: 369

EastBound A: 0 B: 0

WestBound A: 53 B: 217

NorthBound A: 864 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{864 + 369 + 217 + 0}{*1425} = 0.948 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	193	2473	378	259	2300	95	498	95	441	66	83	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	2473	378	259	2300	95	498	95	441	66	83	115
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 599 B: 142

EastBound A: 83 B: 66

WestBound A: 299 B: 297

NorthBound A: 824 B: 106

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{824 + 142 + 299 + 83}{*1375} = 0.910 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	164	2117	240	176	1777	153	258	611	72	0	729	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	2117	240	176	1777	153	258	611	72	0	729	74
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 643 B: 176

EastBound A: 402 B: 0

WestBound A: 342 B: 142

NorthBound A: 706 B: 164

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{706 + 176 + 142 + 402}{*1375} = 0.967 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

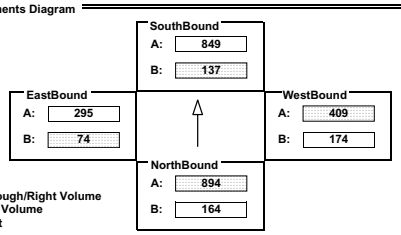
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	298	1643	144	249	1606	93	316	818	250	135	885	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	298	1643	144	249	1606	93	316	818	250	135	885	123
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{894 + 137 + 409 + 74}{*1375} = 1.031 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

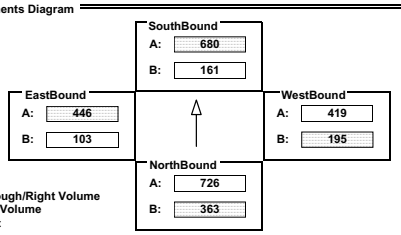
AM/PM: PM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	660	1947	231	292	1851	190	354	837	200	187	891	724
AMBIENT												
RELATED												
PROJECT												
TOTAL	660	1947	231	292	1851	190	354	837	200	187	891	724
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{363 + 680 + 195 + 446}{*1375} = 1.155 \qquad LOS = F$$

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MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

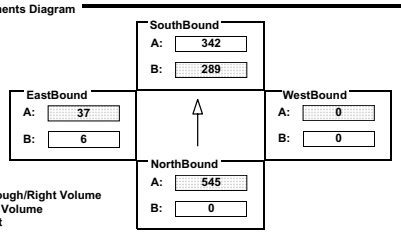
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1101	534	525	1027	0	0	0	0	6	0	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1101	534	525	1027	0	0	0	0	6	0	67
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{545 + 289 + 0 + 37}{*1425} = 0.541 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

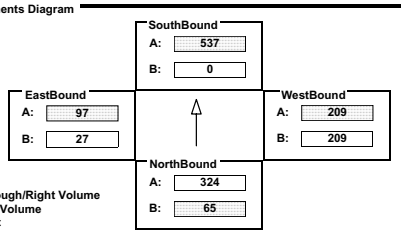
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	972	0	0	1582	30	211	36	380	27	0	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	972	0	0	1582	30	211	36	380	27	0	70
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{65 + 537 + 209 + 97}{*1425} = 0.567 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

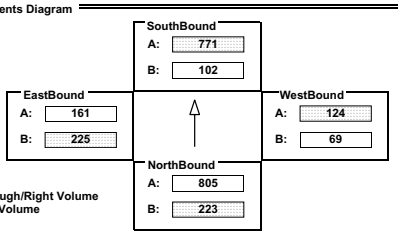
AM/PM: PM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	223	2350	64	102	2314	236	69	156	92	225	161	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	2350	64	102	2314	236	69	156	92	225	161	132
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{223 + 771 + 124 + 225}{*1500} = 0.825 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

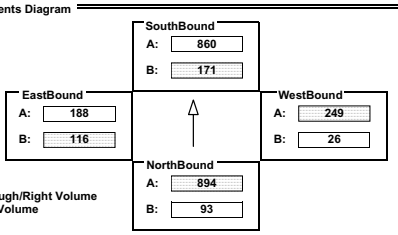
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	93	2682	43	171	2479	102	26	249	154	116	188	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	2682	43	171	2479	102	26	249	154	116	188	71
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{894 + 171 + 249 + 116}{*1500} = 0.883 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

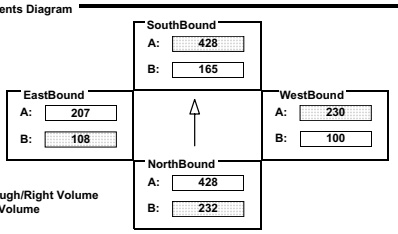
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	232	1284	120	165	1186	99	100	230	93	108	304	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	232	1284	120	165	1186	99	100	230	93	108	304	111
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{232 + 428 + 230 + 108}{*1375} = 0.656 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

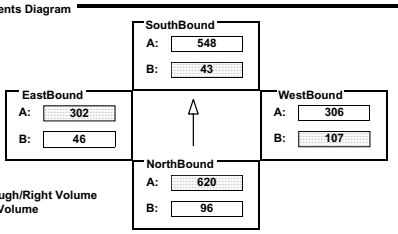
AM/PM: PM Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	96	445	175	43	419	129	107	226	80	46	224	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	445	175	43	419	129	107	226	80	46	224	78
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{620 + 43 + 107 + 302}{1500} = 0.715 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

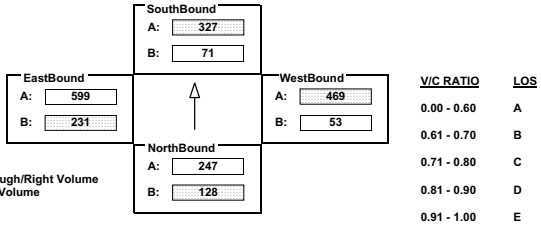
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	128	205	43	71	256	195	53	859	78	231	1010	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	205	43	71	256	195	53	859	78	231	1010	188
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{128 + 327 + 469 + 231}{1500} = 0.770 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

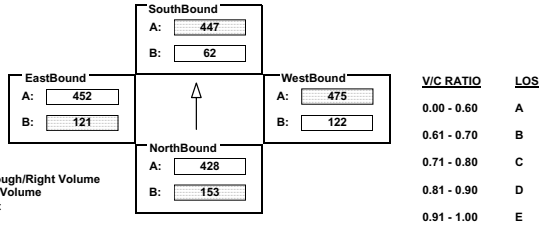
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	153	295	133	62	362	84	122	1352	73	121	1246	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	153	295	133	62	362	84	122	1352	73	121	1246	109
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{153 + 447 + 475 + 121}{*1500} = 0.727 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

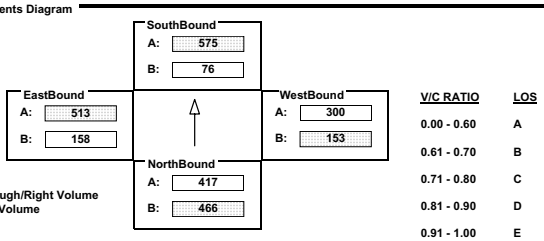
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	466	417	182	76	477	97	153	844	57	158	1230	309
AMBIENT												
RELATED												
PROJECT												
TOTAL	466	417	182	76	477	97	153	844	57	158	1230	309
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{466 + 575 + 153 + 513}{*1500} = 1.068 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

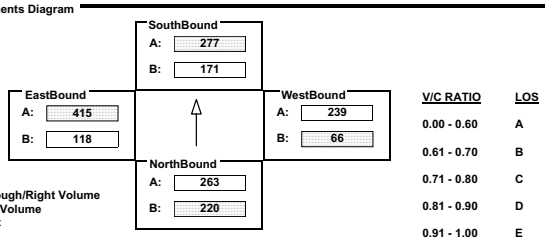
AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	220	719	71	171	832	73	66	479	124	118	415	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	719	71	171	832	73	66	479	124	118	415	174
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{220 + 277 + 66 + 415}{*1425} = 0.616 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:09:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: PM Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	329	1558	0	0	1858	211	0	0	0	318	0	303
AMBIENT												
RELATED												
PROJECT												
TOTAL	329	1558	0	0	1858	211	0	0	0	318	0	303
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 690 B: 0

EastBound A: 303 B: 318

WestBound A: 0 B: 0

NorthBound A: 519 B: 329

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{329 + 690 + 0 + 318}{1425} = 0.938$$

LOS = E

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2015 ALTERNATIVE D MITIGATED (With Lennox Interchange)

AIRPORT PEAK HOUR

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	660	393	103	846	38	283	270	169	131	905	183
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	660	393	103	846	38	283	270	169	131	905	183
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 282 B: 103

EastBound A: 452 B: 131

WestBound A: 220 B: 283

NorthBound A: 393 B: 22

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{393 + 103 + 283 + 452}{*1500} = 0.751$$

LOS = C

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	747	0	372	0	421	751	369	191	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	747	0	372	0	421	751	369	191	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 103 B: 276

EastBound A: 48 B: 203

WestBound A: 475 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 276 + 475 + 203}{*1375} = 0.624$$

LOS = B

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

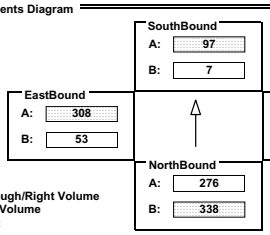
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	338	121	430	7	144	35	607	749	10	53	710	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	338	121	430	7	144	35	607	749	10	53	710	214
LANE	0	1	0	0	1	1	0	0	1	0	0	2	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{338 + 97 + 334 + 308}{*1375} = 0.713 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

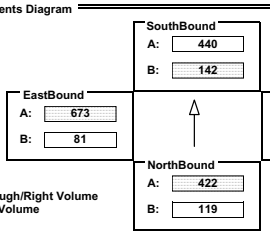
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	667	177	142	745	135	188	1236	198	81	1347	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	667	177	142	745	135	188	1236	198	81	1347	58
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{422 + 142 + 188 + 673}{*1500} = 0.880 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

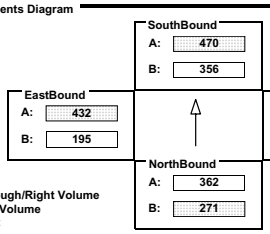
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	271	724	320	356	746	193	115	627	206	195	1099	197
AMBIENT												
RELATED												
PROJECT												
TOTAL	271	724	320	356	746	193	115	627	206	195	1099	197
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{271 + 470 + 115 + 432}{*1375} = 0.867 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

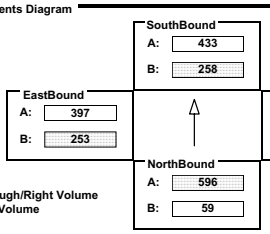
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	1192	184	258	781	85	101	778	235	253	1190	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	1192	184	258	781	85	101	778	235	253	1190	240
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{596 + 258 + 259 + 253}{*1500} = 0.841 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

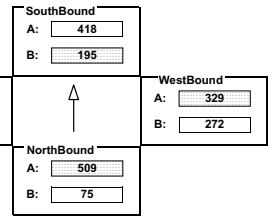
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	1526	360	354	1246	8	272	186	599	11	14	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	1526	360	354	1246	8	272	186	599	11	14	36
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	1	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (509 + 195 + 329 + 11) / *1500 = 0.626 LOS = B

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

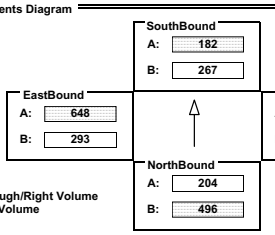
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	902	613	13	485	469	76	111	1028	403	293	940	648
AMBIENT												
RELATED												
PROJECT												
TOTAL	902	613	13	485	469	76	111	1028	403	293	940	648
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	0	2	0	4	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (496 + 182 + 61 + 648) / *1375 = 0.939 LOS = E

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INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

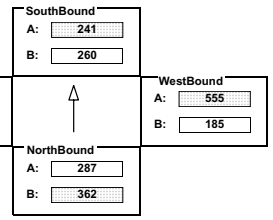
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	362	643	219	260	722	269	336	1348	317	230	1086	270
AMBIENT												
RELATED												
PROJECT												
TOTAL	362	643	219	260	722	269	336	1348	317	230	1086	270
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (362 + 241 + 555 + 230) / *1375 = 0.939 LOS = E

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

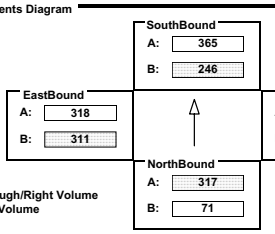
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	950	175	447	690	406	187	974	356	565	872	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	950	175	447	690	406	187	974	356	565	872	81
LANE	2	0	3	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (317 + 246 + 325 + 311) / *1375 = 0.802 LOS = D

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

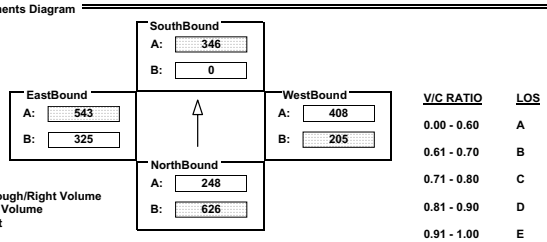
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	626	497	0	0	693	330	205	1203	22	325	1264	366
AMBIENT												
RELATED												
PROJECT												
TOTAL	626	497	0	0	693	330	205	1203	22	325	1264	366
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	0	1	0	2	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{626 + 346 + 205 + 543}{*1375} = 1.181 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

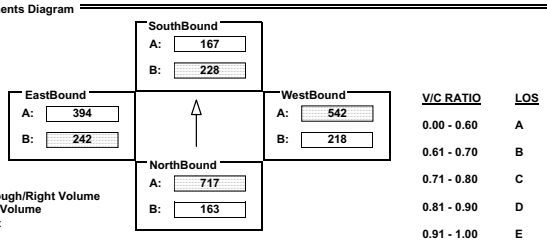
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	296	797	826	414	668	275	396	1756	411	440	1434	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	296	797	826	414	668	275	396	1756	411	440	1434	141
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{717 + 228 + 542 + 242}{*1375} = 1.187 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

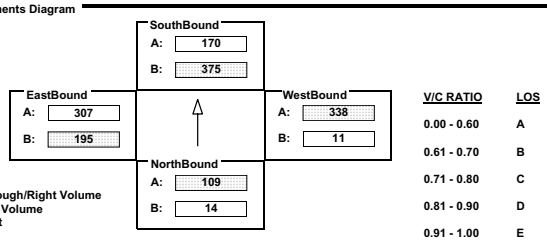
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	327	53	682	341	318	19	864	713	354	920	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	327	53	682	341	318	19	864	713	354	920	10
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{109 + 375 + 338 + 195}{*1375} = 0.670 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

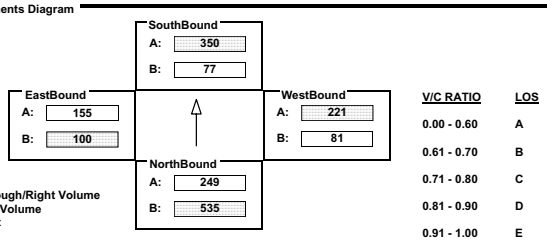
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	973	705	290	140	1049	277	147	443	82	100	465	855
AMBIENT												
RELATED												
PROJECT												
TOTAL	973	705	290	140	1049	277	147	443	82	100	465	855
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{535 + 350 + 221 + 100}{*1375} = 0.807 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

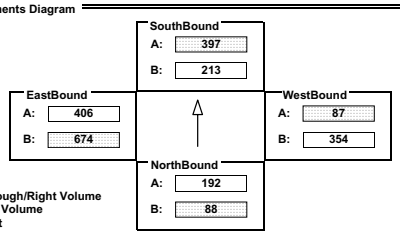
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	577	155	213	1192	439	354	331	17	674	1218	377
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	577	155	213	1192	439	354	331	17	674	1218	377
LANE	1	0	2	0	1	1	0	1	3	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{88 + 397 + 87 + 674}{*1375} = 0.836 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

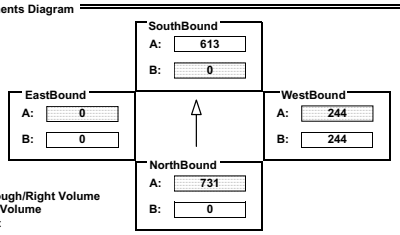
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2923	0	0	2451	1	731	1	30	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2923	0	0	2451	1	731	1	30	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{731 + 0 + 244 + 0}{*1500} = 0.580 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

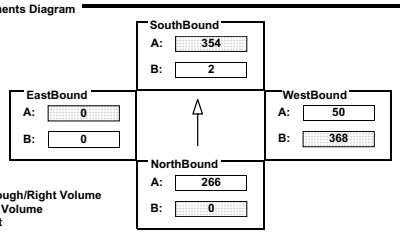
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	532	642	2	696	0	669	0	50	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	532	642	2	696	0	669	0	50	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 354 + 368 + 0}{*1500} = 0.411 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 33

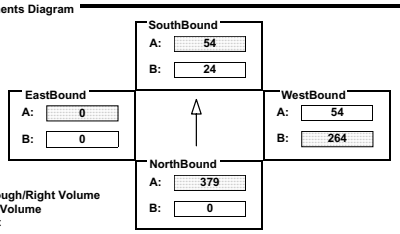
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	18	740	24	30	0	714	0	54	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	18	740	24	30	0	714	0	54	0	0	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	2	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{379 + 54 + 264 + 0}{*1375} = 0.437 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	6	460	159	0	11	0	1287	119	6	761	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	6	460	159	0	11	0	1287	119	6	761	0
LANE	2	0	2	0	0	2	0	1	0	0	2	0	1	0	0	1	0	2	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 8 B: 88

EastBound A: 381 B: 6

WestBound A: 469 B: 0

NorthBound A: 3 B: 7

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{7 + 88 + 469 + 6}{*1375} = 0.345 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	226	2308	150	200	1977	153	617	424	493	135	215	303
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	2308	150	200	1977	153	617	424	493	135	215	303
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	OLA

Critical Movements Diagram

SouthBound A: 494 B: 110

EastBound A: 179 B: 135

WestBound A: 438 B: 347

NorthBound A: 769 B: 124

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{769 + 110 + 438 + 179}{*1375} = 1.018 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	532	282	221	343	0	215	0	223	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	532	282	221	343	0	215	0	223	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 171 B: 221

EastBound A: 0 B: 0

WestBound A: 146 B: 146

NorthBound A: 407 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{407 + 221 + 146 + 0}{*1500} = 0.446 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	1274	119	224	1943	546	429	469	80	402	443	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	1274	119	224	1943	546	429	469	80	402	443	152
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 1245 B: 123

EastBound A: 298 B: 402

WestBound A: 274 B: 429

NorthBound A: 697 B: 77

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{77 + 1245 + 429 + 298}{*1375} = 1.420 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

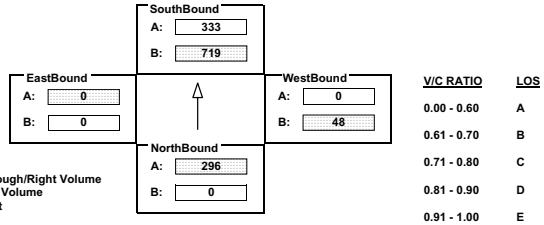
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	505	87	719	333	0	48	0	650	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	505	87	719	333	0	48	0	650	0	0	0
LANE	1	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	OLA	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (296 + 719 + 48 + 0) / 1425 = 0.746 LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

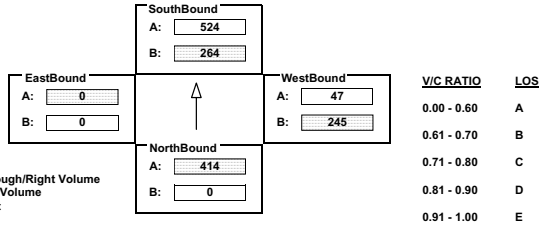
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1655	496	481	1572	0	661	0	311	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1655	496	481	1572	0	661	0	311	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (414 + 264 + 245 + 0) / *1425 = 0.578 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

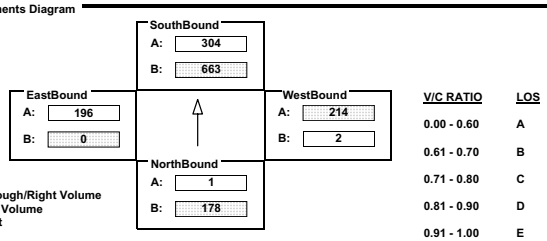
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	323	0	5	1791	0	552	2	642	962	0	589	331
AMBIENT												
RELATED												
PROJECT												
TOTAL	323	0	5	1791	0	552	2	642	962	0	589	331
LANE	2	0	0	0	0	2	0	3	0	0	0	0	2	0	1	0	0	3	0	0	2	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	OLA	Prot-Fix	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (178 + 663 + 214 + 0) / *1375 = 0.697 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

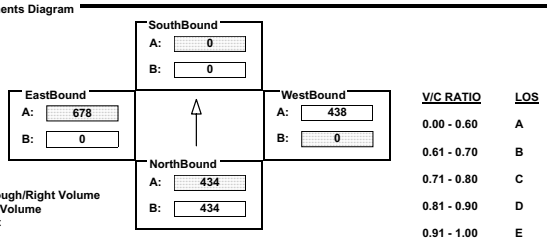
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1184	0	119	0	0	0	0	1315	0	0	1677	1035
AMBIENT												
RELATED												
PROJECT												
TOTAL	1184	0	119	0	0	0	0	1315	0	0	1677	1035
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (434 + 0 + 0 + 678) / 1500 = 0.741 LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: AP | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	180	0	245	0	0	0	336	1196	0	0	1141	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	180	0	245	0	0	0	336	1196	0	0	1141	203
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 571 B: 0

WestBound A: 598 B: 185

NorthBound A: 0 B: 99

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{99 + 0 + 185 + 571}{*1425} = 0.530 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: AP | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	384	501	60	486	638	0	0	430	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	384	501	60	486	638	0	0	430	115
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 295 B: 295

EastBound A: 182 B: 0

WestBound A: 213 B: 267

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 295 + 267 + 182}{*1425} = 0.452 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: AP | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	798	0	110	0	609	888	111	511	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	798	0	110	0	609	888	111	511	0
LANE	0	0	0	1	0	0	0	2	1	0	0	0	1	0	1	0	2	0	0	2	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 266 B: 266

EastBound A: 256 B: 61

WestBound A: 305 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 266 + 305 + 61}{*1375} = 0.390 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: AP | Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	257	1633	247	923	1963	487	36	106	263	494	245	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	1633	247	923	1963	487	36	106	263	494	245	71
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 612 B: 508

EastBound A: 82 B: 272

WestBound A: 35 B: 20

NorthBound A: 544 B: 257

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{544 + 508 + 35 + 272}{*1375} = 0.918 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

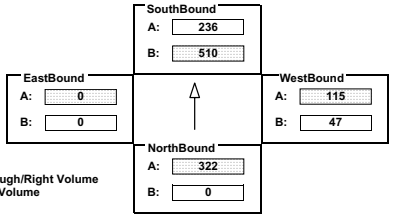
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	645	113	510	472	0	93	0	625	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	645	113	510	472	0	93	0	625	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (322 + 510 + 115 + 0) / *1425 = 0.595 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

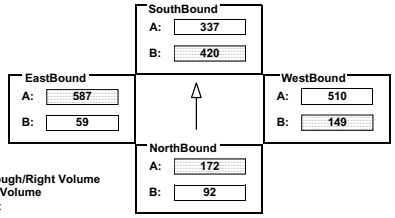
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	168	344	139	763	673	31	271	1531	874	107	1760	768
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	344	139	763	673	31	271	1531	874	107	1760	768
LANE	2	0	2	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (172 + 420 + 149 + 587) / *1375 = 0.896 LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

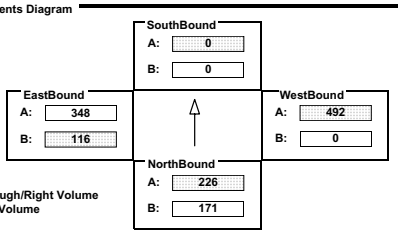
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	171	0	226	0	0	0	268	984	227	116	1044	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	171	0	226	0	0	0	268	984	227	116	1044	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (226 + 0 + 492 + 116) / 1200* = 0.625 LOS = B

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

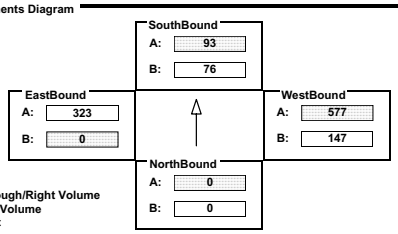
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	76	0	185	268	1153	0	116	970	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	76	0	185	268	1153	0	116	970	148
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 93 + 577 + 0) / 1200* = 0.488 LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	138	1594	660	182	1781	144	730	386	307	60	452	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	1594	660	182	1781	144	730	386	307	60	452	133
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram

SouthBound A: 481 B: 100

EastBound A: 195 B: 60

WestBound A: 193 B: 402

NorthBound A: 399 B: 138

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (138 + 481 + 402 + 195) / *1375 = 0.814 LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	704	633	0	0	851	505	0	0	0	343	0	575
AMBIENT												
RELATED												
PROJECT												
TOTAL	704	633	0	0	851	505	0	0	0	343	0	575
LANE	2	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		<none>		Perm		Auto		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 505 B: 0

EastBound A: 122 B: 189

WestBound A: 0 B: 0

NorthBound A: 211 B: 387

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (387 + 505 + 0 + 189) / *1425 = 0.689 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1086	107	315	1607	0	0	0	186	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1086	107	315	1607	0	0	0	186	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Perm		Auto		<none>		<none>	

Critical Movements Diagram

SouthBound A: 536 B: 173

EastBound A: 0 B: 0

WestBound A: 15 B: 0

NorthBound A: 398 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (398 + 173 + 15 + 0) / *1425 = 0.341 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1099	185	178	1312	0	86	0	190	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1099	185	178	1312	0	86	0	190	0	0	0
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		Auto		Perm		Auto		<none>		<none>	

Critical Movements Diagram

SouthBound A: 437 B: 98

EastBound A: 0 B: 0

WestBound A: 141 B: 47

NorthBound A: 550 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (550 + 98 + 141 + 0) / *1425 = 0.484 LOS = A

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

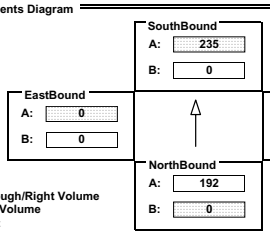
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	576	0	0	705	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	576	0	0	705	0	0	0	0	0	0	0
LANE	0	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		Split		Auto		Split		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 235 + 0 + 0}{*1375} = 0.101 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

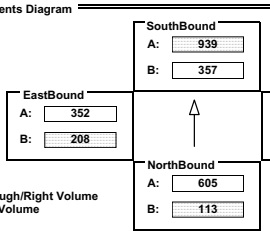
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	113	1088	122	648	1339	539	286	778	173	208	915	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	1088	122	648	1339	539	286	778	173	208	915	142
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{113 + 939 + 317 + 208}{1375} = 1.147 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

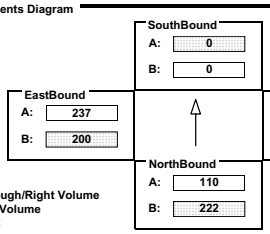
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	222	0	110	0	0	0	16	835	116	363	710	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	0	110	0	0	0	16	835	116	363	710	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	2	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		<none>		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{222 + 0 + 317 + 200}{*1425} = 0.449 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

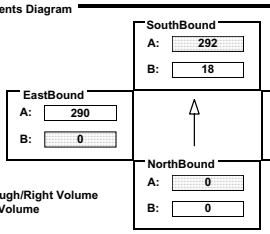
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	18	0	566	16	1060	0	363	694	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	18	0	566	16	1060	0	363	694	176
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		<none>		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 292 + 353 + 0}{*1425} = 0.383 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

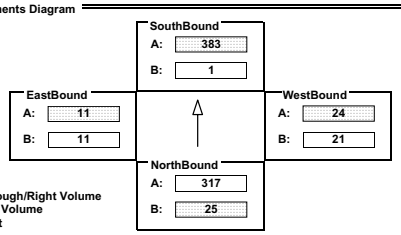
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	45	1242	25	1	1102	48	21	3	0	21	0	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	1242	25	1	1102	48	21	3	0	21	0	18
LANE	2	0	3	0	1	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{25 + 383 + 24 + 11}{*1375} = 0.252 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

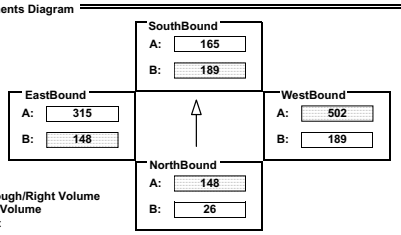
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	295	116	189	329	68	189	1004	49	148	918	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	295	116	189	329	68	189	1004	49	148	918	26
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{148 + 189 + 502 + 148}{*1375} = 0.648 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

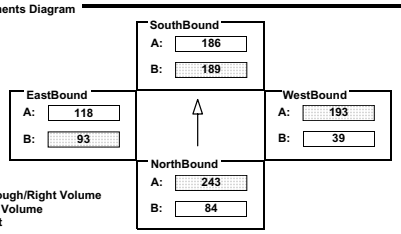
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	84	728	151	189	557	113	39	387	97	93	336	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	728	151	189	557	113	39	387	97	93	336	19
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{243 + 189 + 193 + 93}{*1425} = 0.434 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

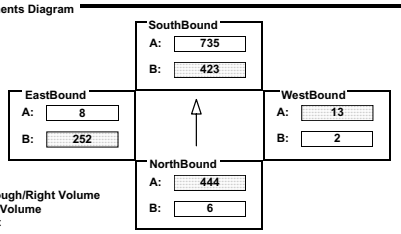
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	1768	6	423	1599	605	2	13	340	458	7	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	1768	6	423	1599	605	2	13	340	458	7	1
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{444 + 423 + 13 + 252}{*1375} = 0.753 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	178	1366	158	207	1283	111	272	605	205	202	711	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	178	1366	158	207	1283	111	272	605	205	202	711	106
LANE	1	0	4	0	0	1	0	1	0	3	0	0	1	0	2	0	0	2	0	1	0	2	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 428 B: 207

EastBound A: 272 B: 111

WestBound A: 303 B: 150

NorthBound A: 342 B: 178

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{178 + 428 + 150 + 272}{*1375} = 0.678 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1059	0	0	1641	1787	0	1758	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1059	0	0	1641	1787	0	1758	0
LANE	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Perm	Free	Perm	<none>

Critical Movements Diagram

SouthBound A: 265 B: 0

EastBound A: 440 B: 0

WestBound A: 410 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 265 + 0 + 440}{*1500} = 0.400 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2384	711	116	2531	0	753	0	11	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2384	711	116	2531	0	753	0	11	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 633 B: 64

EastBound A: 0 B: 0

WestBound A: 0 B: 279

NorthBound A: 596 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{596 + 64 + 279 + 0}{*1425} = 0.589 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	207	115	116	273	24	151	73	83	7	23	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	207	115	116	273	24	151	73	83	7	23	26
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto

Critical Movements Diagram

SouthBound A: 149 B: 116

EastBound A: 26 B: 7

WestBound A: 73 B: 151

NorthBound A: 104 B: 64

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{104 + 116 + 151 + 26}{*1375} = 0.219 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

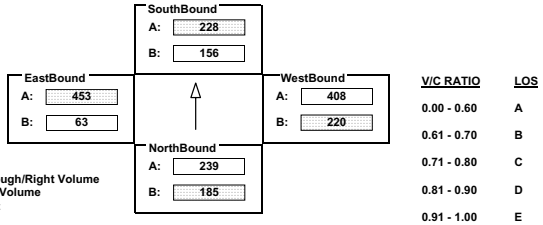
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	185	716	133	156	683	62	220	816	118	114	905	163
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	716	133	156	683	62	220	816	118	114	905	163
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{185 + 228 + 220 + 453}{*1375} = 0.720 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

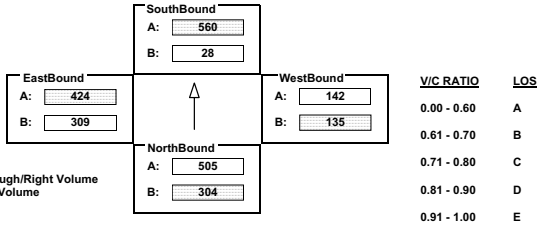
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	304	2021	86	51	2142	97	135	142	85	309	156	268
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	2021	86	51	2142	97	135	142	85	309	156	268
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{304 + 560 + 135 + 424}{*1375} = 0.965 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

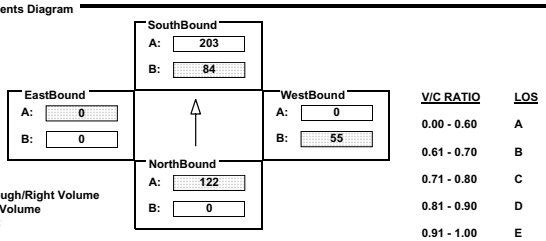
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	245	165	84	405	0	99	0	147	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	245	165	84	405	0	99	0	147	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{122 + 84 + 55 + 0}{*1425} = 0.113 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

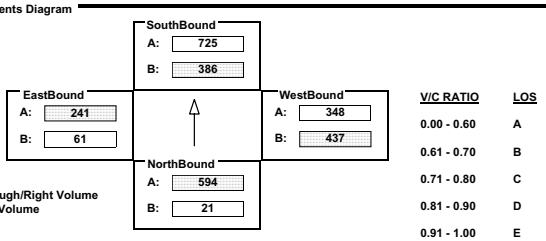
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	2097	1031	701	2175	16	794	230	541	110	409	252
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	2097	1031	701	2175	16	794	230	541	110	409	252
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{594 + 386 + 437 + 241}{*1375} = 1.136 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

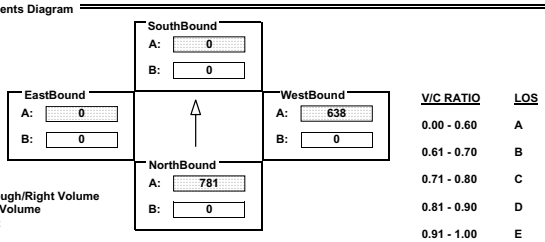
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2343	0	0	0	0	0	0	1723	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2343	0	0	0	0	0	0	1723	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<none>		<none>		<none>		Perm		<none>		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{781 + 0 + 638 + 0}{*1500} = 0.876 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

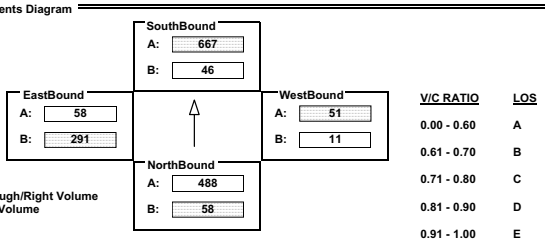
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	1458	7	46	1368	633	11	51	33	528	30	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	1458	7	46	1368	633	11	51	33	528	30	58
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{58 + 667 + 51 + 291}{*1425} = 0.679 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

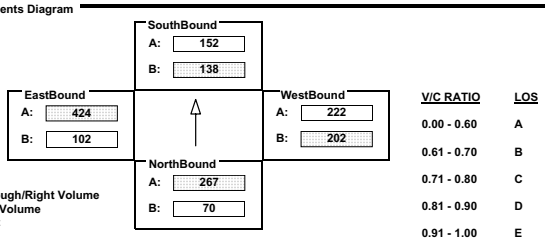
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	70	802	80	138	456	17	202	233	211	102	720	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	802	80	138	456	17	202	233	211	102	720	129
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{267 + 138 + 202 + 424}{*1500} = 0.617 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

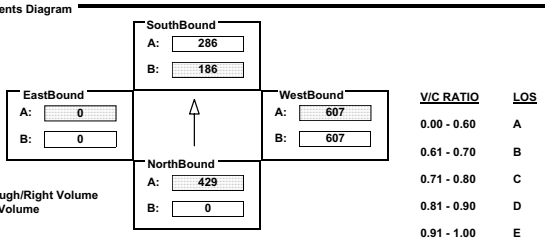
AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1286	107	186	858	0	989	0	224	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1286	107	186	858	0	989	0	224	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{429 + 186 + 607 + 0}{*1500} = 0.745 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	0	332	0	0	0	0	1270	0	0	668	818
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	0	332	0	0	0	0	1270	0	0	668	818
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	1	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	Auto	<none>	Auto	Perm	Free

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 334 B: 0

WestBound A: 423 B: 0

NorthBound A: 332 B: 43

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{332 + 0 + 423 + 334}{1500} = 0.503$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	217	0	152	0	1659	134	32	1123	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	217	0	152	0	1659	134	32	1123	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 67 B: 120

EastBound A: 374 B: 32

WestBound A: 598 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 120 + 598 + 32}{*1425} = 0.456$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

November 30, 2004 ,Tuesday 10:22:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: AP Comments: Alt D W/ Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	310	6	62	172	80	32	239	124	140	188	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	310	6	62	172	80	32	239	124	140	188	116
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 126 B: 62

EastBound A: 152 B: 140

WestBound A: 182 B: 32

NorthBound A: 158 B: 43

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{158 + 62 + 182 + 140}{1375} = 0.394$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: AP Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	1077	0	0	1427	80	0	0	0	116	0	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1077	0	0	1427	80	0	0	0	116	0	1
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram

SouthBound A: 502 B: 0

EastBound A: 0 B: 116

WestBound A: 0 B: 0

NorthBound A: 359 B: 26

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{26 + 502 + 0 + 116}{*1425} = 0.382$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

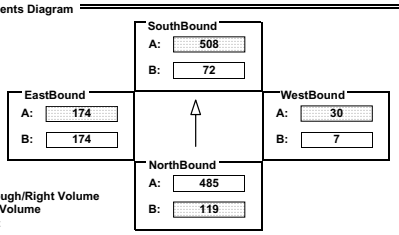
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	1432	22	72	1108	417	7	1	29	335	14	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	1432	22	72	1108	417	7	1	29	335	14	102
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{119 + 508 + 30 + 174}{*1375} = 0.534 \qquad LOS = A$$

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MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

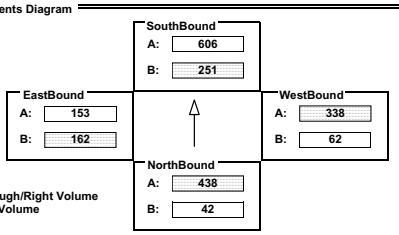
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	876	95	251	1008	204	62	406	270	162	278	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	876	95	251	1008	204	62	406	270	162	278	28
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{438 + 251 + 338 + 162}{*1500} = 0.723 \qquad LOS = C$$

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MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

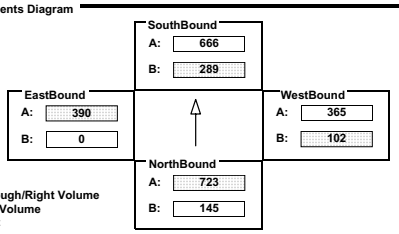
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	263	2073	95	289	1976	23	185	958	136	2	981	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	263	2073	95	289	1976	23	185	958	136	2	981	188
LANE	2	0	2	0	1	0	0	1	0	2	0	1	0	0	2	0	0	1	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{723 + 289 + 102 + 390}{*1375} = 1.024 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

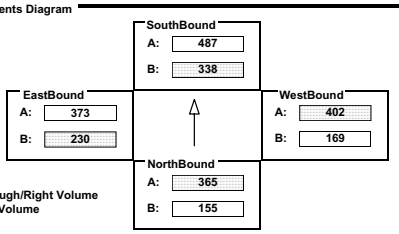
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	281	1344	115	338	1460	121	169	907	300	230	820	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	281	1344	115	338	1460	121	169	907	300	230	820	300
LANE	2	0	3	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{365 + 338 + 402 + 230}{1375} = 0.971 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

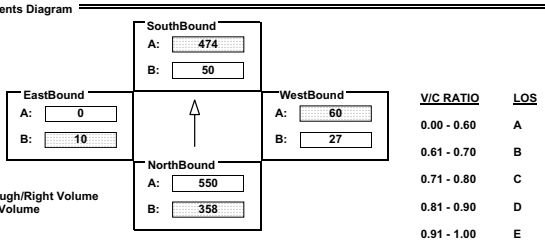
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	651	1650	0	50	1284	139	27	28	38	10	0	599
AMBIENT												
RELATED												
PROJECT												
TOTAL	651	1650	0	50	1284	139	27	28	38	10	0	599
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{358 + 474 + 60 + 10}{*1425} = 0.563 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

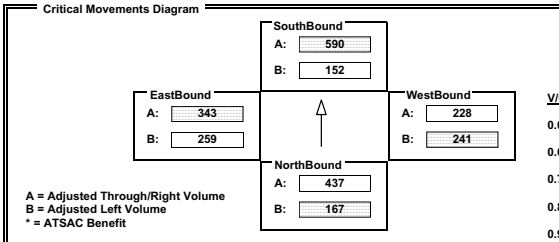
AM/PM: AP Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	304	1311	260	152	1770	381	241	615	68	259	725	303
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	1311	260	152	1770	381	241	615	68	259	725	303
LANE	2	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{167 + 590 + 241 + 343}{*1375} = 0.905 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

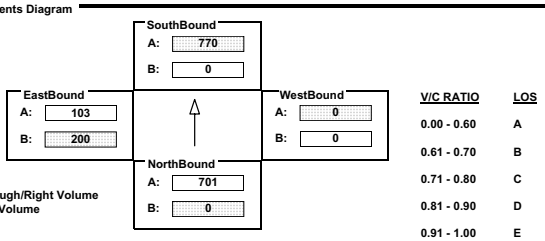
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2039	65	0	2256	824	0	0	0	541	63	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2039	65	0	2256	824	0	0	0	541	63	40
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	3	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 770 + 0 + 200}{*1500} = 0.577 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

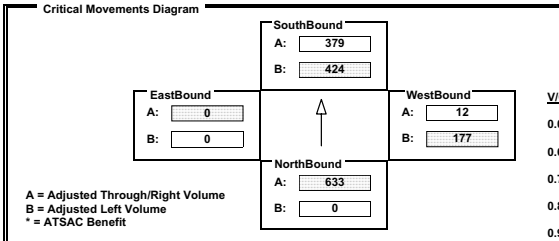
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1859	41	771	1136	0	322	0	793	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1859	41	771	1136	0	322	0	793	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{633 + 424 + 177 + 0}{*1425} = 0.796 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

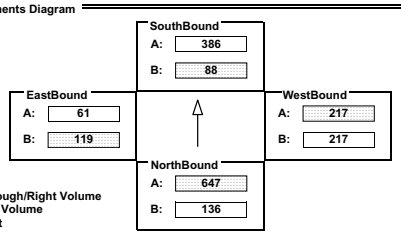
AM/PM: AP Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	248	1940	462	160	1452	93	327	107	47	119	61	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	1940	462	160	1452	93	327	107	47	119	61	126
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{647 + 88 + 217 + 119}{*1375} = 0.709 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

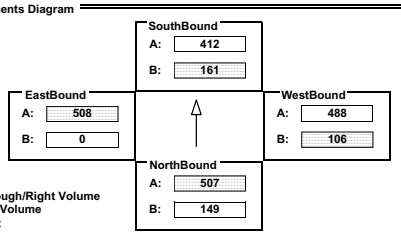
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	149	1522	165	161	1159	76	193	716	260	0	896	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	1522	165	161	1159	76	193	716	260	0	896	120
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{507 + 161 + 106 + 508}{*1375} = 0.862 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

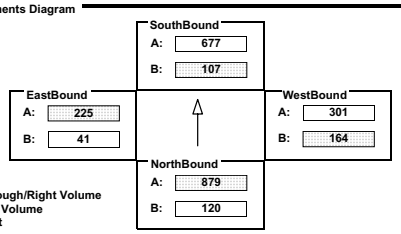
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	219	1493	265	194	1264	91	297	603	139	75	674	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	219	1493	265	194	1264	91	297	603	139	75	674	147
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{879 + 107 + 164 + 225}{*1375} = 0.930 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

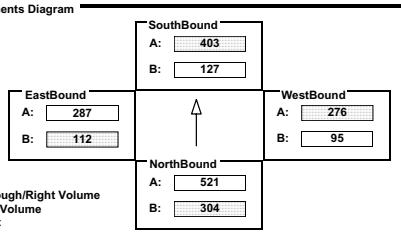
AM/PM: AP Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	553	1329	233	231	1050	158	173	380	340	203	574	486
AMBIENT												
RELATED												
PROJECT												
TOTAL	553	1329	233	231	1050	158	173	380	340	203	574	486
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{304 + 403 + 276 + 112}{*1375} = 0.726 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	778	670	312	1177	0	0	0	0	14	3	319
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	778	670	312	1177	0	0	0	0	14	3	319
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Auto

Critical Movements Diagram

SouthBound A: 392, B: 172

EastBound A: 168, B: 14

WestBound A: 0, B: 0

NorthBound A: 670, B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{670 + 172 + 0 + 168}{*1425} = 0.639 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	624	50	0	1231	62	193	27	398	50	0	72
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	624	50	0	1231	62	193	27	398	50	0	72
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	1	0	1	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 431, B: 0

EastBound A: 122, B: 50

WestBound A: 213, B: 193

NorthBound A: 225, B: 18

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{18 + 431 + 213 + 122}{*1425} = 0.480 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	63	1302	32	107	1135	118	104	243	175	80	249	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	1302	32	107	1135	118	104	243	175	80	249	39
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 378, B: 107

EastBound A: 249, B: 80

WestBound A: 209, B: 104

NorthBound A: 445, B: 63

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{445 + 107 + 104 + 249}{*1500} = 0.533 \qquad LOS = A$$

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MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	1024	36	156	1034	62	33	124	223	56	185	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	1024	36	156	1034	62	33	124	223	56	185	15
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 365, B: 156

EastBound A: 185, B: 56

WestBound A: 223, B: 33

NorthBound A: 341, B: 24

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{341 + 156 + 223 + 56}{*1500} = 0.447 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

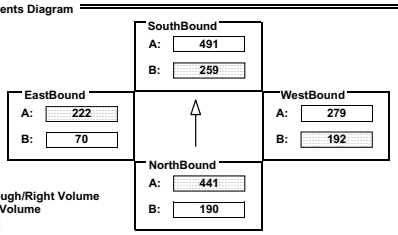
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	190	1324	95	259	1398	74	192	279	185	70	331	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	190	1324	95	259	1398	74	192	279	185	70	331	113
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{441 + 259 + 192 + 222}{*1375} = 0.740 \qquad LOS = C$$

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MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

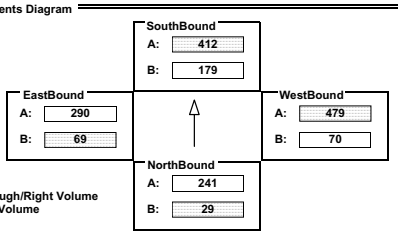
AM/PM: AP Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	184	57	179	319	93	70	283	196	69	234	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	184	57	179	319	93	70	283	196	69	234	56
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{29 + 412 + 479 + 69}{1500} = 0.659 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

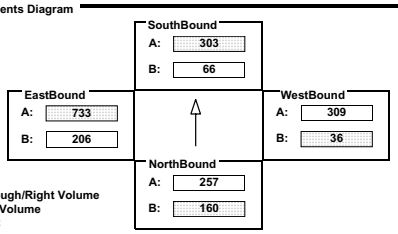
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	216	40	66	237	187	36	571	47	206	1128	338
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	216	40	66	237	187	36	571	47	206	1128	338
LANE	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{160 + 303 + 36 + 733}{1500} = 0.821 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

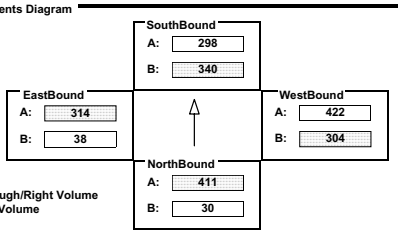
AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	30	119	292	340	267	32	304	1024	241	38	906	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	119	292	340	267	32	304	1024	241	38	906	36
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{411 + 340 + 304 + 314}{*1500} = 0.843 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

AM/PM: AP Comments: Alt D WIth Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	425	227	138	70	433	127	161	1067	59	162	1080	280
AMBIENT												
RELATED												
PROJECT												
TOTAL	425	227	138	70	433	127	161	1067	59	162	1080	280
LANE	1	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 560 B: 70

EastBound A: 453 B: 162

WestBound A: 375 B: 161

NorthBound A: 227 B: 425

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{425 + 560 + 161 + 453}{*1500} = 0.996$$

LOS = E

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	289	1336	51	171	1389	90	59	247	86	257	494	328
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	1336	51	171	1389	90	59	247	86	257	494	328
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	1	1	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 463 B: 171

EastBound A: 494 B: 257

WestBound A: 124 B: 59

NorthBound A: 462 B: 289

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{289 + 463 + 59 + 494}{*1425} = 0.846$$

LOS = D

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

November 30, 2004 ,Tuesday 10:23:45 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: AP Comments: Alt D With Lennox IC (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	351	1314	0	0	1428	288	0	0	0	279	0	356
AMBIENT												
RELATED												
PROJECT												
TOTAL	351	1314	0	0	1428	288	0	0	0	279	0	356
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 572 B: 0

EastBound A: 356 B: 279

WestBound A: 0 B: 0

NorthBound A: 438 B: 351

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{351 + 572 + 0 + 356}{1425} = 0.898$$

LOS = D

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2015 ALTERNATIVE D MITIGATED (With Alternative Mitigation Plan)

AM PEAK HOUR

MITAM61

CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

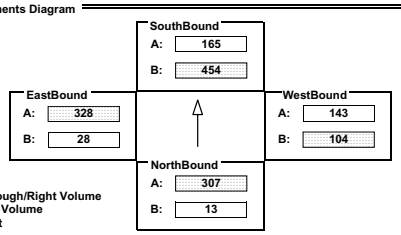
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	371	307	454	496	28	104	115	143	28	656	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	371	307	454	496	28	104	115	143	28	656	39
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (307 + 454 + 104 + 328) / *1500 = 0.725 LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

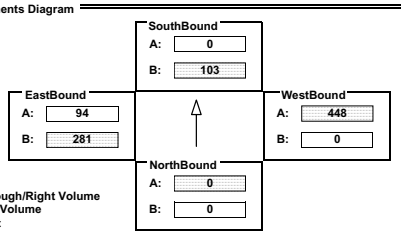
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	228	0	285	0	973	551	511	374	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	228	0	285	0	973	551	511	374	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	<none>	<none>	Split	Auto	Prot-Var	OLA	Prot-Var	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 103 + 448 + 281) / *1375 = 0.535 LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

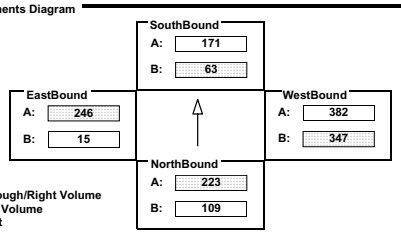
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	109	164	395	63	191	25	631	752	12	15	698	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	164	395	63	191	25	631	752	12	15	698	40
LANE	0	1	0	0	1	1	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (223 + 63 + 347 + 246) / *1375 = 0.569 LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

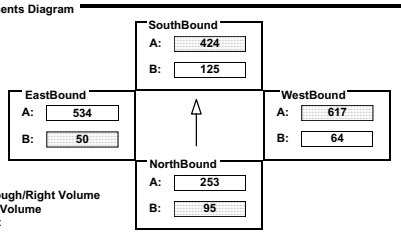
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	95	446	60	125	796	51	64	1234	122	50	1068	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	446	60	125	796	51	64	1234	122	50	1068	56
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto																

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (95 + 424 + 617 + 50) / *1500 = 0.721 LOS = C

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

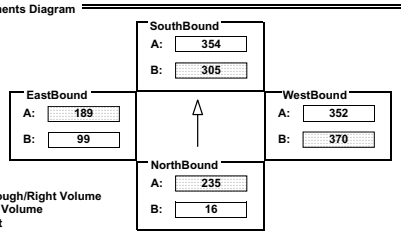
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	470	124	305	600	107	673	704	408	99	529	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	470	124	305	600	107	673	704	408	99	529	37
LANE	1	0	2	0	0	1	0	1	0	1	0	0	2	0	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{235 + 305 + 370 + 189}{*1375} = 0.729 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

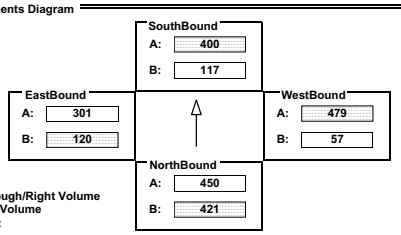
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	421	899	81	117	534	266	57	1121	794	120	904	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	421	899	81	117	534	266	57	1121	794	120	904	158
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{421 + 400 + 479 + 120}{*1500} = 0.877 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

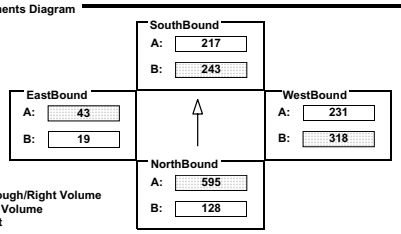
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	128	1623	161	243	602	49	318	255	207	19	33	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	1623	161	243	602	49	318	255	207	19	33	10
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{595 + 243 + 318 + 43}{*1500} = 0.729 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

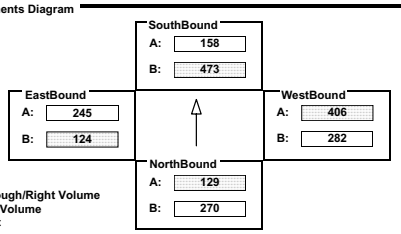
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	490	388	29	860	353	120	512	1623	96	124	800	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	490	388	29	860	353	120	512	1623	96	124	800	179
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	0	2	0	4	0	0	1	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{129 + 473 + 406 + 124}{*1375} = 0.753 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

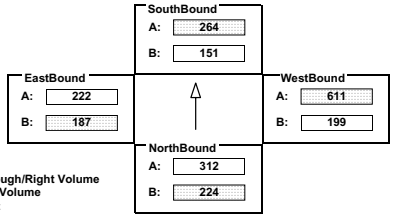
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	224	843	92	151	792	222	361	1515	318	187	383	222
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	843	92	151	792	222	361	1515	318	187	383	222
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{224 + 264 + 611 + 187}{*1375} = 0.865 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

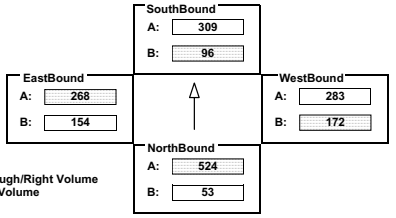
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	96	1572	388	174	617	204	313	848	189	280	687	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	1572	388	174	617	204	313	848	189	280	687	118
LANE	2	0	3	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{524 + 96 + 172 + 268}{*1375} = 0.701 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

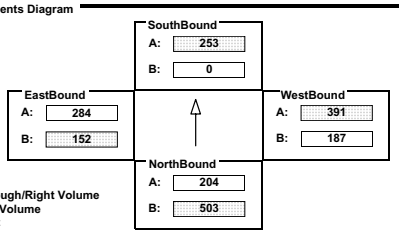
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	503	272	137	1	505	299	187	1164	9	152	665	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	503	272	137	1	505	299	187	1164	9	152	665	188
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{503 + 253 + 391 + 152}{*1375} = 0.875 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

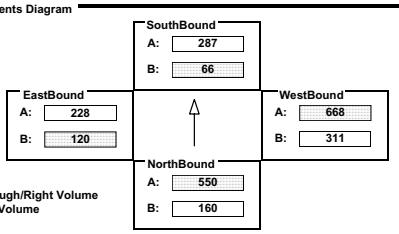
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	292	1649	655	120	453	347	565	1964	668	218	864	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	292	1649	655	120	453	347	565	1964	668	218	864	49
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{550 + 66 + 668 + 120}{*1375} = 0.951 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

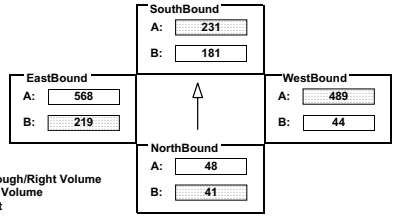
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	144	38	329	462	450	81	1468	520	399	1704	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	144	38	329	462	450	81	1468	520	399	1704	62
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{41 + 231 + 489 + 219}{*1375} = 0.643 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

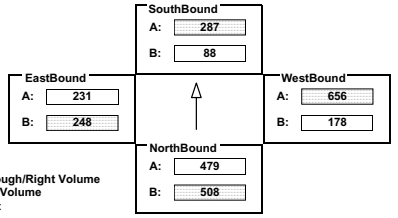
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	924	1438	284	160	861	229	324	1311	329	248	693	562
AMBIENT												
RELATED												
PROJECT												
TOTAL	924	1438	284	160	861	229	324	1311	329	248	693	562
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{508 + 287 + 656 + 248}{*1375} = 1.166 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

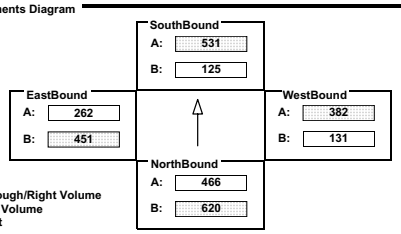
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	620	595	466	125	1592	164	131	1207	320	451	785	650
AMBIENT												
RELATED												
PROJECT												
TOTAL	620	595	466	125	1592	164	131	1207	320	451	785	650
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{620 + 531 + 382 + 451}{*1375} = 1.373 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

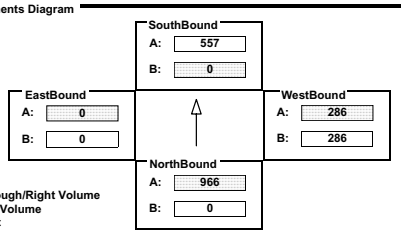
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3865	0	0	2227	46	784	75	91	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3865	0	0	2227	46	784	75	91	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{966 + 0 + 286 + 0}{*1500} = 0.765 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

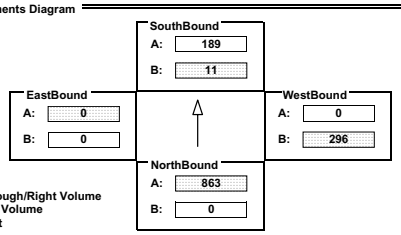
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1726	344	11	315	0	538	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1726	344	11	315	0	538	0	0	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (863 + 11 + 296 + 0) / *1500 = 0.710 LOS = C

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

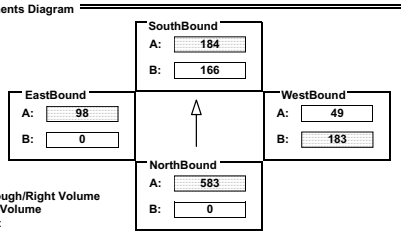
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1	1166	166	17	1	496	42	8	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1166	166	17	1	496	42	8	0	196	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	2	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (583 + 184 + 183 + 98) / *1375 = 0.692 LOS = B

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

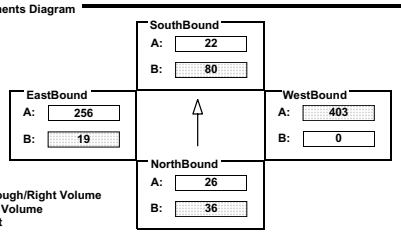
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	51	292	145	0	31	0	1106	103	19	511	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	51	292	145	0	31	0	1106	103	19	511	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	0	1	0	2	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (36 + 80 + 403 + 19) / *1375 = 0.321 LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

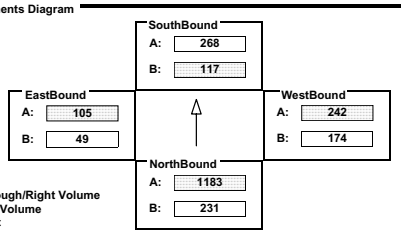
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	420	3549	292	212	1074	96	174	451	300	49	210	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	420	3549	292	212	1074	96	174	451	300	49	210	174
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (1183 + 117 + 242 + 105) / *1375 = 1.128 LOS = F

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INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

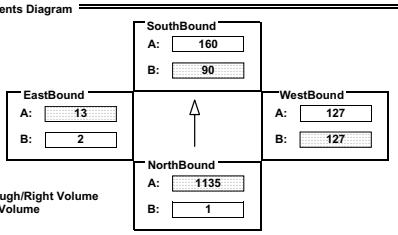
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	2100	170	90	314	5	127	6	246	2	2	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2100	170	90	314	5	127	6	246	2	2	9
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 0 1 0 1 0			0 0 0 1 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{1135 + 90 + 127 + 13}{*1500} = 0.840 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

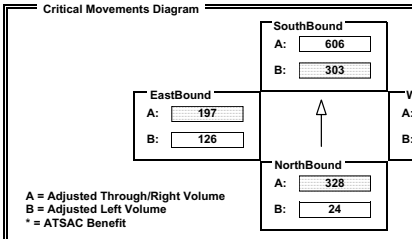
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	604	52	550	772	439	289	585	132	126	380	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	604	52	550	772	439	289	585	132	126	380	14
LANE	1 0 1 0 1 0 0			2 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{328 + 303 + 289 + 197}{*1375} = 0.742 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

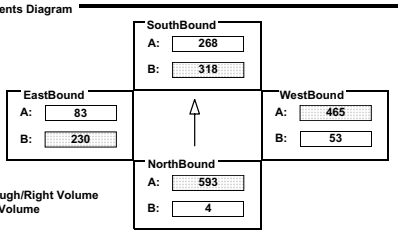
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	1127	58	318	254	14	53	125	783	230	80	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1127	58	318	254	14	53	125	783	230	80	4
LANE	1 0 1 0 1 0 0			1 0 0 0 1 0 0			1 0 1 0 0 1 0			1 0 0 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Perm	OLA		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{593 + 318 + 465 + 230}{1425} = 1.127 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

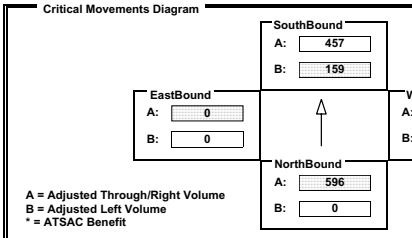
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2384	967	288	1372	0	650	0	252	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2384	967	288	1372	0	650	0	252	0	0	0
LANE	0 0 4 0 0 1 0			2 0 3 0 0 0 0			3 0 0 0 0 1 0			0 0 0 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Free		Prot-Fix	<none>		Split	OLA		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{596 + 159 + 241 + 0}{*1425} = 0.629 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

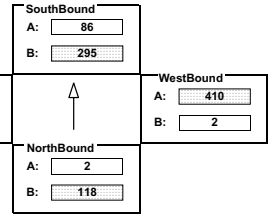
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	214	0	8	798	0	157	2	1229	964	0	967	332
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	0	8	798	0	157	2	1229	964	0	967	332
LANE	2	0	0	0	0	2	0	3	0	0	0	0	0	2	0	1	0	3	0	0	2	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	OLA	Prot-Fix	OLA	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{118 + 295 + 410 + 0}{*1375} = 0.529 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

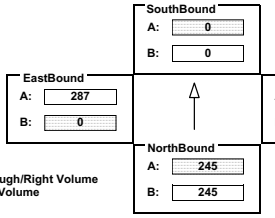
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	652	0	82	0	0	0	0	1071	150	0	825	323
AMBIENT												
RELATED												
PROJECT												
TOTAL	652	0	82	0	0	0	0	1071	150	0	825	323
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Free	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{245 + 0 + 357 + 0}{*1500} = 0.331 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

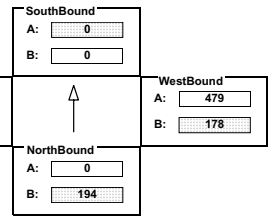
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	353	0	551	0	0	0	325	957	0	0	1269	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	353	0	551	0	0	0	325	957	0	0	1269	238
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{194 + 0 + 178 + 634}{*1425} = 0.636 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

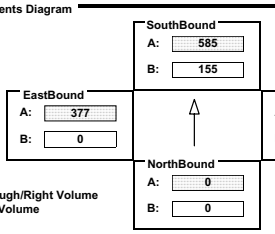
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	155	1169	431	251	821	0	0	367	377
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	155	1169	431	251	821	0	0	367	377
LANE	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 585 + 138 + 377}{*1425} = 0.702 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

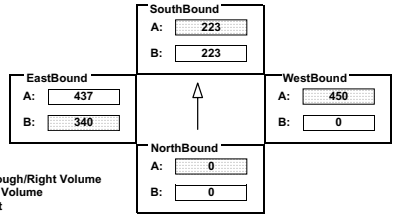
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	670	0	269	0	572	1224	618	874	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	670	0	269	0	572	1224	618	874	0
LANE	0	0	0	1	0	0	2	1	0	0	0	1	0	1	0	0	2	0	0	2	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 223 + 450 + 340) / *1375 = 0.667 LOS = B

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

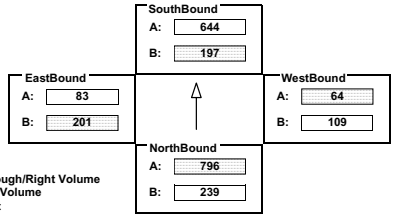
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	239	2388	492	359	2405	171	199	192	93	365	250	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	239	2388	492	359	2405	171	199	192	93	365	250	70
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (796 + 197 + 64 + 201) / *1375 = 0.845 LOS = D

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

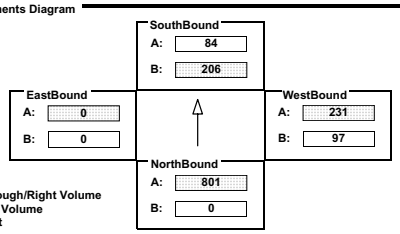
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1362	898	206	168	0	193	0	437	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1362	898	206	168	0	193	0	437	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = (801 + 206 + 231 + 0) / *1425 = 0.799 LOS = C

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

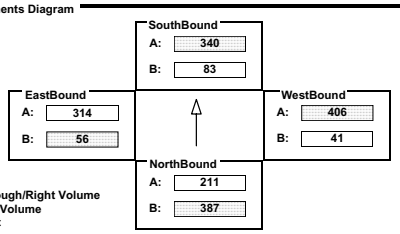
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	703	422	55	150	680	273	75	1218	249	102	943	728
AMBIENT												
RELATED												
PROJECT												
TOTAL	703	422	55	150	680	273	75	1218	249	102	943	728
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (387 + 340 + 406 + 56) / *1375 = 0.795 LOS = C

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	148	3	91	0	0	0	242	1235	302	319	895	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	3	91	0	0	0	242	1235	302	319	895	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		<none>		<none>		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 298 B: 319

WestBound A: 618 B: 0

NorthBound A: 121 B: 121

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{121 + 0 + 618 + 319}{1200^*} = 0.812 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	34	1	315	242	1380	0	319	881	381
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	34	1	315	242	1380	0	319	881	381
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 158 B: 34

EastBound A: 381 B: 0

WestBound A: 690 B: 133

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 158 + 690 + 0}{1200^*} = 0.637 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	2117	810	479	1409	332	495	198	310	37	172	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	2117	810	479	1409	332	495	198	310	37	172	3
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram

SouthBound A: 435 B: 263

EastBound A: 58 B: 37

WestBound A: 99 B: 272

NorthBound A: 538 B: 2

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{538 + 263 + 272 + 58}{*1375} = 0.753 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	417	280	0	0	745	469	0	0	0	173	0	243
AMBIENT												
RELATED												
PROJECT												
TOTAL	417	280	0	0	745	469	0	0	0	173	0	243
LANE	2	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		<none>		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 374 B: 0

EastBound A: 19 B: 95

WestBound A: 0 B: 0

NorthBound A: 93 B: 229

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{229 + 374 + 0 + 95}{*1425} = 0.420 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	908	53	594	1755	0	0	0	745	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	908	53	594	1755	0	0	0	745	0	0	0
LANE	0	0	2	0	1	0	0	2	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 585 B: 327

EastBound A: 0 B: 0

WestBound A: 247 B: 0

NorthBound A: 320 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{320 + 327 + 247 + 0}{*1425} = 0.557$$

LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	537	80	89	873	0	252	9	139	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	537	80	89	873	0	252	9	139	0	0	6
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 291 B: 49

EastBound A: 6 B: 0

WestBound A: 115 B: 139

NorthBound A: 269 B: 18

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{269 + 49 + 139 + 6}{*1425} = 0.255$$

LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	428	24	111	621	1046	593	0	233	346	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	428	24	111	621	1046	593	0	233	346	0	0
LANE	0	0	3	0	0	1	0	2	0	3	0	0	0	1	0	2	0	0	0	0	2	0	3	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Free	Split	Auto	Split	Free

Critical Movements Diagram

SouthBound A: 207 B: 61

EastBound A: 0 B: 128

WestBound A: 97 B: 326

NorthBound A: 143 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{0 + 207 + 326 + 128}{*1375} = 0.411$$

LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	106	427	105	432	377	205	192	1058	119	111	466	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	106	427	105	432	377	205	192	1058	119	111	466	85
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 291 B: 238

EastBound A: 184 B: 111

WestBound A: 392 B: 106

NorthBound A: 266 B: 106

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{266 + 238 + 392 + 111}{1375} = 0.732$$

LOS = C

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

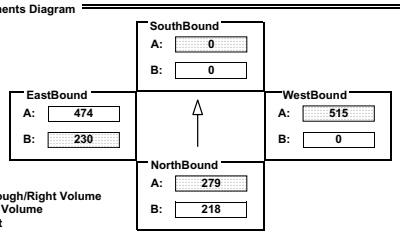
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	218	0	279	0	0	0	443	1323	223	419	1421	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	218	0	279	0	0	0	443	1323	223	419	1421	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{279 + 0 + 515 + 230}{*1425} = 0.649$$

LOS = B

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

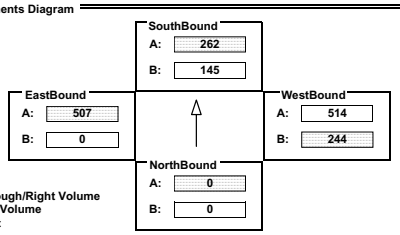
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	145	0	379	443	1543	0	419	1288	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	145	0	379	443	1543	0	419	1288	233
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 262 + 244 + 507}{*1425} = 0.641$$

LOS = B

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

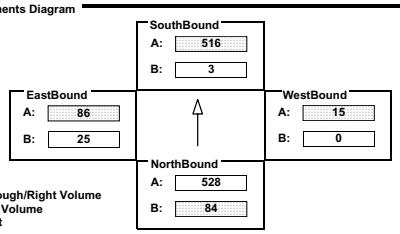
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	152	2108	2	3	1346	203	0	0	15	49	1	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	152	2108	2	3	1346	203	0	0	15	49	1	128
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{84 + 516 + 15 + 86}{*1375} = 0.440$$

LOS = A

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

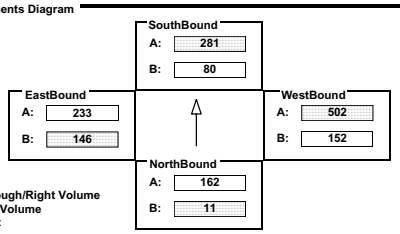
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	324	178	80	561	162	152	1004	35	146	693	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	324	178	80	561	162	152	1004	35	146	693	6
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{11 + 281 + 502 + 146}{*1375} = 0.614$$

LOS = B

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

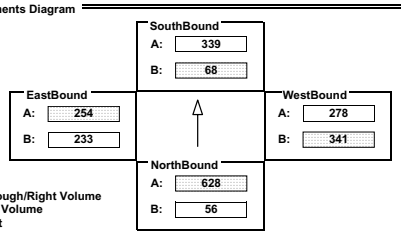
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	56	1884	117	68	1016	92	341	556	50	233	589	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	1884	117	68	1016	92	341	556	50	233	589	174
LANE	1 0 3	0 0 1 0		1 0 3	0 0 1 0		1 0 2	0 0 1 0		1 0 2	0 1 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (628 + 68 + 341 + 254) / *1425 = 0.836 LOS = D

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

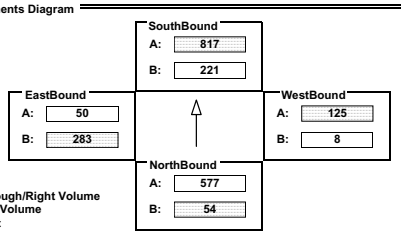
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	2295	14	221	2227	225	8	125	287	515	44	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	2295	14	221	2227	225	8	125	287	515	44	6
LANE	1 0 3	0 1 0 0		1 0 2	0 1 0 0		1 0 1	0 0 1 0		2 0 0	0 1 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (54 + 817 + 125 + 283) / *1375 = 0.860 LOS = D

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

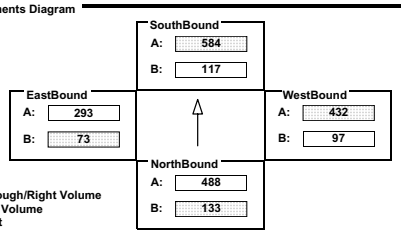
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	133	1950	156	117	1751	262	177	864	249	132	663	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	1950	156	117	1751	262	177	864	249	132	663	217
LANE	1 0 4	0 0 1 0		1 0 3	0 0 1 0		2 0 2	0 0 1 0		2 0 2	0 1 0 0	
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (133 + 584 + 432 + 73) / *1375 = 0.819 LOS = D

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November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

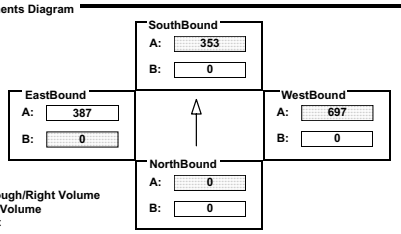
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1411	0	0	2787	1583	0	1548	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1411	0	0	2787	1583	0	1548	0
LANE	0 0 0	0 0 0 0		0 0 4	0 0 0 0		0 0 4	0 0 3 0		0 0 4	0 0 0 0	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Free		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 353 + 697 + 0) / *1500 = 0.630 LOS = B

Developed by Chun Wong, 12/94

MITAM61

CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2618	273	135	1790	0	1107	0	89	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2618	273	135	1790	0	1107	0	89	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>				

Critical Movements Diagram

SouthBound A: 448 B: 74

EastBound A: 0 B: 0

WestBound A: 14 B: 410

NorthBound A: 655 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{655 + 74 + 410 + 0}{*1425} = 0.729 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITAM61

CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	62	786	91	150	185	20	175	250	459	22	50	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	786	91	150	185	20	175	250	459	22	50	29
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto				

Critical Movements Diagram

SouthBound A: 102 B: 150

EastBound A: 39 B: 22

WestBound A: 309 B: 175

NorthBound A: 393 B: 62

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{393 + 150 + 309 + 39}{*1375} = 0.578 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	102	1955	61	143	1352	168	44	801	313	108	847	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	1955	61	143	1352	168	44	801	313	108	847	74
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto				

Critical Movements Diagram

SouthBound A: 451 B: 143

EastBound A: 423 B: 59

WestBound A: 401 B: 44

NorthBound A: 652 B: 102

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{652 + 143 + 44 + 423}{*1375} = 0.848 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	3193	152	320	1980	79	71	124	78	130	182	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	3193	152	320	1980	79	71	124	78	130	182	84
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram

SouthBound A: 515 B: 176

EastBound A: 266 B: 130

WestBound A: 124 B: 71

NorthBound A: 798 B: 68

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{798 + 176 + 71 + 266}{*1375} = 0.883 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	482	563	119	326	0	129	0	433	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	482	563	119	326	0	129	0	433	0	0	0
LANE	0	0	2	0	0	2	0	1	2	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram

SouthBound A: 163 B: 119

EastBound A: 0 B: 0

WestBound A: 119 B: 71

NorthBound A: 241 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{241 + 119 + 119 + 0}{*1425} = 0.266 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	164	3999	518	258	1064	53	304	543	444	259	781	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	3999	518	258	1064	53	304	543	444	259	781	139
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		Auto		Prot-Var		<none>		Prot-Var		Auto	

Critical Movements Diagram

SouthBound A: 355 B: 142

EastBound A: 260 B: 142

WestBound A: 444 B: 167

NorthBound A: 1000 B: 90

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1000 + 142 + 444 + 142}{*1375} = 1.187 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2848	0	0	0	0	0	0	2576	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2848	0	0	0	0	0	0	2576	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<none>		<none>		<none>		Perm		<none>		<none>		<none>	

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 953 B: 0

NorthBound A: 949 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{949 + 0 + 953 + 0}{*1500} = 1.198 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	86	2097	20	47	1419	193	81	135	97	376	54	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	2097	20	47	1419	193	81	135	97	376	54	75
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram

SouthBound A: 537 B: 47

EastBound A: 75 B: 207

WestBound A: 135 B: 81

NorthBound A: 706 B: 86

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{706 + 47 + 135 + 207}{*1425} = 0.698 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	129	1600	16	178	1221	242	79	576	186	62	449	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	1600	16	178	1221	242	79	576	186	62	449	33
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 407 B: 178

EastBound A: 241 B: 62

WestBound A: 381 B: 79

NorthBound A: 533 B: 129

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{533 + 178 + 381 + 62}{*1500} = 0.699$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1241	125	181	814	0	1069	0	256	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1241	125	181	814	0	1069	0	256	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 271 B: 181

EastBound A: 0 B: 0

WestBound A: 256 B: 588

NorthBound A: 414 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{414 + 181 + 588 + 0}{*1500} = 0.719$$

LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	859	8	80	0	0	10	0	1544	0	0	806	1138
AMBIENT												
RELATED												
PROJECT												
TOTAL	859	8	80	0	0	10	0	1544	0	0	806	1138
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	Auto	<none>	Auto	Perm	Free

Critical Movements Diagram

SouthBound A: 10 B: 0

EastBound A: 403 B: 0

WestBound A: 515 B: 0

NorthBound A: 80 B: 472

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{472 + 10 + 515 + 403}{1500} = 0.665$$

LOS = B

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	202	0	424	0	1560	597	138	409	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	202	0	424	0	1560	597	138	409	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	3	0	0	0	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 164 B: 111

EastBound A: 136 B: 138

WestBound A: 719 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 164 + 719 + 138}{*1425} = 0.646$$

LOS = B

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:26:23 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

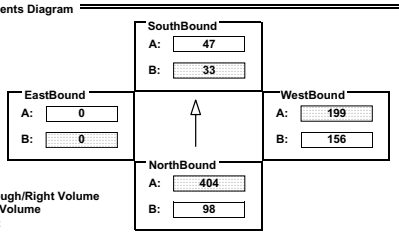
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	98	686	121	33	70	24	156	222	176	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	686	121	33	70	24	156	222	176	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{404 + 33 + 199 + 0}{1375} = 0.463 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

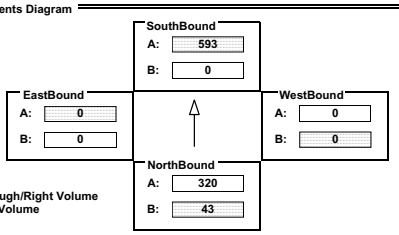
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	961	0	0	1777	3	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	961	0	0	1777	3	0	0	0	0	0	0
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{43 + 593 + 0 + 0}{*1425} = 0.376 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

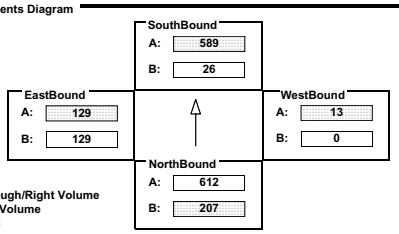
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	207	1805	32	26	1545	221	0	0	13	255	3	153
AMBIENT												
RELATED												
PROJECT												
TOTAL	207	1805	32	26	1545	221	0	0	13	255	3	153
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{207 + 589 + 13 + 129}{*1375} = 0.612 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

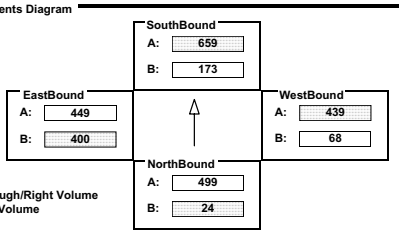
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	998	80	173	1123	194	68	708	170	400	883	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	998	80	173	1123	194	68	708	170	400	883	15
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{24 + 659 + 439 + 400}{*1500} = 0.945 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

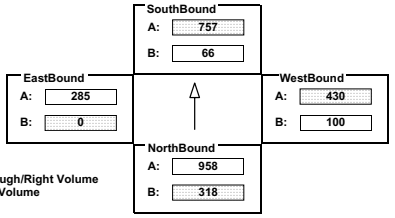
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	578	2833	41	120	2211	61	100	1291	156	0	740	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	578	2833	41	120	2211	61	100	1291	156	0	740	115
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{318 + 757 + 430 + 0}{*1375} = 1.025 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

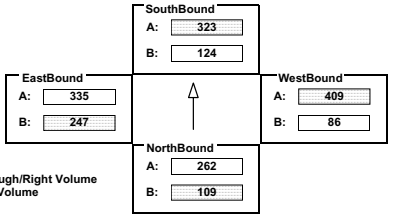
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	1007	40	124	968	67	86	1148	79	247	772	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	1007	40	124	968	67	86	1148	79	247	772	233
LANE	2	0	3	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{109 + 323 + 409 + 247}{1375} = 0.791 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

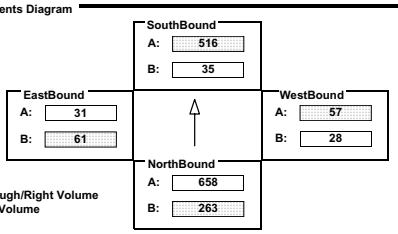
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	478	1973	30	35	1488	60	28	33	25	61	31	557
AMBIENT												
RELATED												
PROJECT												
TOTAL	478	1973	30	35	1488	60	28	33	25	61	31	557
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{263 + 516 + 57 + 61}{*1425} = 0.559 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

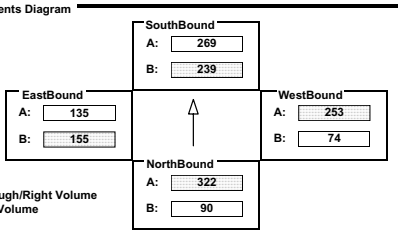
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	164	965	333	239	807	282	74	596	163	155	376	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	164	965	333	239	807	282	74	596	163	155	376	28
LANE	2	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{322 + 239 + 253 + 155}{*1375} = 0.635 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2748	52	0	2413	1118	0	0	0	773	149	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2748	52	0	2413	1118	0	0	0	773	149	0
LANE	0	0	2	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	3	0	0	0	1	0	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	OLA	<none>	<none>	Split	Auto

Critical Movements Diagram

SouthBound A: 883 B: 0

EastBound A: 149 B: 286

WestBound A: 0 B: 0

NorthBound A: 933 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{933 + 0 + 0 + 286}{*1500} = 0.743$$

LOS = C

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1908	196	641	1598	0	457	0	648	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1908	196	641	1598	0	457	0	648	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 533 B: 352

EastBound A: 0 B: 0

WestBound A: 4 B: 251

NorthBound A: 701 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{701 + 352 + 251 + 0}{*1425} = 0.845$$

LOS = D

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	1949	277	304	1878	52	299	27	347	86	61	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	1949	277	304	1878	52	299	27	347	86	61	141
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	1	1	0	0	1	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram

SouthBound A: 483 B: 167

EastBound A: 117 B: 86

WestBound A: 180 B: 163

NorthBound A: 650 B: 48

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{650 + 167 + 180 + 117}{*1375} = 0.740$$

LOS = C

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	33	1989	212	111	1365	222	141	545	99	0	1008	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	33	1989	212	111	1365	222	141	545	99	0	1008	102
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 529 B: 111

EastBound A: 555 B: 0

WestBound A: 322 B: 78

NorthBound A: 663 B: 33

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{663 + 111 + 78 + 555}{*1375} = 0.953$$

LOS = E

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

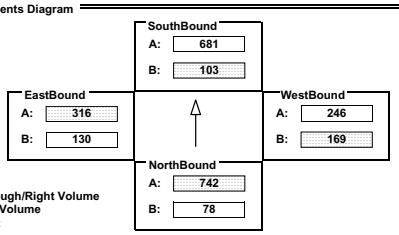
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	141	1386	98	187	1306	56	306	492	264	236	947	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1386	98	187	1306	56	306	492	264	236	947	214
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{742 + 103 + 169 + 316}{*1375} = 0.897 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

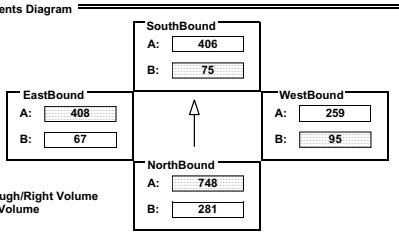
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	511	1954	291	136	1129	90	172	517	128	123	815	607
AMBIENT												
RELATED												
PROJECT												
TOTAL	511	1954	291	136	1129	90	172	517	128	123	815	607
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{748 + 75 + 95 + 408}{*1375} = 0.894 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

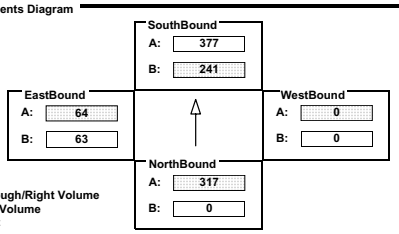
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	480	317	439	1132	0	0	0	0	63	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	480	317	439	1132	0	0	0	0	63	0	65
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{317 + 241 + 0 + 64}{*1425} = 0.366 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

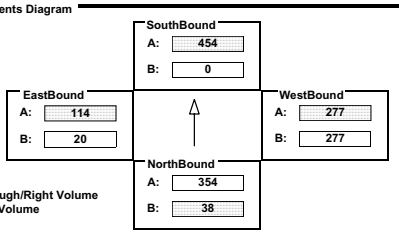
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	986	75	0	1342	20	407	5	418	20	0	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	986	75	0	1342	20	407	5	418	20	0	95
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{38 + 454 + 277 + 114}{*1425} = 0.550 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

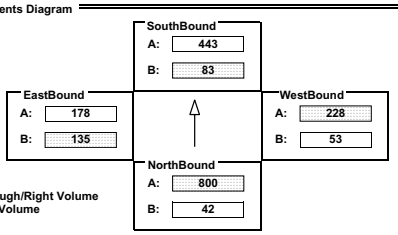
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	2339	59	83	1328	104	53	120	228	135	178	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	2339	59	83	1328	104	53	120	228	135	178	114
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	0	1	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{800 + 83 + 228 + 135}{*1500} = 0.761 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

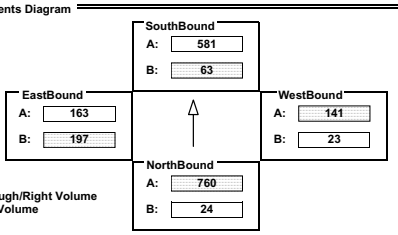
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	2279	10	63	1690	52	23	120	141	197	163	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	2279	10	63	1690	52	23	120	141	197	163	75
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{760 + 63 + 141 + 197}{*1500} = 0.704 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

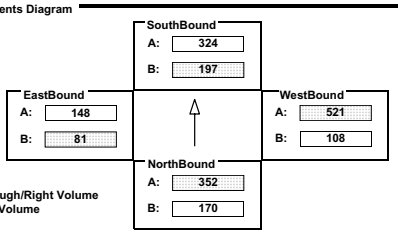
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	170	1057	56	197	809	164	108	521	251	81	248	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	1057	56	197	809	164	108	521	251	81	248	47
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{352 + 197 + 521 + 81}{*1500} = 0.697 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

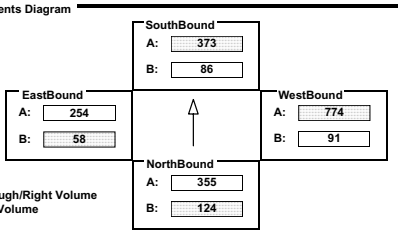
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	124	355	95	86	279	94	91	683	94	58	193	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	124	355	95	86	279	94	91	683	94	58	193	61
LANE	1	0	0	0	1	1	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{124 + 373 + 774 + 58}{*1500} = 0.816 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

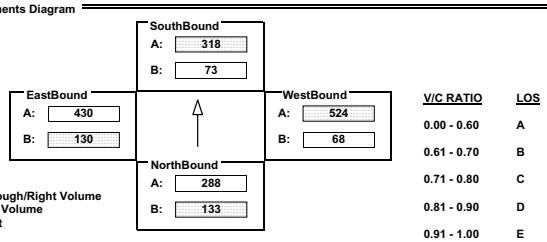
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	133	240	48	73	245	149	68	945	104	130	711	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	240	48	73	245	149	68	945	104	130	711	150
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{133 + 318 + 524 + 130}{1500} = 0.737 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

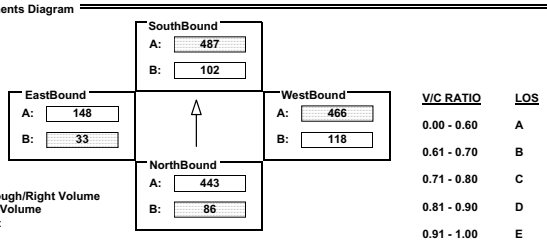
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	86	244	199	102	404	83	118	1301	97	33	430	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	244	199	102	404	83	118	1301	97	33	430	15
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	2	0	1	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{86 + 487 + 466 + 33}{1500} = 0.715 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

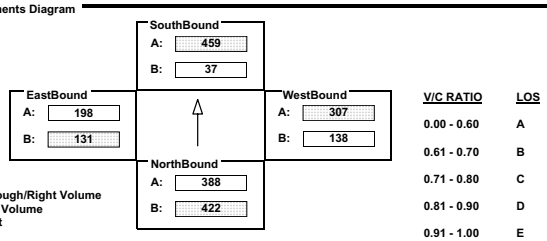
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	422	388	109	37	380	79	138	846	76	131	418	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	422	388	109	37	380	79	138	846	76	131	418	176
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{422 + 459 + 307 + 131}{1500} = 0.879 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

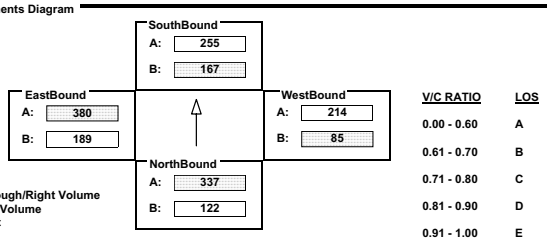
AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	122	984	27	167	765	52	85	413	214	189	380	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	984	27	167	765	52	85	413	214	189	380	143
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	1	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{337 + 167 + 85 + 380}{*1425} = 0.610 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITAM24

CalcaDB

November 30, 2004 ,Tuesday 10:27:10 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: AM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	571	1400	0	0	1237	446	0	0	0	179	0	269
AMBIENT												
RELATED												
PROJECT												
TOTAL	571	1400	0	0	1237	446	0	0	0	179	0	269
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	1	0	0
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		Split		Auto	
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	

Critical Movements Diagram

SouthBound A: 561 B: 0

EastBound A: 269 B: 179

WestBound A: 0 B: 0

NorthBound A: 467 B: 571

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{571 + 561 + 0 + 269}{1425} = 0.983$$

LOS = E

Developed by Chun Wong, 12/94

2015 ALTERNATIVE D MITIGATED (With Alternative Mitigation Plan)

PM PEAK HOUR

MITPM61

CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	807	198	117	562	22	424	610	275	80	508	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	807	198	117	562	22	424	610	275	80	508	165
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	4	0	1	0	2	0	0	1	0
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	

Critical Movements Diagram

SouthBound A: 187 B: 117

EastBound A: 254 B: 80

WestBound A: 443 B: 424

NorthBound A: 403 B: 67

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{403 + 117 + 424 + 254}{*1500} = 0.729$$

LOS = C

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	965	0	265	0	924	753	443	1026	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	965	0	265	0	924	753	443	1026	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	1	0	2	0	4	0	0	0	0
SIGNAL	<none>		<none>		Split		Auto		Prot-Var		OLA		Prot-Var		Auto	
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	

Critical Movements Diagram

SouthBound A: 24 B: 357

EastBound A: 257 B: 243

WestBound A: 396 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 357 + 396 + 243}{*1375} = 0.654$$

LOS = B

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

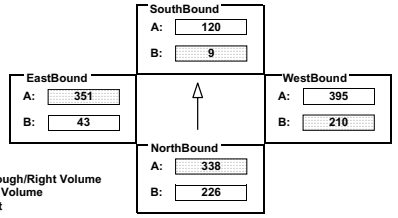
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	226	177	609	9	154	47	382	787	2	43	937	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	177	609	9	154	47	382	787	2	43	937	115
LANE	0	1	0	0	1	1	0	0	1	0	0	2	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{338 + 9 + 210 + 351}{*1375} = 0.590 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

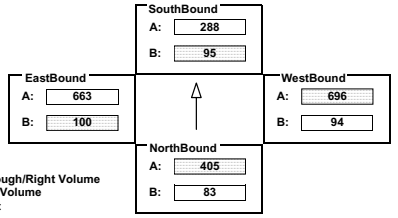
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	768	43	95	506	70	94	1391	140	100	1326	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	768	43	95	506	70	94	1391	140	100	1326	63
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{405 + 95 + 696 + 100}{*1500} = 0.794 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

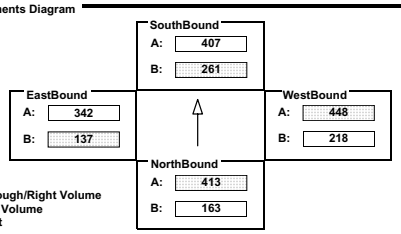
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	163	629	413	261	706	108	397	895	220	137	859	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	629	413	261	706	108	397	895	220	137	859	167
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	2	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{413 + 261 + 448 + 137}{*1375} = 0.846 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

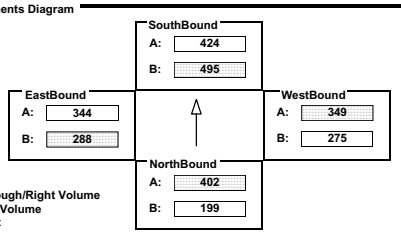
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	199	803	194	495	582	265	275	1046	296	288	1033	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	803	194	495	582	265	275	1046	296	288	1033	235
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{402 + 495 + 349 + 288}{*1500} = 0.953 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

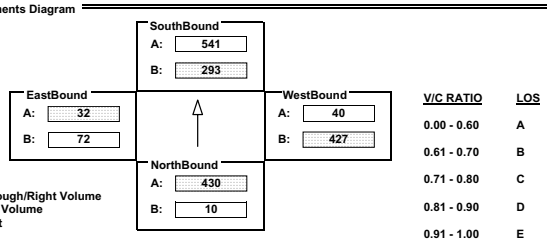
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	10	1073	218	293	1521	101	427	11	40	72	22	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	1073	218	293	1521	101	427	11	40	72	22	10
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{430 + 293 + 427 + 32}{*1500} = 0.718$$

LOS = C

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

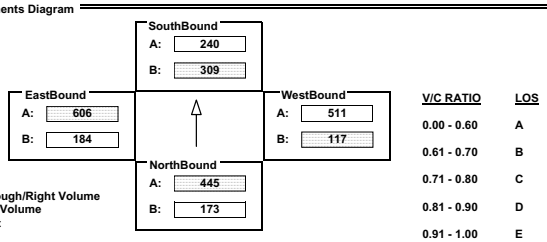
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	314	669	503	562	512	209	212	2044	345	184	1905	517
AMBIENT												
RELATED												
PROJECT												
TOTAL	314	669	503	562	512	209	212	2044	345	184	1905	517
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	0	2	0	4	0	0	1	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{445 + 309 + 117 + 606}{*1375} = 1.004$$

LOS = F

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

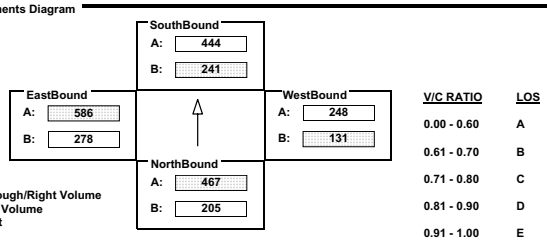
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	205	1164	237	241	1333	229	239	669	74	278	1944	400
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1164	237	241	1333	229	239	669	74	278	1944	400
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{467 + 241 + 131 + 586}{*1375} = 0.966$$

LOS = E

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

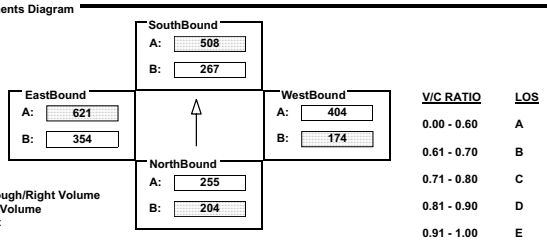
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	370	765	273	485	1015	449	317	1212	9	643	1302	562
AMBIENT												
RELATED												
PROJECT												
TOTAL	370	765	273	485	1015	449	317	1212	9	643	1302	562
LANE	2	0	3	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{204 + 508 + 174 + 621}{*1375} = 1.026$$

LOS = F

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

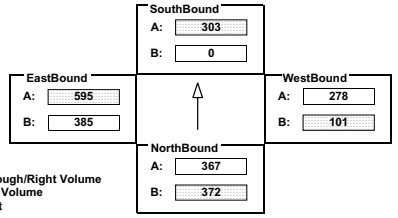
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	372	570	164	0	606	302	101	828	7	385	1298	487
AMBIENT												
RELATED												
PROJECT												
TOTAL	372	570	164	0	606	302	101	828	7	385	1298	487
LANE	1	0	1	0	1	0	0	0	2	0	0	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{372 + 303 + 101 + 595}{*1375} = 0.927 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

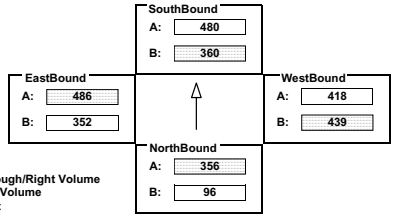
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	175	1069	566	654	1918	444	798	1477	194	641	1802	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	175	1069	566	654	1918	444	798	1477	194	641	1802	142
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{356 + 360 + 439 + 486}{*1375} = 1.123 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

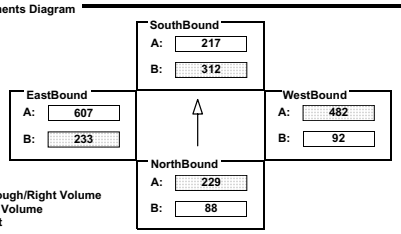
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	688	202	566	200	450	167	1446	495	423	1822	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	688	202	566	200	450	167	1446	495	423	1822	16
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{229 + 312 + 482 + 233}{*1375} = 0.843 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

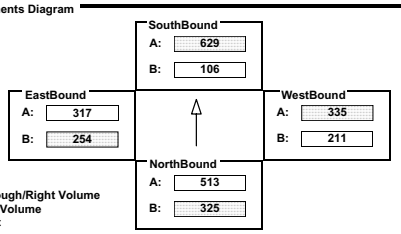
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	591	1539	257	194	1887	188	383	671	188	254	952	861
AMBIENT												
RELATED												
PROJECT												
TOTAL	591	1539	257	194	1887	188	383	671	188	254	952	861
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	1	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{325 + 629 + 335 + 254}{*1375} = 1.052 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	510	279	814	184	1019	412	74	1353	185	541	1532	1147
AMBIENT												
RELATED												
PROJECT												
TOTAL	510	279	814	184	1019	412	74	1353	185	541	1532	1147
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	0	0	2	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA	

Critical Movements Diagram

SouthBound A: 340 B: 184

EastBound A: 511 B: 541

WestBound A: 385 B: 74

NorthBound A: 374 B: 510

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{510 + 340 + 385 + 541}{*1375} = 1.222$$ LOS = F

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3594	0	0	2926	37	1100	28	197	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3594	0	0	2926	37	1100	28	197	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 731 B: 0

EastBound A: 0 B: 0

WestBound A: 376 B: 376

NorthBound A: 899 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{899 + 0 + 376 + 0}{*1500} = 0.780$$ LOS = C

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1049	530	24	1169	0	1341	0	7	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1049	530	24	1169	0	1341	0	7	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 656 B: 24

EastBound A: 0 B: 0

WestBound A: 7 B: 738

NorthBound A: 525 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 656 + 738 + 0}{*1500} = 0.859$$ LOS = D

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	21	607	52	6	1	967	158	59	2	136	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	21	607	52	6	1	967	158	59	2	136	5
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	0	2	1	0	0	1	0	0	1	0	0	1	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 60 B: 52

EastBound A: 72 B: 2

WestBound A: 217 B: 358

NorthBound A: 314 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{314 + 60 + 358 + 72}{*1375} = 0.515$$ LOS = A

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

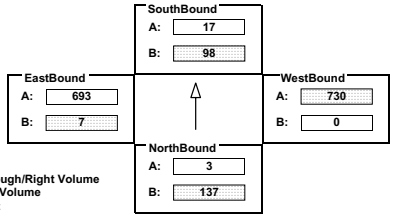
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	249	7	934	178	0	20	0	2096	94	7	1386	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	249	7	934	178	0	20	0	2096	94	7	1386	0
LANE	2	0	2	0	0	2	0	1	0	0	1	1	0	0	2	0	1	0	0	1	0	2	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	Split	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{137 + 98 + 730 + 7}{*1375} = 0.637 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

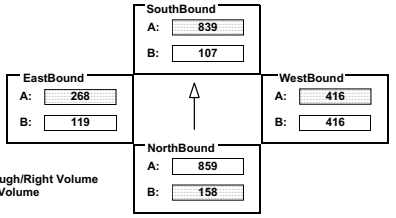
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	288	2577	37	194	3358	96	792	456	290	119	536	343
AMBIENT												
RELATED												
PROJECT												
TOTAL	288	2577	37	194	3358	96	792	456	290	119	536	343
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{158 + 839 + 416 + 268}{*1375} = 1.153 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

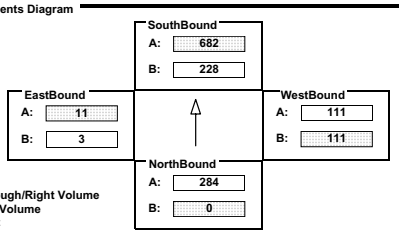
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	439	128	228	1360	5	201	8	124	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	439	128	228	1360	5	201	8	124	3	8	0
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 682 + 111 + 11}{*1500} = 0.466 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

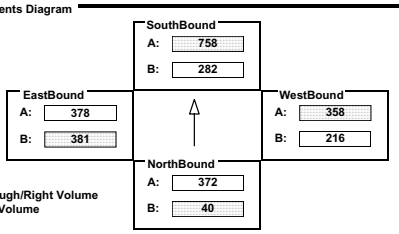
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	655	88	512	1048	468	216	624	91	381	727	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	655	88	512	1048	468	216	624	91	381	727	30
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{40 + 758 + 358 + 381}{*1375} = 1.048 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

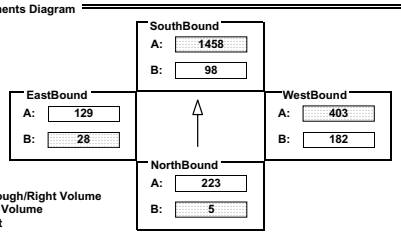
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	301	144	98	960	498	182	80	452	28	112	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	301	144	98	960	498	182	80	452	28	112	16
LANE	1	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	1	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (5 + 1458 + 403 + 28) / 1425 = 1.329 LOS = F

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

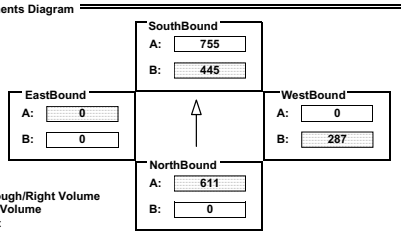
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2442	778	809	2265	0	775	0	147	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2442	778	809	2265	0	775	0	147	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: <none>		Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (611 + 445 + 287 + 0) / *1425 = 0.872 LOS = D

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

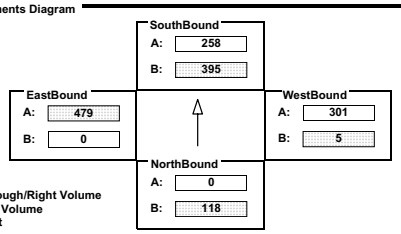
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	215	0	3	1068	0	469	5	904	835	0	1437	448
AMBIENT												
RELATED												
PROJECT												
TOTAL	215	0	3	1068	0	469	5	904	835	0	1437	448
LANE	2	0	0	0	0	2	0	3	0	0	0	0	2	0	1	0	3	0	0	2	0	0	0	3	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: OLA		Phasing: Prot-Fix	RTOR: OLA		Phasing: Perm	RTOR: OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (118 + 395 + 5 + 479) / *1375 = 0.655 LOS = B

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

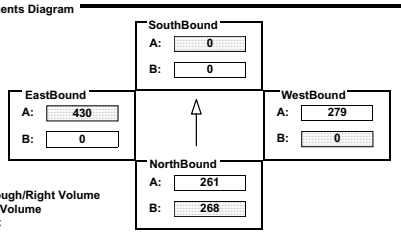
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	487	0	261	0	0	0	0	836	0	0	1291	400
AMBIENT												
RELATED												
PROJECT												
TOTAL	487	0	261	0	0	0	0	836	0	0	1291	400
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Free		Phasing: Perm	RTOR: Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (268 + 0 + 0 + 430) / *1500 = 0.395 LOS = A

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST | W/E: IMPERIAL HWY | I/S No: 47

AM/PM: PM | Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	596	0	672	0	0	0	937	1158	0	0	933	578
AMBIENT												
RELATED												
PROJECT												
TOTAL	596	0	672	0	0	0	937	1158	0	0	933	578
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Free	<none>	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 467 B: 0

WestBound A: 579 B: 515

NorthBound A: 0 B: 328

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{328 + 0 + 515 + 467}{*1425} = 0.849$$

LOS = D

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST | W/E: IMPERIAL HWY | I/S No: 48

AM/PM: PM | Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	125	228	146	550	1600	0	0	1323	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	125	228	146	550	1600	0	0	1323	146
LANE	0	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	2	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 125 B: 125

EastBound A: 490 B: 0

WestBound A: 533 B: 303

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 125 + 303 + 490}{*1425} = 0.574$$

LOS = A

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR | W/E: IMPERIAL HWY | I/S No: 49

AM/PM: PM | Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	1221	0	457	0	965	1069	244	670	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1221	0	457	0	965	1069	244	670	0
LANE	0	0	0	1	0	0	2	1	0	0	0	1	0	1	0	2	0	0	2	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 407 B: 407

EastBound A: 335 B: 134

WestBound A: 482 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 407 + 482 + 134}{*1375} = 0.674$$

LOS = B

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD | W/E: IMPERIAL HWY | I/S No: 50

AM/PM: PM | Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	185	2049	1081	370	2719	133	232	533	426	323	387	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	2049	1081	370	2719	133	232	533	426	323	387	180
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 713 B: 204

EastBound A: 129 B: 178

WestBound A: 223 B: 128

NorthBound A: 954 B: 185

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{954 + 204 + 223 + 178}{*1375} = 1.064$$

LOS = F

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	304	285	471	1001	0	731	0	471	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	304	285	471	1001	0	731	0	471	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 501 B: 471

EastBound A: 0 B: 0

WestBound A: 366 B: 366

NorthBound A: 152 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{152 + 471 + 366 + 0}{*1425} = 0.624 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	322	304	496	337	203	266	186	1156	246	256	1548	905
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	304	496	337	203	266	186	1156	246	256	1548	905
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 156 B: 185

EastBound A: 516 B: 141

WestBound A: 385 B: 102

NorthBound A: 267 B: 177

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{267 + 185 + 102 + 516}{*1375} = 0.708 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	152	2	233	0	0	0	390	1096	164	354	1584	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	152	2	233	0	0	0	390	1096	164	354	1584	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 528 B: 354

WestBound A: 548 B: 0

NorthBound A: 236 B: 152

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{236 + 0 + 548 + 354}{1200*} = 0.878 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	149	0	233	390	1185	0	354	1441	322
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	149	0	233	390	1185	0	354	1441	322
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 127 B: 127

EastBound A: 480 B: 0

WestBound A: 593 B: 214

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 127 + 214 + 480}{1200*} = 0.614 \qquad LOS = B$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

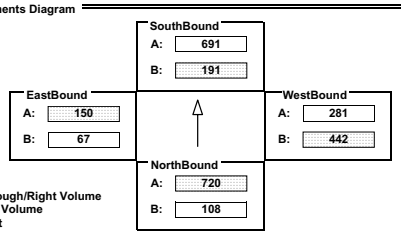
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	108	2879	1036	348	2086	678	804	562	493	67	385	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	2879	1036	348	2086	678	804	562	493	67	385	66
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{720 + 191 + 442 + 150}{*1375} = 1.023 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

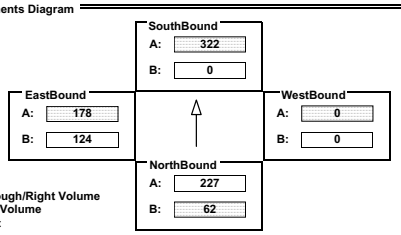
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	113	681	0	0	286	446	0	0	0	226	0	380
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	681	0	0	286	446	0	0	0	226	0	380
LANE	2	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{62 + 322 + 0 + 178}{*1425} = 0.324 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

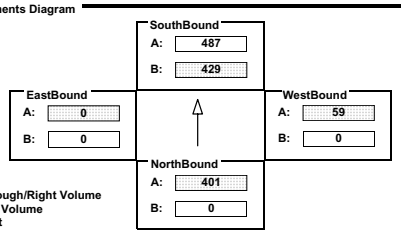
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1101	103	780	1460	0	0	0	499	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1101	103	780	1460	0	0	0	499	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{401 + 429 + 59 + 0}{*1425} = 0.554 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

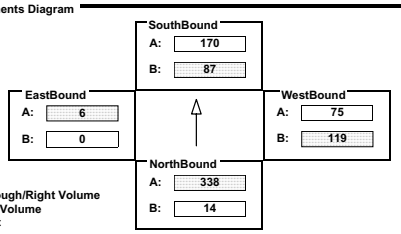
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	676	103	157	509	0	216	0	118	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	676	103	157	509	0	216	0	118	0	1	5
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{338 + 87 + 119 + 6}{*1425} = 0.316 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	408	499	484	205	770	527	0	270	526	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	408	499	484	205	770	527	0	270	526	0	0
LANE	0	0	3	0	0	1	0	2	0	3	0	0	0	1	0	3	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	OLA	Prot-Fix	Free	Split	Auto	Split	Free				

Critical Movements Diagram

SouthBound A: 68 B: 266

EastBound A: 0 B: 195

WestBound A: 16 B: 290

NorthBound A: 209 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{209 + 266 + 290 + 195}{*1375} = 0.628 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	495	93	296	868	128	251	1029	134	49	1011	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	495	93	296	868	128	251	1029	134	49	1011	106
LANE	1	0	1	0	1	0	0	2	0	1	0	0	1	0	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Fix	Auto	Prot-Fix	Auto				

Critical Movements Diagram

SouthBound A: 498 B: 163

EastBound A: 372 B: 49

WestBound A: 388 B: 138

NorthBound A: 294 B: 42

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{42 + 498 + 138 + 372}{1375} = 0.764 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	261	3	380	0	0	0	439	1245	143	473	1861	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	261	3	380	0	0	0	439	1245	143	473	1861	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>				

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 620 B: 260

WestBound A: 463 B: 0

NorthBound A: 380 B: 261

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{380 + 0 + 463 + 260}{*1425} = 0.704 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	314	0	431	439	1434	0	473	1529	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	314	0	431	439	1434	0	473	1529	317
LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto				

Critical Movements Diagram

SouthBound A: 373 B: 314

EastBound A: 615 B: 0

WestBound A: 478 B: 241

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 373 + 241 + 615}{*1425} = 0.792 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	1889	1	20	2545	30	5	0	3	345	1	170
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1889	1	20	2545	30	5	0	3	345	1	170
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	1	0	0	1	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram

SouthBound A: 858 B: 20

EastBound A: 173 B: 173

WestBound A: 8 B: 5

NorthBound A: 473 B: 2

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{2 + 858 + 8 + 173}{*1375} = 0.687 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	746	239	40	530	163	252	927	51	244	977	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	746	239	40	530	163	252	927	51	244	977	45
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram

SouthBound A: 265 B: 40

EastBound A: 341 B: 244

WestBound A: 464 B: 252

NorthBound A: 373 B: 42

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{373 + 40 + 464 + 244}{*1375} = 0.745 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	137	1408	231	118	1352	140	362	700	199	139	779	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	1408	231	118	1352	140	362	700	199	139	779	57
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto				

Critical Movements Diagram

SouthBound A: 451 B: 118

EastBound A: 279 B: 139

WestBound A: 350 B: 362

NorthBound A: 469 B: 137

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{137 + 451 + 362 + 279}{*1425} = 0.792 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	3469	29	381	3131	440	41	63	383	309	58	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	3469	29	381	3131	440	41	63	383	309	58	21
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto				

Critical Movements Diagram

SouthBound A: 1190 B: 381

EastBound A: 78 B: 170

WestBound A: 63 B: 41

NorthBound A: 875 B: 25

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{875 + 381 + 63 + 170}{*1375} = 1.013 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	2955	184	288	2732	141	375	417	516	244	820	196
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	2955	184	288	2732	141	375	417	516	244	820	196
LANE	1	0	4	0	0	1	0	1	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 911 B: 288

EastBound A: 339 B: 134

WestBound A: 228 B: 206

NorthBound A: 739 B: 46

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (739 + 288 + 206 + 339) / *1375 = 1.073 LOS = F

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1689	0	0	2601	1507	0	2357	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1689	0	0	2601	1507	0	2357	0
LANE	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Perm	Free	Perm	<none>

Critical Movements Diagram

SouthBound A: 422 B: 0

EastBound A: 589 B: 0

WestBound A: 650 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 422 + 650 + 0) / *1500 = 0.645 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3897	1028	220	3075	0	1045	0	120	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3897	1028	220	3075	0	1045	0	120	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 769 B: 121

EastBound A: 0 B: 0

WestBound A: 0 B: 387

NorthBound A: 974 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (974 + 121 + 387 + 0) / *1425 = 0.970 LOS = E

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	322	256	441	504	32	174	83	237	20	83	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	322	256	441	504	32	174	83	237	20	83	43
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto

Critical Movements Diagram

SouthBound A: 268 B: 441

EastBound A: 63 B: 20

WestBound A: 83 B: 174

NorthBound A: 169 B: 18

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (169 + 441 + 174 + 63) / *1375 = 0.546 LOS = A

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

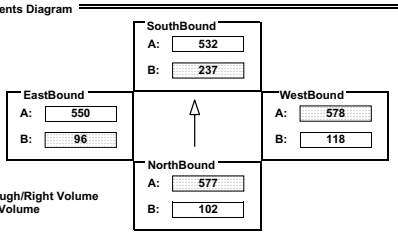
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	102	1732	94	237	1596	299	118	1155	379	174	1101	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	1732	94	237	1596	299	118	1155	379	174	1101	137
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{577 + 237 + 578 + 96}{*1375} = 1.012 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

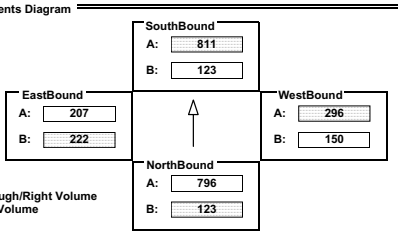
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	3183	69	223	3068	176	150	296	155	222	151	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	3183	69	223	3068	176	150	296	155	222	151	56
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{123 + 811 + 296 + 222}{*1375} = 0.986 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

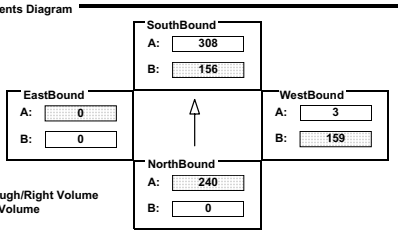
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	480	286	156	615	0	362	0	275	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	480	286	156	615	0	362	0	275	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{240 + 156 + 159 + 0}{*1425} = 0.319 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITPM61

CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

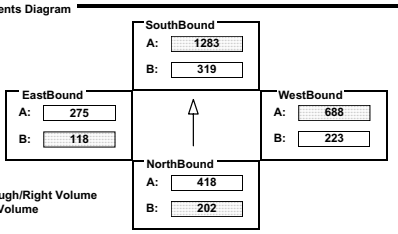
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	367	1673	466	580	3850	171	406	854	688	215	819	275
AMBIENT												
RELATED												
PROJECT												
TOTAL	367	1673	466	580	3850	171	406	854	688	215	819	275
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR								
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	<none>	Prot-Var	<none>								

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{202 + 1283 + 688 + 118}{*1375} = 1.596 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

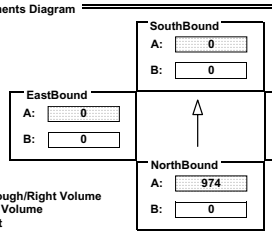
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2922	0	0	0	0	0	0	1894	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2922	0	0	0	0	0	0	1894	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<none>		<none>		<none>		Perm		<none>		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{974 + 0 + 701 + 0}{*1500} = 1.047 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

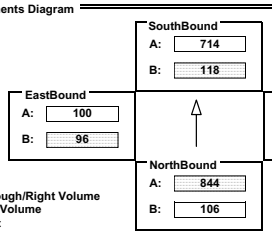
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	106	2504	28	118	1872	271	73	83	70	175	100	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	106	2504	28	118	1872	271	73	83	70	175	100	62
LANE	1	0	2	0	1	0	0	1	0	0	1	0	0	1	0	1	0	1	0	2	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{844 + 118 + 83 + 96}{*1425} = 0.731 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

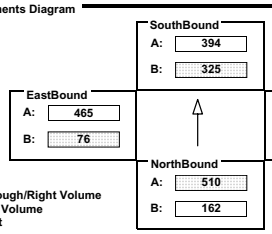
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	1530	69	325	1183	192	117	912	276	76	886	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	1530	69	325	1183	192	117	912	276	76	886	45
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{510 + 325 + 594 + 76}{*1500} = 0.933 \qquad LOS = E$$

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

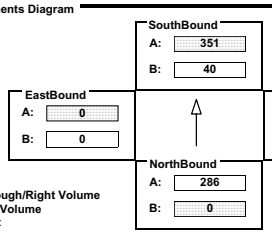
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	859	145	40	1052	0	560	0	340	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	859	145	40	1052	0	560	0	340	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 351 + 340 + 0}{*1500} = 0.391 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	494	0	201	1	0	24	0	942	18	0	1377	1769
AMBIENT												
RELATED												
PROJECT												
TOTAL	494	0	201	1	0	24	0	942	18	0	1377	1769
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	Auto	<none>	Auto	Perm	Free

Critical Movements Diagram

SouthBound A: 25 B: 1

EastBound A: 689 B: 0

WestBound A: 314 B: 0

NorthBound A: 201 B: 272

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{272 + 25 + 314 + 689}{1500} = 0.657$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	936	0	356	0	731	183	159	1387	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	936	0	356	0	731	183	159	1387	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	Auto	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 116 B: 515

EastBound A: 462 B: 159

WestBound A: 305 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 515 + 305 + 159}{*1425} = 0.617$$

LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:30:43 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	63	239	98	278	580	60	77	116	68	24	193	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	239	98	278	580	60	77	116	68	24	193	81
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 320 B: 278

EastBound A: 137 B: 24

WestBound A: 92 B: 77

NorthBound A: 169 B: 63

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{169 + 278 + 77 + 137}{1375} = 0.481$$

LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1104	0	0	1258	0	0	0	0	3	0	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1104	0	0	1258	0	0	0	0	3	0	8
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram

SouthBound A: 419 B: 0

EastBound A: 8 B: 3

WestBound A: 0 B: 0

NorthBound A: 368 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 419 + 0 + 8}{*1425} = 0.230$$

LOS = A

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

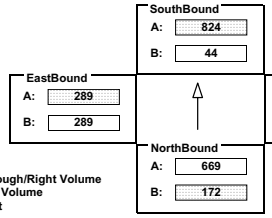
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	172	1993	13	44	1923	550	2	2	27	577	1	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	1993	13	44	1923	550	2	2	27	577	1	151
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 0 0 1 0 0			1 1 0 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{172 + 824 + 29 + 289}{*1375} = 0.886 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

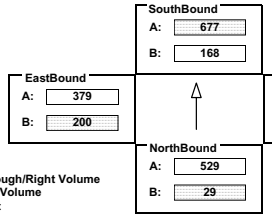
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	1057	95	168	1091	263	100	918	195	200	713	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	1057	95	168	1091	263	100	918	195	200	713	44
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{29 + 677 + 557 + 200}{*1500} = 0.905 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

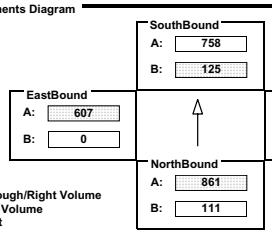
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	201	2473	109	228	2131	144	120	1047	201	0	1595	226
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	2473	109	228	2131	144	120	1047	201	0	1595	226
LANE	2 0 2 0 1 0 0			2 0 2 0 1 0 0			1 0 3 0 0 1 0			0 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{861 + 125 + 120 + 607}{*1375} = 1.176 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

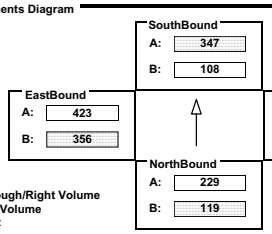
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	217	898	18	108	1041	134	70	930	83	356	1090	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	898	18	108	1041	134	70	930	83	356	1090	179
LANE	2 0 3 0 1 0 0			1 0 3 0 0 1 0			1 0 2 0 1 0 0			1 0 2 0 1 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{119 + 347 + 338 + 356}{1375} = 0.844 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

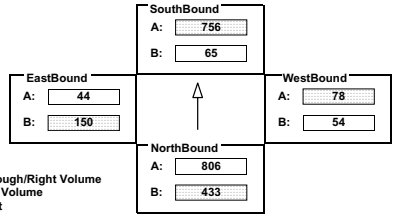
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	787	2417	73	65	2117	150	54	43	35	150	44	855
AMBIENT												
RELATED												
PROJECT												
TOTAL	787	2417	73	65	2117	150	54	43	35	150	44	855
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{433 + 756 + 78 + 150}{*1425} = 0.924 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

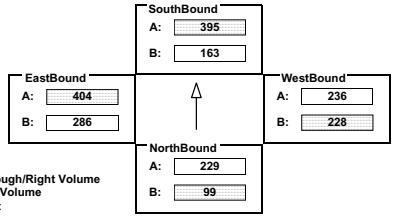
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	179	432	343	163	1185	221	228	542	165	286	986	225
AMBIENT												
RELATED												
PROJECT												
TOTAL	179	432	343	163	1185	221	228	542	165	286	986	225
LANE	2	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{99 + 395 + 228 + 404}{*1375} = 0.749 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

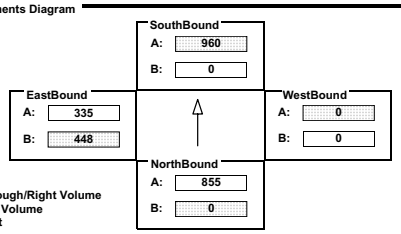
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2395	170	0	2373	1469	0	0	0	1212	335	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2395	170	0	2373	1469	0	0	0	1212	335	0
LANE	0	0	2	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	3	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 960 + 0 + 448}{*1500} = 0.869 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

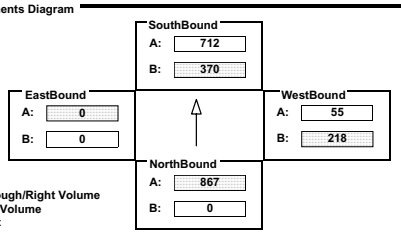
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2361	240	672	2135	0	397	0	772	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2361	240	672	2135	0	397	0	772	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{867 + 370 + 218 + 0}{*1425} = 0.951 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	196	2484	379	254	2307	95	496	95	430	66	82	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	196	2484	379	254	2307	95	496	95	430	66	82	116
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	OLA	Split	Auto

Critical Movements Diagram

SouthBound A: 601 B: 140

EastBound A: 82 B: 66

WestBound A: 296 B: 296

NorthBound A: 828 B: 108

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{828 + 140 + 296 + 82}{*1375} = 0.909 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	165	2114	259	197	1787	157	256	614	72	0	717	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	165	2114	259	197	1787	157	256	614	72	0	717	67
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 648 B: 197

EastBound A: 392 B: 0

WestBound A: 343 B: 141

NorthBound A: 705 B: 165

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{705 + 197 + 141 + 392}{*1375} = 0.974 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	303	1630	147	248	1618	96	302	817	242	142	885	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	303	1630	147	248	1618	96	302	817	242	142	885	131
LANE	2	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 857 B: 136

EastBound A: 295 B: 78

WestBound A: 409 B: 166

NorthBound A: 888 B: 167

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{167 + 857 + 409 + 78}{*1375} = 1.029 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	671	1943	224	290	1849	194	351	847	200	191	884	731
AMBIENT												
RELATED												
PROJECT												
TOTAL	671	1943	224	290	1849	194	351	847	200	191	884	731
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	0	1	0	2	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 681 B: 160

EastBound A: 442 B: 105

WestBound A: 424 B: 193

NorthBound A: 722 B: 369

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{369 + 681 + 193 + 442}{*1375} = 1.155 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

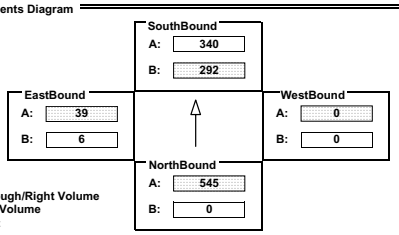
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1113	523	531	1020	0	0	0	0	6	0	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1113	523	531	1020	0	0	0	0	6	0	71
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	<none>	<none>	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{545 + 292 + 0 + 39}{*1425} = 0.545 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

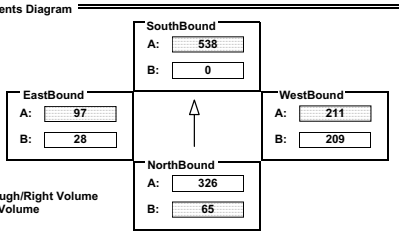
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	978	0	0	1584	30	209	36	385	28	0	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	978	0	0	1584	30	209	36	385	28	0	70
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{65 + 538 + 211 + 97}{*1425} = 0.569 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

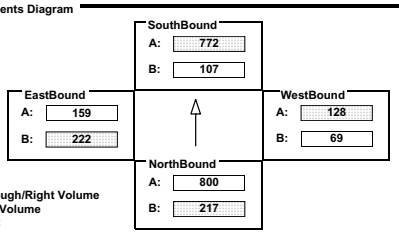
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	217	2337	64	107	2317	242	69	160	96	222	159	124
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	2337	64	107	2317	242	69	160	96	222	159	124
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{217 + 772 + 128 + 222}{*1500} = 0.823 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

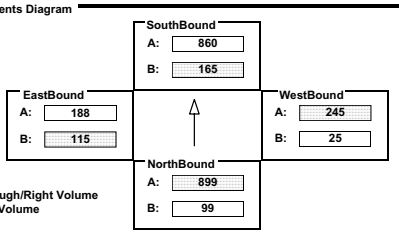
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	99	2697	44	165	2475	105	25	245	141	115	188	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	2697	44	165	2475	105	25	245	141	115	188	73
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{899 + 165 + 245 + 115}{*1500} = 0.879 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITPM24

CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

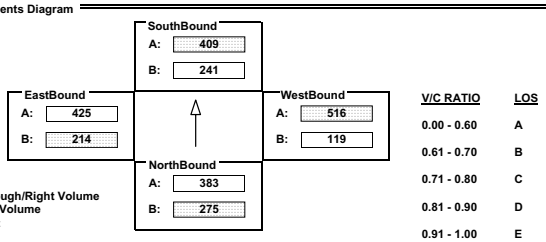
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	275	1150	124	241	1060	167	119	516	156	214	694	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	275	1150	124	241	1060	167	119	516	156	214	694	155
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{275 + 409 + 516 + 214}{*1500} = 0.873 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITPM24

CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

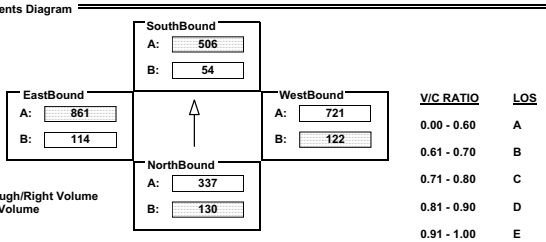
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	130	337	183	54	296	210	122	599	120	114	738	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	337	183	54	296	210	122	599	120	114	738	123
LANE	1	0	0	0	1	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{130 + 506 + 122 + 861}{*1500} = 1.009 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

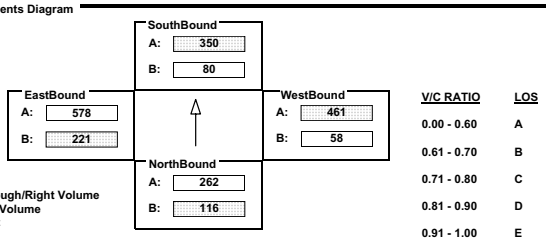
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	216	46	80	271	185	58	833	89	221	984	171
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	216	46	80	271	185	58	833	89	221	984	171
LANE	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{116 + 350 + 461 + 221}{1500} = 0.765 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

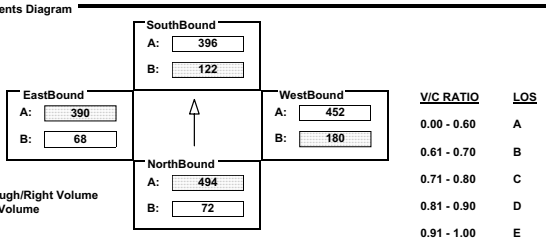
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	72	287	208	122	346	49	180	1219	137	68	1122	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	287	208	122	346	49	180	1219	137	68	1122	48
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{494 + 122 + 180 + 390}{1500} = 0.791 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

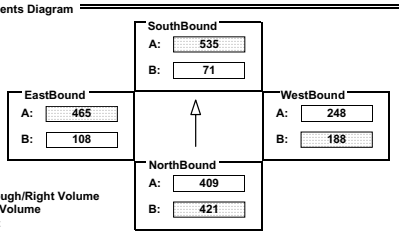
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	421	409	235	71	471	65	188	694	50	108	1103	291
AMBIENT												
RELATED												
PROJECT												
TOTAL	421	409	235	71	471	65	188	694	50	108	1103	291
LANE	1	0	1	0	0	1	0	1	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{421 + 535 + 188 + 465}{1500} = 1.073 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

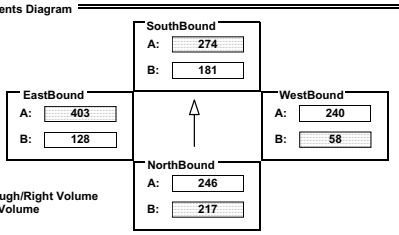
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	217	677	60	181	822	81	58	480	132	128	403	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	677	60	181	822	81	58	480	132	128	403	155
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Prot-Fix		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{217 + 274 + 58 + 403}{*1425} = 0.598 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:32:08 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

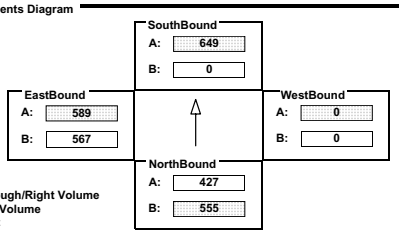
AM/PM: PM Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	555	1282	0	0	1606	342	0	0	0	567	0	589
AMBIENT												
RELATED												
PROJECT												
TOTAL	555	1282	0	0	1606	342	0	0	0	567	0	589
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{555 + 649 + 0 + 589}{1425} = 1.258 \qquad LOS = F$$

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2015 ALTERNATIVE D MITIGATED (With Alternative Mitigation Plan)

AIRPORT PEAK HOUR

MITOP61

CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

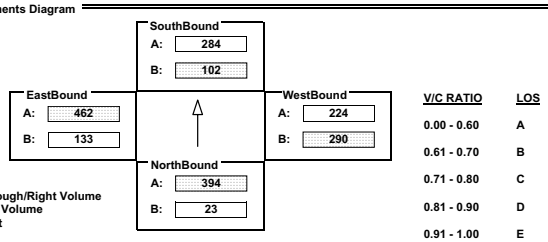
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	23	656	394	102	851	39	290	280	169	133	925	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	656	394	102	851	39	290	280	169	133	925	191
LANE	1	0	2	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (394 + 102 + 290 + 462) / *1500 = 0.762 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

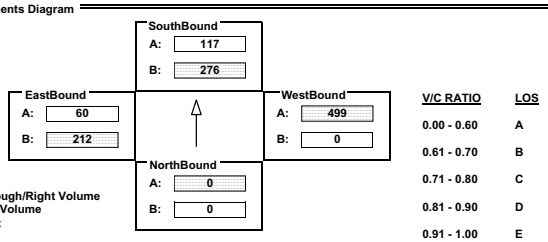
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	746	0	406	0	476	775	385	240	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	746	0	406	0	476	775	385	240	0
LANE	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	4	0	0	1	0	2	0	4	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Prot-Var		OLA		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (0 + 276 + 499 + 212) / *1375 = 0.648 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

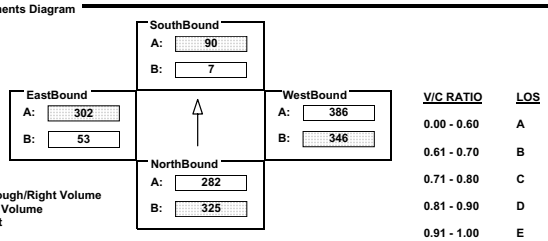
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	325	123	440	7	135	32	629	762	10	53	703	203
AMBIENT												
RELATED												
PROJECT												
TOTAL	325	123	440	7	135	32	629	762	10	53	703	203
LANE	0	1	0	0	1	1	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Perm		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (325 + 90 + 346 + 302) / *1375 = 0.703 LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

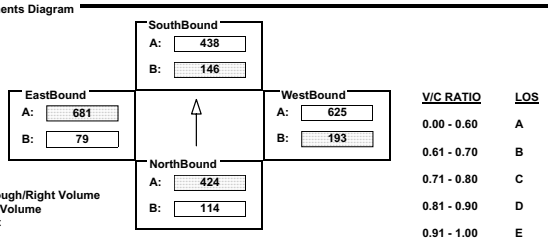
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	114	666	183	146	747	129	193	1250	206	79	1362	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	114	666	183	146	747	129	193	1250	206	79	1362	57
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (424 + 146 + 193 + 681) / *1500 = 0.893 LOS = D

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

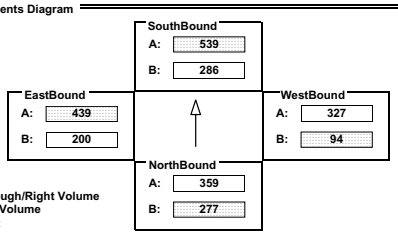
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	277	717	298	286	914	163	170	653	189	200	1175	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	277	717	298	286	914	163	170	653	189	200	1175	142
LANE	1	0	2	0	0	1	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{277 + 539 + 94 + 439}{*1375} = 0.911 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

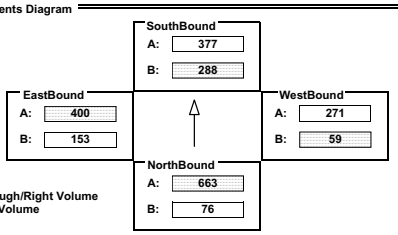
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	76	1326	174	288	557	197	59	813	233	153	1200	348
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	1326	174	288	557	197	59	813	233	153	1200	348
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{663 + 288 + 59 + 400}{*1500} = 0.870 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

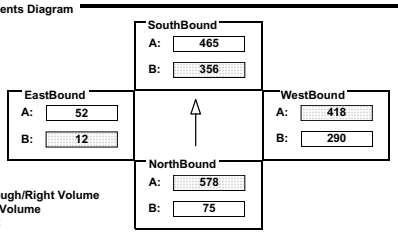
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	75	1401	334	356	1321	73	290	175	418	12	16	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	1401	334	356	1321	73	290	175	418	12	16	36
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{578 + 356 + 418 + 12}{*1500} = 0.839 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

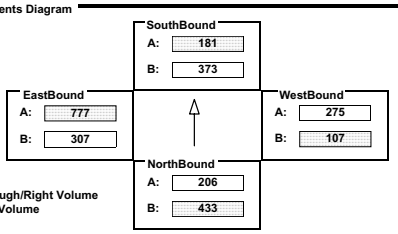
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	788	618	4	679	460	84	194	1101	362	307	778	777
AMBIENT												
RELATED												
PROJECT												
TOTAL	788	618	4	679	460	84	194	1101	362	307	778	777
LANE	2	0	3	0	0	1	0	2	0	2	0	1	0	0	2	0	4	0	0	1	0	1	0	3	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{433 + 181 + 107 + 777}{*1375} = 1.019 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

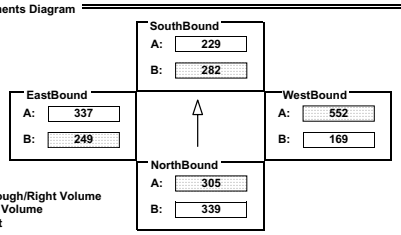
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	339	692	223	282	687	271	308	1306	351	249	1108	242
AMBIENT												
RELATED												
PROJECT												
TOTAL	339	692	223	282	687	271	308	1306	351	249	1108	242
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{305 + 282 + 552 + 249}{*1375} = 0.939$$

LOS = E

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

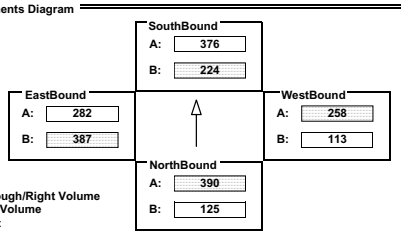
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	228	1170	175	408	722	406	206	773	329	703	753	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	1170	175	408	722	406	206	773	329	703	753	94
LANE	2	0	3	0	0	1	0	2	0	1	0	1	1	0	2	0	3	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	OLA	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{390 + 224 + 258 + 387}{*1375} = 0.846$$

LOS = D

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

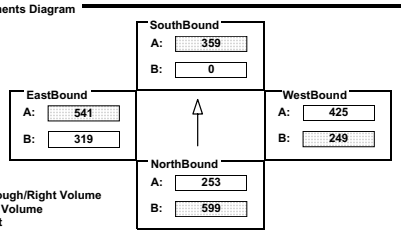
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	599	505	0	0	718	313	249	1251	25	319	1256	368
AMBIENT												
RELATED												
PROJECT												
TOTAL	599	505	0	0	718	313	249	1251	25	319	1256	368
LANE	1	0	1	0	1	0	0	0	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{599 + 359 + 249 + 541}{*1375} = 1.201$$

LOS = F

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

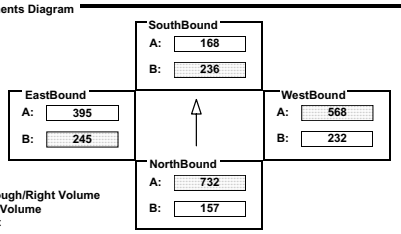
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	286	824	848	429	672	269	421	1817	453	446	1443	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	824	848	429	672	269	421	1817	453	446	1443	137
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{732 + 236 + 568 + 245}{*1375} = 1.225$$

LOS = F

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

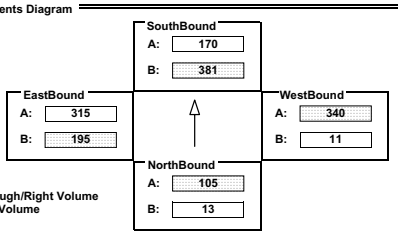
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	315	53	692	340	319	20	887	720	354	945	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	315	53	692	340	319	20	887	720	354	945	10
LANE	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{105 + 381 + 340 + 195}{*1375} = 0.673 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

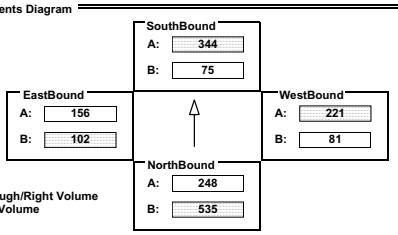
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	973	704	288	137	1033	273	147	443	82	102	468	866
AMBIENT												
RELATED												
PROJECT												
TOTAL	973	704	288	137	1033	273	147	443	82	102	468	866
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{535 + 344 + 221 + 102}{*1375} = 0.804 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

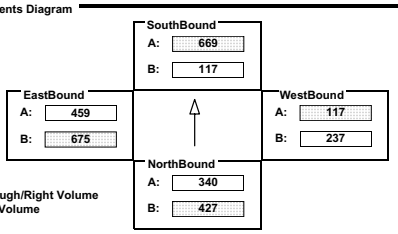
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	427	866	494	117	2007	175	237	416	50	675	1378	325
AMBIENT												
RELATED												
PROJECT												
TOTAL	427	866	494	117	2007	175	237	416	50	675	1378	325
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	0	1	0	0	1	0	3	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		OLA		Prot-Var		OLA		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{427 + 669 + 117 + 675}{*1375} = 1.303 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

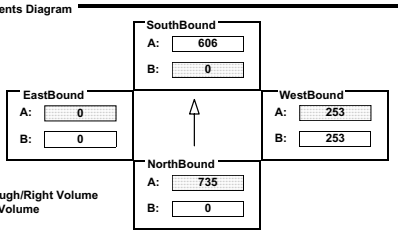
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2938	0	0	2424	1	759	1	33	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2938	0	0	2424	1	759	1	33	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{735 + 0 + 253 + 0}{*1500} = 0.589 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	533	641	2	665	0	704	0	50	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	533	641	2	665	0	704	0	50	0	0	0
LANE	0	0	2	0	0	1	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Free	Perm	Auto	Split	Auto	<none>	<none>				

Critical Movements Diagram

SouthBound A: 339 B: 2

EastBound A: 0 B: 0

WestBound A: 50 B: 387

NorthBound A: 267 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 339 + 387 + 0}{*1500} = 0.414 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITOP61

CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 33

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	18	735	24	30	0	712	0	54	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	18	735	24	30	0	712	0	54	0	0	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	0	0	2	1	0	0	1	0	0	1	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram

SouthBound A: 54 B: 24

EastBound A: 0 B: 0

WestBound A: 54 B: 263

NorthBound A: 377 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{377 + 54 + 263 + 0}{*1375} = 0.435 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITOP61

CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	23	11	495	153	0	17	0	1201	110	9	795	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	11	495	153	0	17	0	1201	110	9	795	0
LANE	2	0	2	0	0	2	0	1	0	0	0	1	1	0	0	2	0	1	0	0	1	0	2	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Free	Split	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram

SouthBound A: 12 B: 84

EastBound A: 397 B: 9

WestBound A: 437 B: 0

NorthBound A: 5 B: 13

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{13 + 84 + 437 + 9}{*1375} = 0.325 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	232	2325	152	188	1963	146	647	428	487	134	214	318
AMBIENT												
RELATED												
PROJECT												
TOTAL	232	2325	152	188	1963	146	647	428	487	134	214	318
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram

SouthBound A: 491 B: 104

EastBound A: 254 B: 134

WestBound A: 435 B: 359

NorthBound A: 775 B: 128

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{775 + 104 + 435 + 254}{*1375} = 1.070 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

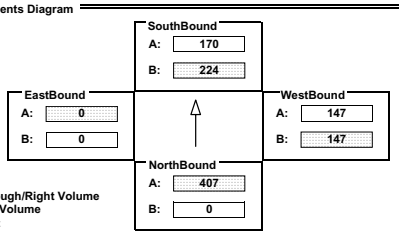
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	535	279	224	339	0	213	0	227	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	535	279	224	339	0	213	0	227	0	0	0
LANE	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{407 + 224 + 147 + 0}{*1500} = 0.449 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

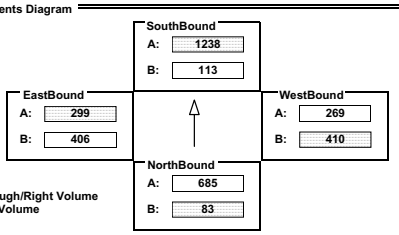
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	1256	115	205	1917	559	410	465	73	406	437	162
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	1256	115	205	1917	559	410	465	73	406	437	162
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{83 + 1238 + 410 + 299}{*1375} = 1.406 \qquad LOS = F$$

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

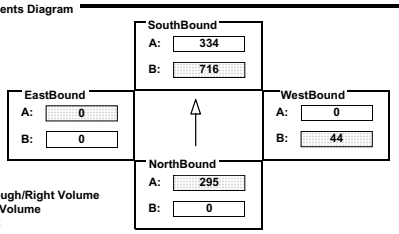
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	511	79	716	334	0	44	0	649	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	511	79	716	334	0	44	0	649	0	0	0
LANE	1	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	OLA	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{295 + 716 + 44 + 0}{1425} = 0.740 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

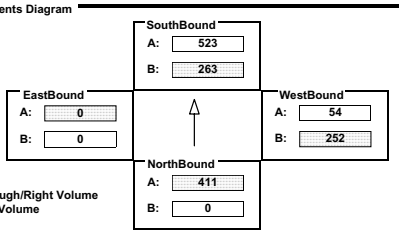
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1646	499	479	1568	0	682	0	317	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1646	499	479	1568	0	682	0	317	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{411 + 263 + 252 + 0}{*1425} = 0.580 \qquad LOS = A$$

MITOP61

CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

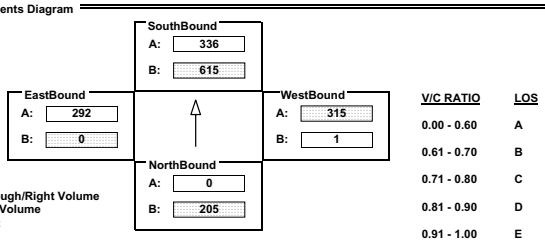
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	372	0	2	1663	0	611	1	525	1692	0	875	337
AMBIENT												
RELATED												
PROJECT												
TOTAL	372	0	2	1663	0	611	1	525	1692	0	875	337
LANE	2	0	0	0	0	2	0	3	0	0	0	0	2	0	1	0	3	0	0	2	0	0	0	3	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		OLA		Split		OLA		Prot-Fix		OLA		Perm		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{205 + 615 + 315 + 0}{*1375} = 0.755 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

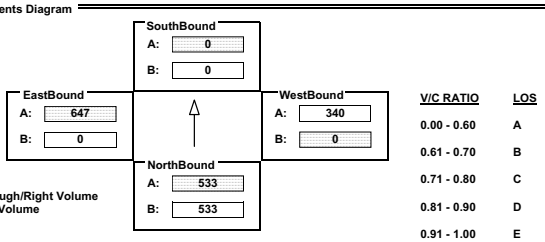
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1512	0	87	0	0	0	0	1020	0	0	1482	1108
AMBIENT												
RELATED												
PROJECT												
TOTAL	1512	0	87	0	0	0	0	1020	0	0	1482	1108
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		<none>		<none>		Perm		Free		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{533 + 0 + 0 + 647}{*1500} = 0.717 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

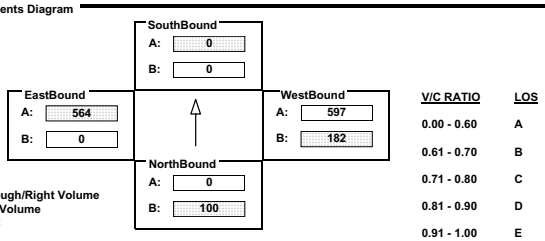
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	181	0	232	0	0	0	332	1194	0	0	1129	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	181	0	232	0	0	0	332	1194	0	0	1129	211
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Free		<none>		<none>		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{100 + 0 + 182 + 564}{*1425} = 0.524 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

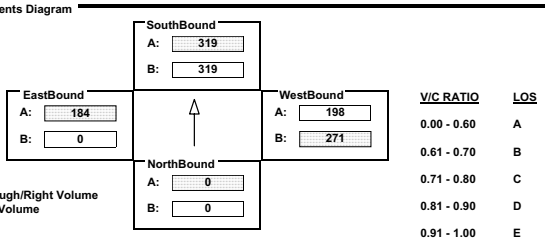
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	426	532	57	492	593	0	0	437	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	426	532	57	492	593	0	0	437	114
LANE	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Prot-Fix		<none>		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 319 + 271 + 184}{*1425} = 0.473 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	797	0	112	0	600	890	117	514	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	797	0	112	0	600	890	117	514	0
LANE	0	0	0	1	0	0	2	1	0	0	0	1	0	1	0	0	2	0	2	0	2	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	OLA	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 266 B: 266

EastBound A: 257 B: 64

WestBound A: 300 B: 0

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 266 + 300 + 64}{*1375} = 0.388 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	242	1634	250	963	1939	499	35	96	260	496	248	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	1634	250	963	1939	499	35	96	260	496	248	65
LANE	1	0	3	0	0	1	0	2	0	3	0	1	0	2	0	3	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 609 B: 530

EastBound A: 83 B: 273

WestBound A: 32 B: 19

NorthBound A: 545 B: 242

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{545 + 530 + 32 + 273}{*1375} = 0.934 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	647	118	515	470	0	94	0	617	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	647	118	515	470	0	94	0	617	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 235 B: 515

EastBound A: 0 B: 0

WestBound A: 102 B: 47

NorthBound A: 324 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{324 + 515 + 102 + 0}{*1425} = 0.590 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	288	451	181	663	527	219	256	1712	667	144	1846	724
AMBIENT												
RELATED												
PROJECT												
TOTAL	288	451	181	663	527	219	256	1712	667	144	1846	724
LANE	2	0	1	0	1	1	0	2	0	1	0	1	1	0	2	0	3	0	0	2	0	2	0	3	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	OLA	Prot-Var	OLA

Critical Movements Diagram

SouthBound A: 264 B: 365

EastBound A: 615 B: 79

WestBound A: 571 B: 141

NorthBound A: 226 B: 158

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{226 + 365 + 141 + 615}{*1375} = 0.910 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

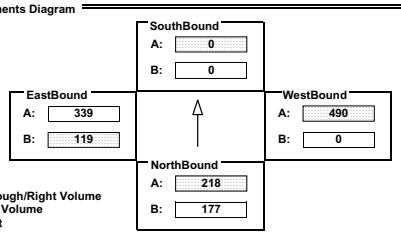
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	177	0	218	0	0	0	258	979	221	119	1018	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	177	0	218	0	0	0	258	979	221	119	1018	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{218 + 0 + 490 + 119}{1200^*} = 0.619$$

LOS = B

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

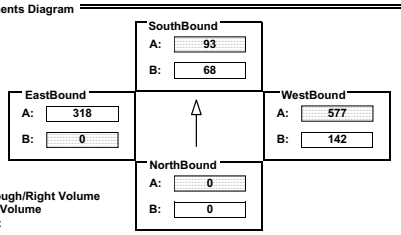
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	68	0	185	258	1154	0	119	953	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	68	0	185	258	1154	0	119	953	158
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	3	0	0	1	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 93 + 577 + 0}{1200^*} = 0.488$$

LOS = A

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

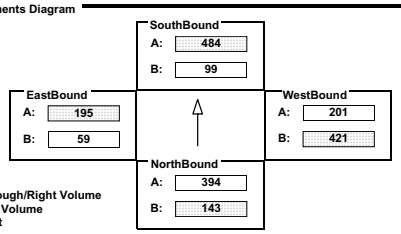
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	143	1575	667	180	1776	160	765	401	312	59	451	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	1575	667	180	1776	160	765	401	312	59	451	133
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	0	2	0	1	0	0
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Split	RTOR: OLA		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{143 + 484 + 421 + 195}{1375^*} = 0.834$$

LOS = D

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

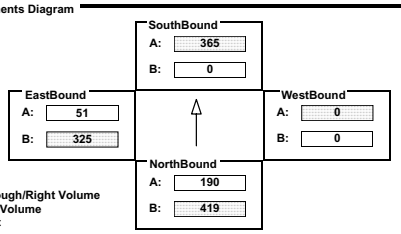
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	761	571	0	0	1096	637	0	0	0	591	0	472
AMBIENT												
RELATED												
PROJECT												
TOTAL	761	571	0	0	1096	637	0	0	0	591	0	472
LANE	2	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
SIGNAL	Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{419 + 365 + 0 + 325}{1425^*} = 0.708$$

LOS = C

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1307	441	299	2321	0	0	0	506	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1307	441	299	2321	0	0	0	506	0	0	0
LANE	0	0	2	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 774 B: 164

EastBound A: 0 B: 0

WestBound A: 196 B: 0

NorthBound A: 583 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 774 + 196 + 0}{*1425} = 0.611 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1043	189	188	1144	0	107	0	241	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1043	189	188	1144	0	107	0	241	0	0	0
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound A: 381 B: 104

EastBound A: 0 B: 0

WestBound A: 189 B: 59

NorthBound A: 522 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{522 + 104 + 189 + 0}{*1425} = 0.502 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	512	550	291	397	1586	723	0	447	886	0	613
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	512	550	291	397	1586	723	0	447	886	0	613
LANE	0	0	3	0	0	1	0	2	0	3	0	0	0	1	0	2	0	0	0	0	2	0	3	0	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Free	Split	Auto	Split	Free

Critical Movements Diagram

SouthBound A: 132 B: 160

EastBound A: 0 B: 328

WestBound A: 166 B: 398

NorthBound A: 171 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{171 + 160 + 398 + 328}{*1375} = 0.699 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	1102	130	631	1264	595	253	803	150	199	921	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1102	130	631	1264	595	253	803	150	199	921	138
LANE	1	0	1	0	1	0	0	2	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 930 B: 347

EastBound A: 353 B: 199

WestBound A: 318 B: 139

NorthBound A: 616 B: 126

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{126 + 930 + 318 + 199}{1375} = 1.144 \qquad LOS = F$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	237	0	109	0	0	0	18	833	108	366	708	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	237	0	109	0	0	0	18	833	108	366	708	0
LANE	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	<none>	<none>	<none>	Perm	Auto	Prot-Fix	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 236 B: 201

WestBound A: 314 B: 0

NorthBound A: 109 B: 237

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{237 + 0 + 314 + 201}{*1425} = 0.458 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	19	0	571	18	1071	0	366	690	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	19	0	571	18	1071	0	366	690	178
LANE	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Split	<none>	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram

SouthBound A: 295 B: 19

EastBound A: 289 B: 0

WestBound A: 357 B: 10

NorthBound A: 0 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 295 + 357 + 0}{*1425} = 0.388 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	1247	25	1	1110	48	21	3	0	21	0	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	1247	25	1	1110	48	21	3	0	21	0	18
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto

Critical Movements Diagram

SouthBound A: 386 B: 1

EastBound A: 11 B: 11

WestBound A: 24 B: 21

NorthBound A: 318 B: 24

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{24 + 386 + 24 + 11}{*1375} = 0.254 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	304	121	194	327	65	195	993	51	147	917	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	304	121	194	327	65	195	993	51	147	917	26
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 164 B: 194

EastBound A: 314 B: 147

WestBound A: 497 B: 195

NorthBound A: 152 B: 26

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{152 + 194 + 497 + 147}{*1375} = 0.650 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

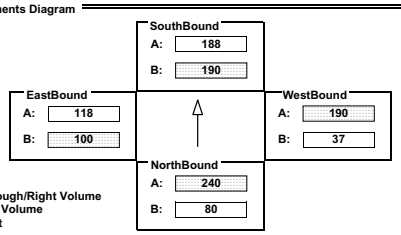
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	80	719	139	190	564	118	37	381	99	100	336	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	719	139	190	564	118	37	381	99	100	336	19
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (240 + 190 + 190 + 100) / *1425 = 0.435 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

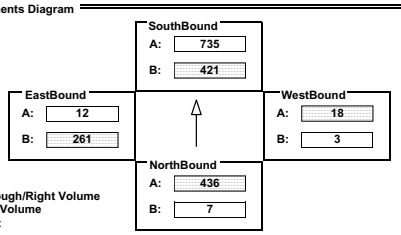
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	7	1739	6	421	1599	606	3	18	334	474	10	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	1739	6	421	1599	606	3	18	334	474	10	2
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (436 + 421 + 18 + 261) / *1375 = 0.756 LOS = C

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

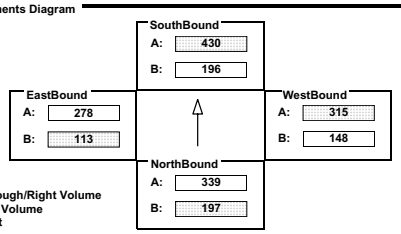
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	197	1357	157	196	1289	117	269	629	192	205	721	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	1357	157	196	1289	117	269	629	192	205	721	114
LANE	1	0	4	0	0	1	0	1	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = (197 + 430 + 315 + 113) / *1375 = 0.697 LOS = B

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

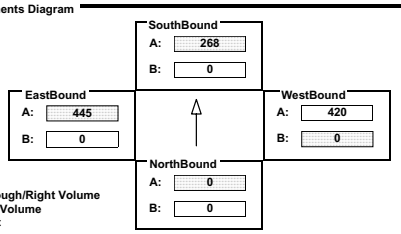
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1070	0	0	1678	1724	0	1779	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1070	0	0	1678	1724	0	1779	0
LANE	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	3	0	0	0	4	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	<none>	<none>	Split	<none>	Perm	Free	Perm	<none>				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = (0 + 268 + 0 + 445) / *1500 = 0.405 LOS = A

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

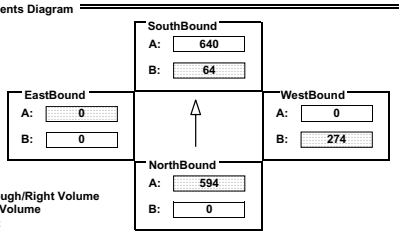
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2377	705	116	2561	0	741	0	11	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2377	705	116	2561	0	741	0	11	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{594 + 64 + 274 + 0}{*1425} = 0.584 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

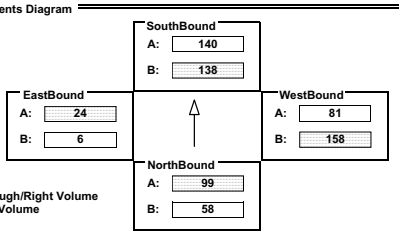
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	198	127	138	255	24	158	81	95	6	25	23
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	198	127	138	255	24	158	81	95	6	25	23
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Split	OLA	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{99 + 138 + 158 + 24}{*1375} = 0.235 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

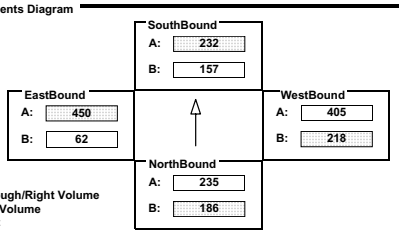
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	186	705	131	157	696	63	218	809	115	113	899	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	705	131	157	696	63	218	809	115	113	899	164
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	2	0	0	1	0	2	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	OLA	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{186 + 232 + 218 + 450}{*1375} = 0.720 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

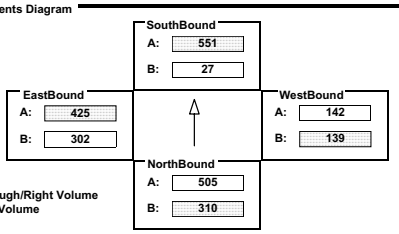
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	310	2020	90	50	2111	94	139	142	82	302	160	265
AMBIENT												
RELATED												
PROJECT												
TOTAL	310	2020	90	50	2111	94	139	142	82	302	160	265
LANE	1	0	4	0	0	1	0	2	0	3	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{310 + 551 + 139 + 425}{*1375} = 0.966 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	245	168	85	401	0	99	0	148	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	245	168	85	401	0	99	0	148	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	<none>	Split	OLA	<none>	<none>

Critical Movements Diagram

SouthBound A: 201 B: 85

EastBound A: 0 B: 0

WestBound A: 0 B: 55

NorthBound A: 123 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{123 + 85 + 55 + 0}{*1425} = 0.115 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	2115	1039	702	2176	16	812	235	552	111	413	244
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	2115	1039	702	2176	16	812	235	552	111	413	244
LANE	2	0	4	0	0	1	0	2	0	3	0	0	1	0	2	0	2	0	0	1	0	2	0	3	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	OLA	Prot-Var	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram

SouthBound A: 725 B: 386

EastBound A: 233 B: 61

WestBound A: 359 B: 447

NorthBound A: 593 B: 21

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{593 + 386 + 447 + 233}{*1375} = 1.137 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2343	0	0	0	0	0	0	1775	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2343	0	0	0	0	0	0	1775	0	0	0
LANE	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	<none>	<none>	Perm	<none>	<none>	<none>

Critical Movements Diagram

SouthBound A: 0 B: 0

EastBound A: 0 B: 0

WestBound A: 657 B: 0

NorthBound A: 781 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{781 + 0 + 657 + 0}{*1500} = 0.889 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITOP61

CalcaDB

November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	1460	7	48	1388	632	12	54	34	522	31	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1460	7	48	1388	632	12	54	34	522	31	60
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto

Critical Movements Diagram

SouthBound A: 673 B: 48

EastBound A: 60 B: 287

WestBound A: 54 B: 12

NorthBound A: 489 B: 60

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{60 + 673 + 54 + 287}{*1425} = 0.684 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

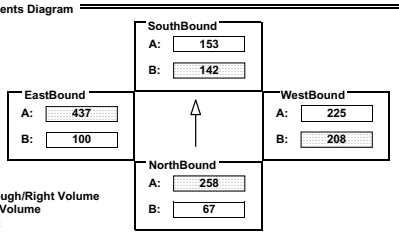
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	775	80	142	459	17	208	236	215	100	744	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	775	80	142	459	17	208	236	215	100	744	130
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	1	0	1	0	1	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{258 + 142 + 208 + 437}{*1500} = 0.627 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

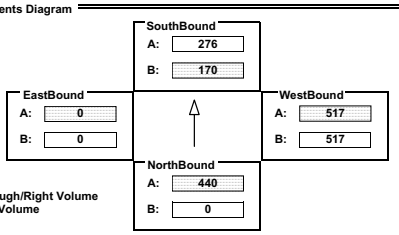
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1321	220	170	829	0	1323	0	229	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1321	220	170	829	0	1323	0	229	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Split		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{440 + 170 + 517 + 0}{*1500} = 0.681 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

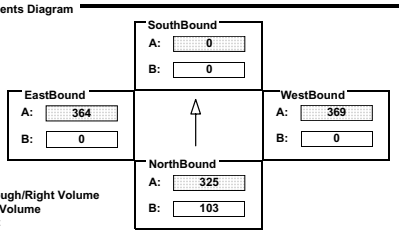
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	187	0	325	0	0	0	0	1107	0	0	728	1137
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	0	325	0	0	0	0	1107	0	0	728	1137
LANE	2	0	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	0	1	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		<none>		<none>		Auto		<none>		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{325 + 0 + 369 + 364}{1500} = 0.463 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

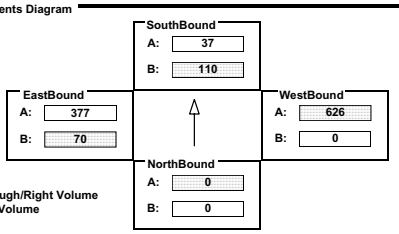
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	200	0	131	0	1586	293	70	1131	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	200	0	131	0	1586	293	70	1131	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	2	0	1	0	0	1	0	3	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Split		Auto		Perm		Auto		Prot-Fix		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 110 + 626 + 70}{*1425} = 0.496 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:33:47 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

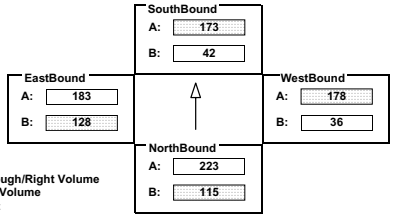
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	431	14	42	228	117	36	300	56	128	187	179
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	431	14	42	228	117	36	300	56	128	187	179
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{115 + 173 + 178 + 128}{1375} = 0.432 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

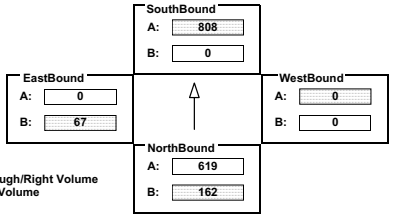
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	162	1856	0	0	2364	61	0	0	0	67	0	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	1856	0	0	2364	61	0	0	0	67	0	109
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{162 + 808 + 0 + 67}{*1425} = 0.658 \qquad LOS = B$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

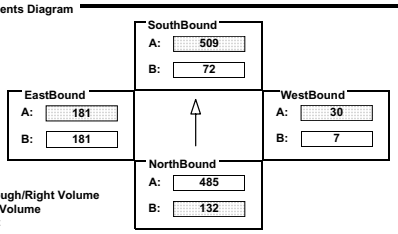
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	132	1434	22	72	1114	414	7	1	29	348	14	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	1434	22	72	1114	414	7	1	29	348	14	112
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{132 + 509 + 30 + 181}{*1375} = 0.550 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: CULVER BLVD I/S No: 17

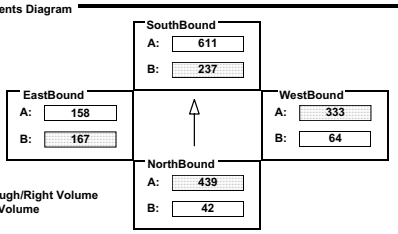
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	878	95	237	1022	199	64	403	263	167	285	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	878	95	237	1022	199	64	403	263	167	285	30
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{439 + 237 + 333 + 167}{*1500} = 0.714 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

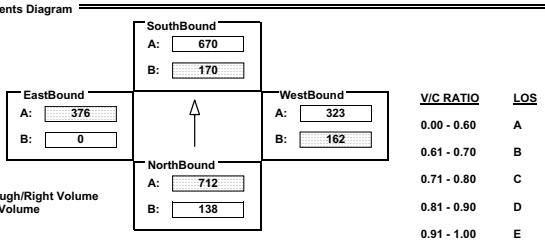
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	250	2048	89	310	1984	25	162	968	143	2	957	171
AMBIENT												
RELATED												
PROJECT												
TOTAL	250	2048	89	310	1984	25	162	968	143	2	957	171
LANE	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	0	1	0	0	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{712 + 170 + 162 + 376}{*1375} = 0.963 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

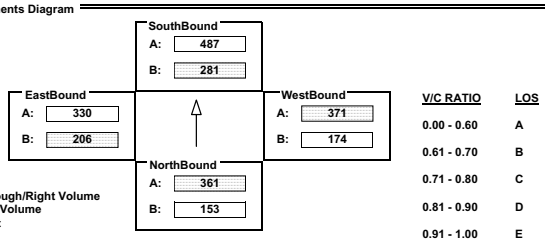
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	279	1338	107	281	1462	111	174	842	270	206	685	306
AMBIENT												
RELATED												
PROJECT												
TOTAL	279	1338	107	281	1462	111	174	842	270	206	685	306
LANE	2	0	3	0	1	0	0	1	0	3	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{361 + 281 + 371 + 206}{1375} = 0.887 \qquad LOS = D$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

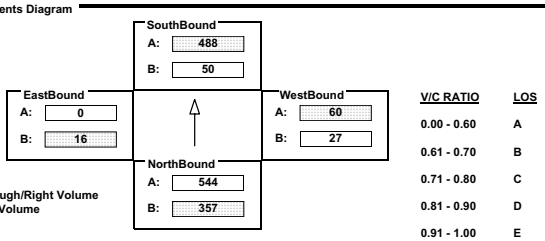
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	649	1632	0	50	1315	148	27	28	38	16	0	576
AMBIENT												
RELATED												
PROJECT												
TOTAL	649	1632	0	50	1315	148	27	28	38	16	0	576
LANE	2	0	3	0	0	1	0	1	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Perm		Auto		Perm		Free	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{357 + 488 + 60 + 16}{*1425} = 0.576 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

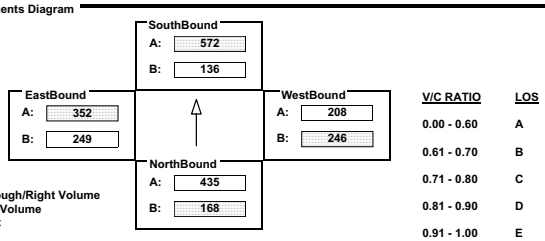
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	306	1305	270	136	1716	331	246	563	61	249	728	328
AMBIENT												
RELATED												
PROJECT												
TOTAL	306	1305	270	136	1716	331	246	563	61	249	728	328
LANE	2	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Auto		Prot-Fix		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{168 + 572 + 246 + 352}{*1375} = 0.903 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2000	60	0	2305	791	0	0	0	567	62	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2000	60	0	2305	791	0	0	0	567	62	12
LANE	0	0	2	0	1	0	0	0	2	0	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		OLA		<none>		<none>		Split		Auto	

Critical Movements Diagram

SouthBound A: 774 B: 0

EastBound A: 74 B: 210

WestBound A: 0 B: 0

NorthBound A: 687 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 774 + 0 + 210}{*1500} = 0.586 \qquad LOS = A$$

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MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1866	46	768	1135	0	320	0	781	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1866	46	768	1135	0	320	0	781	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram

SouthBound A: 378 B: 422

EastBound A: 0 B: 0

WestBound A: 7 B: 176

NorthBound A: 637 B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{637 + 422 + 176 + 0}{*1425} = 0.797 \qquad LOS = C$$

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CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	251	1935	459	159	1452	92	323	105	45	117	56	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	251	1935	459	159	1452	92	323	105	45	117	56	127
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Split		OLA		Split		Auto	

Critical Movements Diagram

SouthBound A: 386 B: 87

EastBound A: 58 B: 117

WestBound A: 214 B: 214

NorthBound A: 645 B: 138

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{645 + 87 + 214 + 117}{*1375} = 0.703 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	142	1520	162	160	1183	72	204	707	284	0	902	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	1520	162	160	1183	72	204	707	284	0	902	125
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	1	0	1	0	0	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Fix		Auto		Perm		Auto	

Critical Movements Diagram

SouthBound A: 418 B: 160

EastBound A: 513 B: 0

WestBound A: 496 B: 112

NorthBound A: 507 B: 142

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{507 + 160 + 112 + 513}{*1375} = 0.870 \qquad LOS = D$$

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CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

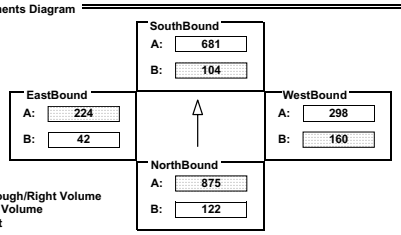
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	221	1494	257	189	1270	92	291	596	136	77	671	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	1494	257	189	1270	92	291	596	136	77	671	152
LANE	2	0 1	0 1	0 0	2	0 1	0 1	0 0	2	0 2	0 0	1 0	2	0 3	0 0	1 0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{875 + 104 + 160 + 224}{*1375} = 0.921 \qquad LOS = E$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

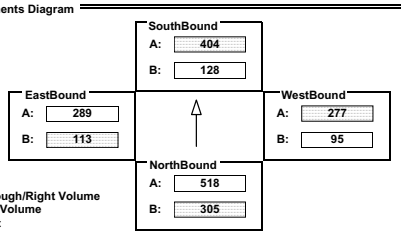
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	554	1321	233	233	1050	161	173	386	341	205	578	488
AMBIENT												
RELATED												
PROJECT												
TOTAL	554	1321	233	233	1050	161	173	386	341	205	578	488
LANE	2	0 2	0 1	0 0	2	0 1	0 1	0 0	2	0 2	0 0	1 0	2	0 2	0 0	1 0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Var		Auto		Prot-Var		Auto		Prot-Var		Auto		Prot-Var		OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{305 + 404 + 277 + 113}{*1375} = 0.729 \qquad LOS = C$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 E/B RAMPS I/S No: 118

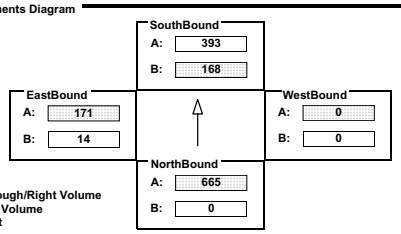
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	775	665	305	1178	0	0	0	0	14	3	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	775	665	305	1178	0	0	0	0	14	3	324
LANE	0	0 2	0 1	0 0	2	0 3	0 0	0 0	0	0 0	0 0	0 0	0	0 0	1 0	1 0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto		<none>		<none>		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{665 + 168 + 0 + 171}{*1425} = 0.635 \qquad LOS = B$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: RTE-90 W/B RAMPS I/S No: 119

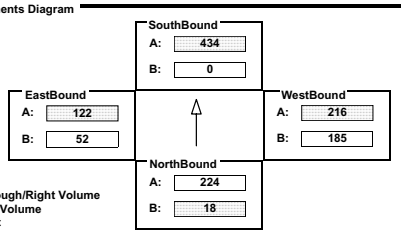
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	622	50	0	1238	64	185	27	405	52	0	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	622	50	0	1238	64	185	27	405	52	0	70
LANE	1	0 2	0 1	0 0	0	0 2	0 1	0 0	1	0 0	1 0	1 0	0	0 0	0 0	0 1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Free		Perm		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{18 + 434 + 216 + 122}{*1425} = 0.484 \qquad LOS = A$$

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November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

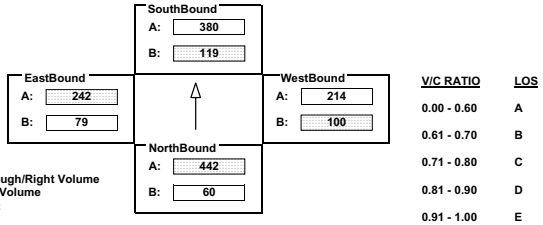
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	1297	30	119	1139	123	100	244	184	79	242	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1297	30	119	1139	123	100	244	184	79	242	35
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{442 + 119 + 100 + 242}{*1500} = 0.532 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

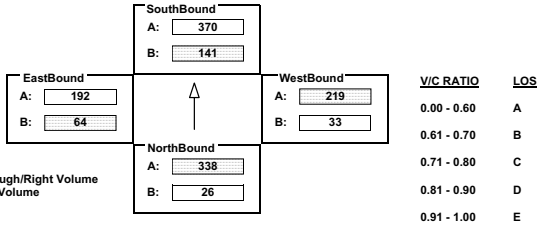
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	1014	32	141	1045	66	33	134	219	64	192	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1014	32	141	1045	66	33	134	219	64	192	17
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{338 + 141 + 219 + 64}{*1500} = 0.438 \qquad LOS = A$$

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CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

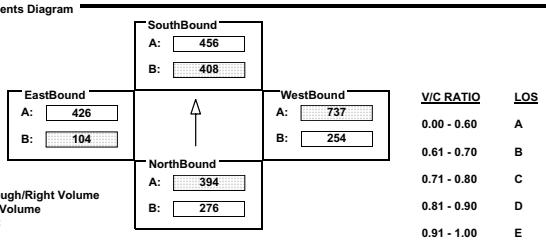
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	276	1182	123	408	1236	131	254	737	299	104	715	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	276	1182	123	408	1236	131	254	737	299	104	715	137
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{394 + 408 + 737 + 104}{*1500} = 1.025 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

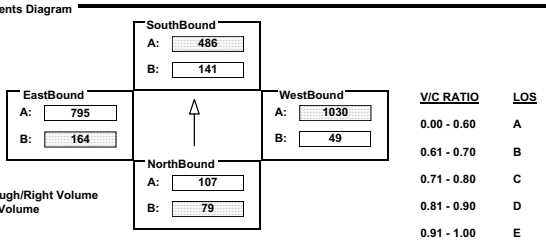
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	79	107	40	141	200	286	49	981	146	164	667	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	107	40	141	200	286	49	981	146	164	667	128
LANE	1	0	0	0	1	1	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{79 + 486 + 1030 + 164}{*1500} = 1.103 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

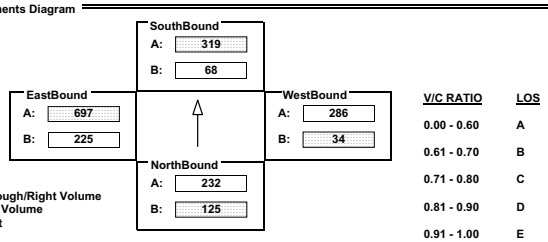
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	125	200	32	68	250	190	34	521	50	225	1069	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	200	32	68	250	190	34	521	50	225	1069	324
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{125 + 319 + 34 + 697}{1500} = 0.783 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

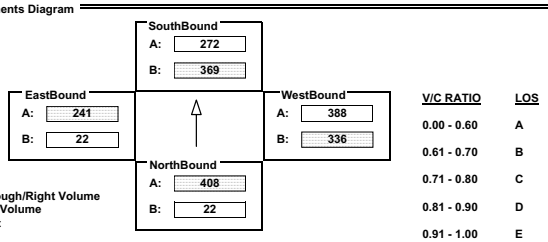
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	22	95	313	369	248	24	336	931	233	22	700	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	95	313	369	248	24	336	931	233	22	700	24
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{408 + 369 + 336 + 241}{1500} = 0.903 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

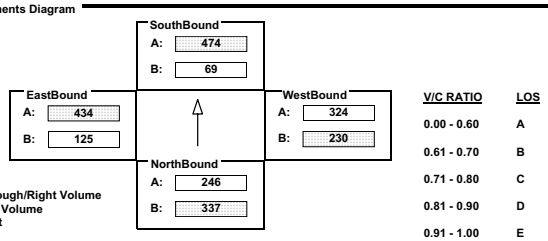
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	337	246	188	69	398	76	230	907	65	125	1048	254
AMBIENT												
RELATED												
PROJECT												
TOTAL	337	246	188	69	398	76	230	907	65	125	1048	254
LANE	1	0	1	0	0	1	0	1	0	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{337 + 474 + 230 + 434}{1500} = 0.983 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

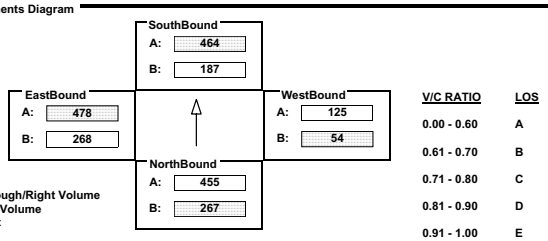
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	267	1319	47	187	1393	99	54	251	94	268	478	291
AMBIENT												
RELATED												
PROJECT												
TOTAL	267	1319	47	187	1393	99	54	251	94	268	478	291
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{267 + 464 + 54 + 478}{*1425} = 0.816 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITOP24

CalcaDB

November 30, 2004 ,Tuesday 10:34:44 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

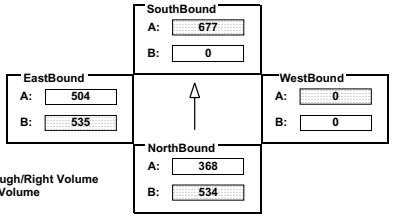
AM/PM: AP Comments: Alt D With I-105 Ramps (MITIGATED)

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	534	1104	0	0	1226	677	0	0	0	535	0	504
AMBIENT												
RELATED												
PROJECT												
TOTAL	534	1104	0	0	1226	677	0	0	0	535	0	504
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{534 + 677 + 0 + 535}{1425} = 1.225$$

LOS = F

Developed by Chun Wong, 12/94

Appendix
LAX Master Plan Third Addendum to the Final EIR

AD(3)-A3. Arterial Link, Freeway Ramp, and Freeway Segment Analyses

December 2004

Alternative D vs. Adjusted Environmental Baseline Comparison

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D VS ADJUSTED ENVIRONMENTAL BASELINE LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	-	0.684	0.690	0.006	---	0.862	0.859	-0.002	---	0.892	0.906	0.014	---	0.850	0.857	0.006	---	0.676	0.692	0.016	---	0.730	0.737	0.008	---
2	Centinela Avenue	s/o Venice Boulevard**	-	0.898	0.899	0.001	---	0.591	0.603	0.012	---	0.787	0.791	0.004	---	0.849	0.872	0.022	---	0.668	0.693	0.025	---	0.771	0.780	0.009	---
3	Sawtelle Boulevard	s/o Venice Boulevard**	-	0.404	0.423	0.019	---	0.589	0.594	0.005	---	0.375	0.413	0.038	---	0.654	0.684	0.030	---	0.476	0.521	0.045	---	0.670	0.685	0.015	---
4	Sepulveda Boulevard	s/o Venice Boulevard**	-	0.878	0.869	-0.008	---	0.633	0.644	0.011	---	1.034	1.022	-0.012	---	0.864	0.890	0.026	---	0.838	0.820	-0.018	---	0.896	0.903	0.006	---
5	Overland Avenue	s/o Venice Boulevard**	Yes	1.201	1.237	0.036	X	1.664	1.677	0.013	---	1.455	1.483	0.028	X	1.726	1.764	0.038	X	1.454	1.491	0.038	X	1.771	1.811	0.040	X
6	Stocker Street	e/o La Brea Avenue	-	0.500	0.515	0.015	---	0.493	0.501	0.008	---	0.597	0.593	-0.004	---	0.461	0.472	0.011	---	0.564	0.582	0.018	---	0.543	0.554	0.011	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.424	0.431	0.008	---	0.704	0.711	0.007	---	0.654	0.664	0.010	---	0.479	0.485	0.006	---	0.375	0.384	0.009	---	0.371	0.370	-0.001	---
8	Centinela Avenue	e/o La Brea Avenue	-	0.440	0.445	0.005	---	0.929	0.945	0.016	---	0.744	0.751	0.008	---	1.213	1.209	-0.004	---	0.766	0.774	0.007	---	0.591	0.590	-0.001	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.530	0.544	0.014	---	0.557	0.569	0.012	---	0.641	0.648	0.008	---	0.598	0.617	0.019	---	0.383	0.401	0.018	---	0.424	0.437	0.013	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.486	0.503	0.017	---	0.533	0.564	0.031	---	0.609	0.624	0.015	---	0.614	0.613	-0.002	---	0.461	0.465	0.004	---	0.522	0.537	0.015	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.376	0.409	0.034	---	0.285	0.289	0.004	---	0.390	0.411	0.021	---	0.454	0.509	0.055	---	0.578	0.612	0.035	---	0.341	0.365	0.024	---
12	Century Boulevard	w/o La Brea Avenue	-	0.458	0.479	0.021	---	0.489	0.504	0.014	---	0.627	0.636	0.009	---	0.474	0.458	-0.016	---	0.506	0.467	-0.039	---	0.464	0.482	0.018	---
13	Imperial Highway	w/o La Brea Avenue	Yes	0.274	0.331	0.056	---	0.376	0.422	0.046	---	0.580	0.595	0.015	---	0.335	0.407	0.073	---	0.492	0.771	0.279	X	0.604	0.738	0.135	X
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.682	0.682	-0.001	---	0.229	0.228	0.000	---	0.460	0.498	0.038	---	0.761	0.778	0.016	---	0.406	0.439	0.034	---	0.302	0.351	0.049	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	Yes	0.933	0.959	0.025	X	0.265	0.267	0.002	---	0.469	0.494	0.025	---	0.857	0.881	0.024	---	0.512	0.533	0.021	---	0.536	0.570	0.034	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.165	0.182	0.017	---	0.483	0.488	0.005	---	0.271	0.286	0.015	---	0.404	0.428	0.025	---	0.362	0.390	0.028	---	0.474	0.458	-0.016	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.566	0.594	0.027	---	0.362	0.356	-0.006	---	0.535	0.540	0.005	---	0.399	0.399	0.000	---	0.274	0.278	0.004	---	0.458	0.459	0.001	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.112	0.112	0.000	---	0.151	0.154	0.003	---	0.170	0.173	0.003	---	0.168	0.170	0.003	---	0.247	0.247	-0.001	---	0.205	0.206	0.002	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.474	0.479	0.006	---	0.086	0.091	0.005	---	0.134	0.142	0.008	---	0.273	0.282	0.009	---	0.284	0.284	0.000	---	0.306	0.300	-0.007	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	-	0.412	0.413	0.001	---	0.205	0.244	0.040	---	0.547	0.597	0.049	---	0.866	0.859	-0.007	---	0.183	0.190	0.007	---	0.398	0.383	-0.015	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	Yes	0.623	0.631	0.008	---	0.307	0.304	-0.003	---	0.879	0.937	0.058	X	0.666	0.693	0.027	---	0.549	0.575	0.026	---	0.580	0.567	-0.014	---
22	Culver Boulevard	w/o Jefferson Avenue**	-	0.645	0.627	-0.018	---	0.235	0.258	0.023	---	0.437	0.457	0.020	---	0.832	0.832	-0.001	---	0.377	0.380	0.004	---	0.443	0.455	0.012	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.343	0.300	-0.043	---	0.123	0.134	0.011	---	0.184	0.191	0.007	---	0.392	0.403	0.011	---	0.249	0.213	-0.036	---	0.207	0.207	0.000	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.681	0.701	0.021	---	0.477	0.495	0.018	---	0.641	0.649	0.008	---	0.610	0.627	0.017	---	0.529	0.535	0.006	---	0.587	0.599	0.013	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.388	0.381	-0.008	---	0.824	0.828	0.004	---	0.542	0.556	0.014	---	0.520	0.539	0.019	---	0.156	0.159	0.003	---	0.678	0.686	0.008	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.897	0.903	0.007	---	0.416	0.416	0.000	---	0.727	0.735	0.008	---	0.820	0.824	0.003	---	0.518	0.512	-0.006	---	0.531	0.489	-0.042	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.371	0.418	0.047	---	0.818	0.844	0.026	---	0.810	0.821	0.011	---	0.545	0.566	0.021	---	0.521	0.553	0.033	---	0.630	0.653	0.023	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	Yes	0.190	0.183	-0.007	---	0.522	0.546	0.025	---	0.790	0.813	0.024	---	0.388	0.413	0.024	---	0.701	0.744	0.043	---	0.891	0.922	0.032	X
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.506	0.524	0.018	---	0.376	0.389	0.013	---	0.493	0.557	0.064	---	0.838	0.846	0.008	---	0.495	0.559	0.064	---	0.341	0.389	0.048	---
30	Vista Del Mar	s/o Grand Avenue	-	0.838	0.868	0.031	---	0.155	0.171	0.016	---	0.212	0.218	0.006	---	0.583	0.599	0.016	---	0.315	0.314	0.000	---	0.213	0.212	0.000	---
# IMPACTS			**5**																								

** Intersections at both ends of these links have ATSAC, the V/C ratios for these links have been reduced by 7 percent to reflect ATSAC.

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D VS. ADJUSTED ENVIRONMENTAL BASELINE FREEWAY LEVEL OF SERVICE COMPARISONS

No.		Link Location	Total Impacts	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.879	0.899	0.020	---	0.868	0.879	0.011	---	1.007	1.019	0.012	---	0.816	0.826	0.011	---	1.068	1.109	0.041	X	1.002	1.018	0.017	---
		HOV	-	0.380	0.393	0.013	---	0.758	0.765	0.008	---	0.835	0.829	-0.006	---	0.761	0.779	0.018	---	0.813	0.849	0.037	---	1.254	1.260	0.006	---
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.011	1.016	0.006	---	1.174	1.196	0.022	X	1.220	1.236	0.016	---	1.126	1.131	0.005	---	1.240	1.296	0.056	X	1.118	1.149	0.031	X
		HOV	Yes	0.456	0.513	0.056	---	0.707	0.709	0.002	---	0.864	0.911	0.047	---	0.761	0.790	0.029	---	0.924	1.006	0.082	X	1.200	1.220	0.020	X
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.117	1.127	0.010	---	0.999	1.040	0.040	X	1.062	1.074	0.013	---	1.188	1.210	0.022	X	1.194	1.225	0.031	X	1.139	1.198	0.059	X
		HOV	-	0.557	0.545	-0.012	---	0.390	0.373	-0.018	---	0.605	0.609	0.004	---	0.672	0.648	-0.025	---	0.813	0.797	-0.016	---	0.826	0.795	-0.031	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.808	0.825	0.016	---	1.018	1.029	0.011	---	0.938	0.949	0.011	---	0.959	0.986	0.026	---	0.577	0.598	0.021	---	0.625	0.649	0.025	---
		HOV	-	0.343	0.350	0.006	---	0.500	0.512	0.013	---	0.688	0.680	-0.008	---	0.540	0.562	0.022	---	0.689	0.740	0.051	---	0.786	0.788	0.001	---
	# IMPACTS		**4**																								

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D VS. ADJUSTED ENVIRONMENTAL BASELINE WEEKDAY PEAK HOUR IMPACTS FOR FREEWAY RAMPS

No.	Freeway Ramps	Significant Impacts	AM Peak Hour				PM Peak Hour				Airport Peak Hour			
			Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact
1	405 NB off- at Sepulveda Blvd.	-	0.449	0.397	-0.052	---	0.431	0.420	-0.011	---	0.747	0.672	-0.075	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.219	0.218	-0.001	---	0.242	0.242	0.000	---	0.284	0.225	-0.059	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.296	0.287	-0.009	---	0.614	0.601	-0.013	---	0.418	0.333	-0.085	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.183	0.179	-0.003	---	0.179	0.176	-0.003	---	0.207	0.195	-0.013	---
5	405 NB on-r at Howard Hughes Pkwy.	-	0.611	0.562	-0.049	---	0.477	0.447	-0.029	---	0.364	0.273	-0.091	---
6	405 SB off-r at La Tijera Blvd.	-	0.345	0.352	0.007	---	0.451	0.496	0.045	---	0.431	0.395	-0.037	---
7	405 SB on-r at La Tijera Blvd.	-	0.419	0.456	0.037	---	0.518	0.505	-0.013	---	0.175	0.123	-0.052	---
8	405 NB off- at La Tijera Blvd.	-	0.337	0.331	-0.007	---	0.443	0.431	-0.012	---	0.269	0.222	-0.047	---
9	405 NB on-r at La Tijera Blvd.	-	0.416	0.427	0.011	---	0.413	0.417	0.005	---	0.300	0.309	0.009	---
10	405 NB on-r at Manchester Blvd. East	-	0.344	0.371	0.027	---	0.435	0.485	0.050	---	0.321	0.434	0.113	---
11	405 NB on-r at Manchester Blvd. West	-	0.321	0.316	-0.005	---	0.359	0.343	-0.017	---	0.445	0.532	0.087	---
12	405 NB off- at Manchester Blvd.	-	0.731	0.706	-0.025	---	0.474	0.455	-0.019	---	0.629	0.619	-0.009	---
13	405 SB on-r at Manchester Blvd.	-	0.498	0.475	-0.023	---	0.792	0.721	-0.071	---	0.564	0.568	0.004	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	Yes	0.697	0.889	0.192	---	0.671	0.607	-0.064	---	0.899	1.314	0.415	X
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.085	0.030	-0.055	---	0.187	0.136	-0.051	---	0.175	0.249	0.074	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.209	0.536	0.327	---	0.279	0.335	0.056	---	0.093	0.357	0.264	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.390	0.397	0.007	---	0.641	0.526	-0.115	---	0.483	0.542	0.059	---
18	405 NB off- at Century Blvd.	-	0.792	0.648	-0.144	---	0.470	0.463	-0.007	---	0.245	0.297	0.053	---
19	405 NB on-r at Century Blvd. EB	Yes	0.275	0.750	0.475	---	0.595	1.190	0.595	X	0.163	0.764	0.601	---
20	405 NB on-r at Century Blvd. WB	-	0.532	0.533	0.001	---	0.344	0.340	-0.004	---	0.427	0.389	-0.038	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.196	0.275	0.079	---	0.155	0.216	0.061	---	0.217	0.232	0.015	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.087	0.119	0.032	---	0.119	0.171	0.052	---	0.149	0.254	0.105	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.127	0.133	0.007	---	0.169	0.167	-0.002	---	0.247	0.257	0.010	---
24	405 SB on-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.053	0.053	0.000	---	0.199	0.199 0.000	0.000	---	0.000	0.110	0.110	---
25	405 SB off-r El Segundo Blvd.	-	0.335	0.427	0.092	---	0.123	0.204	0.081	---	0.139	0.224	0.085	---
26	405 SB on-r El Segundo Blvd.	Yes	0.179	0.260	0.081	---	0.994	1.069	0.075	X	0.279	0.319	0.041	---
27	405 NB off- El Segundo Blvd.	-	0.538	0.747	0.209	---	0.389	0.489	0.100	---	0.321	0.368	0.047	---
28	405 NB on-r El Segundo Blvd. EB	-	0.151	0.173	0.022	---	0.441	0.455	0.013	---	0.223	0.229	0.005	---
29	405 NB on-r El Segundo Blvd. WB	-	0.253	0.256	0.003	---	0.222	0.221	-0.001	---	0.314	0.309	-0.005	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.413	0.304	-0.109	---	0.782	0.506	-0.276	---	0.529	0.272	-0.257	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.231	0.286	0.054	---	0.408	0.477	0.069	---	0.302	0.340	0.038	---
32	105 WB off Sepulveda Blvd. NB	-	0.975	0.860	-0.115	---	0.594	0.701	0.107	---	0.806	0.600	-0.207	---
33	105 WB off Sepulveda Blvd. SB	-	0.528	0.475	-0.053	---	0.339	0.444	0.105	---	0.574	0.637	0.063	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.514	0.545	0.031	---	0.625	0.646	0.021	---	0.581	0.561	-0.020	---
35	105 WB off Nash St.	Yes	1.149	1.170	0.021	X	0.303	0.329	0.027	---	0.516	0.683	0.167	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.579	-0.004	---	0.559	0.534	-0.025	---	0.566	0.599	0.033	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.207	0.165	-0.042	---	0.183	0.180	-0.003	---	0.151	0.298	0.147	---
38	105 WB off Hawthorne Blvd.	-	0.603	0.638	0.035	---	0.794	0.818	0.024	---	0.401	0.450	0.049	---
39	105 EB On- Atwood Wy (Bet Nash/Douglas)	-	0.080	0.107	0.027	---	0.489	0.543	0.054	---	0.350	0.431	0.081	---
# IMPACTS		**4**												

Alternative D with Lennox Ramps vs. Adjusted Environmental Baseline

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH LENNOX RAMPS VS ADJUSTED ENVIRONMENTAL BASELINE LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	Yes	0.684	0.689	0.004	---	0.862	0.859	-0.002	---	0.892	0.917	0.025	X	0.850	0.853	0.002	---	0.676	0.695	0.019	---	0.730	0.735	0.005	---
2	Centinela Avenue	s/o Venice Boulevard**	-	0.898	0.899	0.001	---	0.591	0.602	0.011	---	0.787	0.796	0.009	---	0.849	0.870	0.021	---	0.668	0.694	0.026	---	0.771	0.773	0.002	---
3	Sawtelle Boulevard	s/o Venice Boulevard**	-	0.404	0.419	0.015	---	0.589	0.593	0.004	---	0.375	0.436	0.061	---	0.654	0.690	0.036	---	0.476	0.514	0.038	---	0.670	0.674	0.004	---
4	Sepulveda Boulevard	s/o Venice Boulevard**	-	0.878	0.879	0.002	---	0.633	0.644	0.011	---	1.034	1.012	-0.022	---	0.864	0.882	0.018	---	0.838	0.818	-0.020	---	0.896	0.904	0.007	---
5	Overland Avenue	s/o Venice Boulevard**	Yes	1.201	1.232	0.032	X	1.664	1.674	0.009	---	1.455	1.483	0.028	X	1.726	1.769	0.042	X	1.454	1.490	0.036	X	1.771	1.791	0.020	X
6	Stocker Street	e/o La Brea Avenue	-	0.500	0.521	0.021	---	0.493	0.498	0.005	---	0.597	0.599	0.002	---	0.461	0.472	0.011	---	0.564	0.584	0.020	---	0.543	0.554	0.011	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.424	0.431	0.007	---	0.704	0.716	0.012	---	0.654	0.660	0.006	---	0.479	0.485	0.006	---	0.375	0.386	0.011	---	0.371	0.375	0.004	---
8	Centinela Avenue	e/o La Brea Avenue	Yes	0.440	0.447	0.007	---	0.929	0.953	0.024	X	0.744	0.751	0.008	---	1.213	1.218	0.005	---	0.766	0.779	0.012	---	0.591	0.601	0.011	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.530	0.544	0.014	---	0.557	0.566	0.009	---	0.641	0.650	0.009	---	0.598	0.615	0.017	---	0.383	0.403	0.021	---	0.424	0.435	0.011	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.486	0.504	0.017	---	0.533	0.568	0.035	---	0.609	0.641	0.032	---	0.614	0.620	0.005	---	0.461	0.472	0.011	---	0.522	0.538	0.016	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.376	0.399	0.024	---	0.285	0.289	0.004	---	0.390	0.416	0.026	---	0.454	0.515	0.061	---	0.578	0.635	0.057	---	0.341	0.368	0.027	---
12	Century Boulevard	w/o La Brea Avenue	-	0.458	0.501	0.043	---	0.489	0.528	0.038	---	0.627	0.655	0.029	---	0.474	0.477	0.003	---	0.506	0.529	0.023	---	0.464	0.514	0.049	---
13	Imperial Highway	w/o La Brea Avenue	Yes	0.274	0.308	0.034	---	0.376	0.414	0.038	---	0.580	0.618	0.038	---	0.335	0.413	0.078	---	0.492	0.758	0.265	X	0.604	0.765	0.161	X
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.682	0.692	0.009	---	0.229	0.237	0.008	---	0.460	0.479	0.019	---	0.761	0.783	0.021	---	0.406	0.423	0.017	---	0.302	0.348	0.046	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	Yes	0.933	0.961	0.028	X	0.265	0.265	0.000	---	0.469	0.489	0.020	---	0.857	0.886	0.029	---	0.512	0.528	0.016	---	0.536	0.566	0.030	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.165	0.181	0.016	---	0.483	0.488	0.005	---	0.271	0.284	0.013	---	0.404	0.422	0.019	---	0.362	0.388	0.026	---	0.474	0.464	-0.009	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.566	0.585	0.019	---	0.362	0.357	-0.005	---	0.535	0.543	0.008	---	0.399	0.395	-0.004	---	0.274	0.276	0.002	---	0.458	0.455	-0.003	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.112	0.110	-0.002	---	0.151	0.154	0.004	---	0.170	0.170	0.001	---	0.168	0.166	-0.001	---	0.247	0.246	-0.002	---	0.205	0.209	0.004	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.474	0.483	0.009	---	0.086	0.087	0.000	---	0.134	0.144	0.009	---	0.273	0.283	0.010	---	0.284	0.282	-0.002	---	0.306	0.312	0.006	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	-	0.412	0.411	0.000	---	0.205	0.250	0.045	---	0.547	0.601	0.054	---	0.866	0.850	-0.016	---	0.183	0.193	0.010	---	0.398	0.371	-0.027	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	Yes	0.623	0.636	0.013	---	0.307	0.302	-0.004	---	0.879	0.944	0.065	X	0.666	0.692	0.026	---	0.549	0.578	0.029	---	0.580	0.567	-0.013	---
22	Culver Boulevard	w/o Jefferson Avenue**	-	0.645	0.628	-0.017	---	0.235	0.259	0.023	---	0.437	0.460	0.023	---	0.832	0.832	0.000	---	0.377	0.382	0.005	---	0.443	0.456	0.012	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.343	0.304	-0.039	---	0.123	0.131	0.008	---	0.184	0.192	0.007	---	0.392	0.402	0.010	---	0.249	0.215	-0.033	---	0.207	0.208	0.001	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.681	0.698	0.018	---	0.477	0.488	0.011	---	0.641	0.647	0.006	---	0.610	0.624	0.014	---	0.529	0.540	0.011	---	0.587	0.595	0.008	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.388	0.382	-0.006	---	0.824	0.817	-0.006	---	0.542	0.564	0.022	---	0.520	0.549	0.029	---	0.156	0.162	0.006	---	0.678	0.683	0.005	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.897	0.910	0.013	---	0.416	0.423	0.007	---	0.727	0.736	0.009	---	0.820	0.833	0.013	---	0.518	0.508	-0.010	---	0.531	0.486	-0.045	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.371	0.409	0.038	---	0.818	0.845	0.027	---	0.810	0.821	0.011	---	0.545	0.570	0.025	---	0.521	0.557	0.036	---	0.630	0.663	0.033	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	Yes	0.190	0.190	0.000	---	0.522	0.550	0.028	---	0.790	0.833	0.043	X	0.388	0.415	0.027	---	0.701	0.754	0.054	---	0.891	0.928	0.037	X
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.506	0.531	0.025	---	0.376	0.389	0.012	---	0.493	0.532	0.039	---	0.838	0.855	0.017	---	0.495	0.549	0.054	---	0.341	0.389	0.048	---
30	Vista Del Mar	s/o Grand Avenue	-	0.838	0.870	0.032	---	0.155	0.170	0.015	---	0.212	0.216	0.003	---	0.583	0.596	0.013	---	0.315	0.313	-0.002	---	0.213	0.213	0.001	---
# IMPACTS			**7**																								

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH LENNOX RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE FREEWAY LEVEL OF SERVICE COMPARISONS

No.		Link Location	Total Impacts	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.879	0.900	0.021	---	0.868	0.877	0.009	---	1.007	1.017	0.010	---	0.816	0.826	0.010	---	1.068	1.108	0.040	X	1.002	1.019	0.017	---
		HOV	-	0.380	0.396	0.017	---	0.758	0.767	0.010	---	0.835	0.837	0.002	---	0.761	0.780	0.019	---	0.813	0.849	0.037	---	1.254	1.264	0.010	---
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.011	1.018	0.007	---	1.174	1.206	0.032	X	1.220	1.237	0.017	---	1.126	1.135	0.009	---	1.240	1.294	0.055	X	1.118	1.159	0.040	X
		HOV	Yes	0.456	0.517	0.061	---	0.707	0.724	0.018	---	0.864	0.924	0.060	---	0.761	0.802	0.042	---	0.924	1.007	0.082	X	1.200	1.233	0.033	X
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.117	1.132	0.015	---	0.999	1.035	0.035	X	1.062	1.080	0.019	---	1.188	1.214	0.025	X	1.194	1.238	0.044	X	1.139	1.200	0.061	X
		HOV	-	0.557	0.572	0.015	---	0.390	0.374	-0.016	---	0.605	0.628	0.024	---	0.672	0.640	-0.032	---	0.813	0.823	0.010	---	0.826	0.769	-0.058	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.808	0.826	0.018	---	1.018	1.034	0.016	---	0.938	0.948	0.010	---	0.959	0.987	0.028	---	0.577	0.597	0.020	---	0.625	0.649	0.025	---
		HOV	-	0.343	0.355	0.012	---	0.500	0.502	0.003	---	0.688	0.677	-0.012	---	0.540	0.574	0.034	---	0.689	0.739	0.050	---	0.786	0.784	-0.002	---
	# IMPACTS		**4**																								

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH LENNOX RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE WEEKDAY PEAK HOUR IMPACTS FOR FREEWAY RAMPS

No.	Freeway Ramps	Significant Impacts	AM Peak Hour				PM Peak Hour				Airport Peak Hour			
			Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact
1	405 NB off- at Sepulveda Blvd.	-	0.449	0.409	-0.040	---	0.431	0.411	-0.020	---	0.747	0.668	-0.079	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.219	0.222	0.003	---	0.242	0.235	-0.007	---	0.284	0.215	-0.069	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.296	0.318	0.022	---	0.614	0.599	-0.015	---	0.418	0.330	-0.088	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.183	0.177	-0.006	---	0.179	0.172	-0.007	---	0.207	0.189	-0.018	---
5	405 NB on-r at Howard Hughes Pkwy.	-	0.611	0.561	-0.049	---	0.477	0.439	-0.038	---	0.364	0.277	-0.087	---
6	405 SB off-r at La Tijera Blvd.	-	0.345	0.337	-0.007	---	0.451	0.482	0.031	---	0.431	0.389	-0.042	---
7	405 SB on-r at La Tijera Blvd.	-	0.419	0.407	-0.011	---	0.518	0.503	-0.015	---	0.175	0.128	-0.047	---
8	405 NB off- at La Tijera Blvd.	-	0.337	0.330	-0.007	---	0.443	0.431	-0.013	---	0.269	0.221	-0.048	---
9	405 NB on-r at La Tijera Blvd.	-	0.416	0.435	0.019	---	0.413	0.413	0.001	---	0.300	0.319	0.019	---
10	405 NB on-r at Manchester Blvd. East	-	0.344	0.354	0.010	---	0.435	0.457	0.022	---	0.321	0.475	0.155	---
11	405 NB on-r at Manchester Blvd. West	-	0.321	0.329	0.008	---	0.359	0.351	-0.008	---	0.445	0.489	0.043	---
12	405 NB off- at Manchester Blvd.	-	0.731	0.701	-0.031	---	0.474	0.429	-0.045	---	0.629	0.603	-0.025	---
13	405 SB on-r at Manchester Blvd.	-	0.498	0.491	-0.007	---	0.792	0.733	-0.059	---	0.564	0.561	-0.003	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.697	0.763	0.066	---	0.671	0.483	-0.188	---	0.899	0.809	-0.090	---
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.085	0.057	-0.027	---	0.187	0.143	-0.043	---	0.175	0.195	0.020	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.209	0.123	-0.087	---	0.279	0.055	-0.224	---	0.093	0.024	-0.069	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.390	0.297	-0.093	---	0.641	0.504	-0.137	---	0.483	0.348	-0.135	---
18	405 NB off- at Century Blvd.	-	0.792	0.601	-0.191	---	0.470	0.447	-0.023	---	0.245	0.223	-0.021	---
19	405 NB on-r at Century Blvd. EB	-	0.275	0.608	0.333	---	0.595	0.860*	0.265	---	0.163	0.546	0.383	---
20	405 NB on-r at Century Blvd. WB	-	0.532	0.494	-0.038	---	0.344	0.339	-0.005	---	0.427	0.379	-0.048	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.196	0.249	0.053	---	0.155	0.209	0.055	---	0.217	0.184	-0.033	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.087	0.110	0.023	---	0.119	0.151	0.032	---	0.149	0.242	0.093	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.127	0.110	-0.017	---	0.169	0.165	-0.003	---	0.247	0.246	-0.001	---
24	405 SB on-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.053	0.053	0.000	---	0.199	0.199	0.000	---	0.000	0.048	0.048	---
25	405 SB off-r El Segundo Blvd.	-	0.335	0.405	0.071	---	0.123	0.204	0.081	---	0.139	0.159	0.019	---
26	405 SB on-r El Segundo Blvd.	Yes	0.179	0.235	0.057	---	0.994	1.061	0.067	X	0.279	0.305	0.026	---
27	405 NB off- El Segundo Blvd.	-	0.538	0.655	0.117	---	0.389	0.371	-0.018	---	0.321	0.293	-0.028	---
28	405 NB on-r El Segundo Blvd. EB	-	0.151	0.172	0.021	---	0.441	0.435	-0.006	---	0.223	0.227	0.003	---
29	405 NB on-r El Segundo Blvd. WB	-	0.253	0.255	0.002	---	0.222	0.219	-0.003	---	0.314	0.325	0.011	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.413	0.306	-0.107	---	0.782	0.523	-0.259	---	0.529	0.264	-0.265	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.231	0.288	0.056	---	0.408	0.478	0.070	---	0.302	0.343	0.040	---
32	105 WB off- Sepulveda Blvd. NB	-	0.975	0.855	-0.120	---	0.594	0.698	0.104	---	0.806	0.574	-0.232	---
33	105 WB off- Sepulveda Blvd. SB	-	0.528	0.469	-0.059	---	0.339	0.445	0.105	---	0.574	0.615	0.041	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.514	0.549	0.035	---	0.625	0.649	0.025	---	0.581	0.546	-0.035	---
35	105 WB off- Nash St.	-	1.149	1.150	0.001	---	0.303	0.240	-0.063	---	0.516	0.629	0.113	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.577	-0.006	---	0.559	0.510	-0.049	---	0.566	0.569	0.003	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.207	0.164	-0.043	---	0.183	0.180	-0.003	---	0.151	0.268	0.117	---
38	105 WB off- Hawthorne Blvd.	-	0.603	0.599	-0.003	---	0.794	0.783	-0.011	---	0.401	0.386	-0.015	---
39	105 EB On-r Atwood Wy (Bet Nash/Douglas)	-	0.080	0.094	0.014	---	0.489	0.535	0.046	---	0.350	0.419	0.069	---
# IMPACTS		**1**												

* A detailed operations analysis of the proposed Lennox Interchange (Final Access Study Report, I-405 at Lennox Boulevard, Ramp Feasibility Study, January 16, 2004) indicated that the proposed Lennox Interchange would reduce the unmitigated volume/capacity ratio on this ramp by 0.144 or more during the PM peak hour, resulting in a mitigated V/C ratio of 0.860 or lower during the PM peak hour, thereby fully mitigating the impact at this ramp.

Alternative D with I-105 Ramps vs. Adjusted Environmental Baseline Comparison

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH I-105 RAMPS VS ADJUSTED ENVIRONMENTAL BASELINE LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	-	0.684	0.692	0.008	---	0.862	0.858	-0.003	---	0.962	0.907	-0.055	---	0.850	0.856	0.005	---	0.676	0.692	0.016	---	0.730	0.107	-0.623	---
2	Centinela Avenue	s/o Venice Boulevard**	-	0.898	0.902	0.004	---	0.591	0.601	0.011	---	0.857	0.791	-0.066	---	0.849	0.870	0.021	---	0.668	0.696	0.028	---	0.771	0.776	0.005	---
3	Sawtelle Boulevard	s/o Venice Boulevard**	-	0.404	0.429	0.025	---	0.589	0.594	0.005	---	0.445	0.402	-0.043	---	0.654	0.682	0.028	---	0.476	0.515	0.039	---	0.670	0.672	0.002	---
4	Sepulveda Boulevard	s/o Venice Boulevard**	-	0.878	0.876	-0.001	---	0.633	0.649	0.016	---	1.104	1.034	-0.070	---	0.864	0.890	0.026	---	0.838	0.818	-0.020	---	0.896	0.904	0.007	---
5	Overland Avenue	s/o Venice Boulevard**	Yes	1.201	1.249	0.048	X	1.664	1.684	0.020	X	1.525	1.482	-0.043	---	1.726	1.757	0.031	X	1.454	1.484	0.031	X	1.771	1.798	0.027	X
6	Stocker Street	e/o La Brea Avenue	-	0.500	0.515	0.015	---	0.493	0.501	0.008	---	0.597	0.595	-0.002	---	0.461	0.474	0.012	---	0.564	0.576	0.013	---	0.543	0.549	0.006	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.424	0.431	0.008	---	0.704	0.708	0.004	---	0.654	0.666	0.012	---	0.479	0.482	0.004	---	0.375	0.385	0.010	---	0.371	0.368	-0.003	---
8	Centinela Avenue	e/o La Brea Avenue	Yes	0.440	0.450	0.010	---	0.929	0.953	0.024	X	0.744	0.756	0.012	---	1.213	1.213	0.000	---	0.766	0.772	0.006	---	0.591	0.588	-0.003	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.530	0.544	0.014	---	0.557	0.571	0.014	---	0.641	0.648	0.007	---	0.598	0.616	0.018	---	0.383	0.400	0.018	---	0.424	0.437	0.013	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.486	0.507	0.021	---	0.533	0.560	0.027	---	0.609	0.625	0.015	---	0.614	0.612	-0.002	---	0.461	0.465	0.004	---	0.522	0.540	0.018	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.376	0.419	0.044	---	0.285	0.287	0.002	---	0.390	0.404	0.014	---	0.454	0.504	0.050	---	0.578	0.610	0.032	---	0.341	0.362	0.021	---
12	Century Boulevard	w/o La Brea Avenue	-	0.458	0.491	0.033	---	0.489	0.507	0.018	---	0.627	0.638	0.011	---	0.474	0.450	-0.024	---	0.506	0.469	-0.037	---	0.464	0.487	0.023	---
13	Imperial Highway	w/o La Brea Avenue	Yes	0.274	0.328	0.054	---	0.376	0.415	0.040	---	0.580	0.587	0.007	---	0.335	0.365	0.031	---	0.492	0.768	0.275	X	0.604	0.706	0.102	X
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.682	0.693	0.010	---	0.229	0.236	0.007	---	0.460	0.488	0.028	---	0.761	0.773	0.012	---	0.406	0.442	0.036	---	0.302	0.351	0.050	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	Yes	0.933	0.963	0.030	X	0.265	0.266	0.001	---	0.469	0.495	0.026	---	0.857	0.885	0.028	---	0.512	0.534	0.022	---	0.536	0.566	0.030	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.165	0.185	0.020	---	0.483	0.494	0.011	---	0.341	0.286	-0.055	---	0.404	0.421	0.018	---	0.362	0.385	0.023	---	0.474	0.454	-0.019	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.566	0.598	0.031	---	0.362	0.367	0.005	---	0.605	0.534	-0.071	---	0.399	0.399	0.001	---	0.274	0.279	0.005	---	0.458	0.459	0.001	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.112	0.114	0.002	---	0.151	0.154	0.003	---	0.240	0.171	-0.069	---	0.168	0.168	0.001	---	0.247	0.246	-0.001	---	0.205	0.205	0.001	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.474	0.486	0.012	---	0.086	0.088	0.002	---	0.134	0.136	0.002	---	0.273	0.281	0.008	---	0.284	0.282	-0.002	---	0.306	0.303	-0.004	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	-	0.412	0.416	0.005	---	0.205	0.245	0.040	---	0.617	0.598	-0.020	---	0.866	0.855	-0.011	---	0.183	0.194	0.011	---	0.398	0.392	-0.006	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	-	0.623	0.642	0.019	---	0.307	0.303	-0.004	---	0.949	0.936	-0.013	---	0.666	0.694	0.028	---	0.549	0.577	0.028	---	0.580	0.574	-0.006	---
22	Culver Boulevard	w/o Jefferson Avenue**	-	0.645	0.630	-0.015	---	0.235	0.257	0.022	---	0.507	0.460	-0.047	---	0.832	0.831	-0.001	---	0.377	0.382	0.005	---	0.443	0.457	0.014	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.343	0.302	-0.041	---	0.123	0.136	0.012	---	0.254	0.191	-0.063	---	0.392	0.403	0.011	---	0.249	0.213	-0.035	---	0.207	0.207	0.000	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.681	0.707	0.026	---	0.477	0.493	0.016	---	0.641	0.647	0.005	---	0.610	0.625	0.015	---	0.529	0.536	0.007	---	0.587	0.600	0.013	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.388	0.382	-0.006	---	0.824	0.832	0.008	---	0.542	0.558	0.016	---	0.520	0.536	0.016	---	0.156	0.160	0.004	---	0.678	0.687	0.009	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.897	0.913	0.016	---	0.416	0.415	-0.001	---	0.727	0.740	0.013	---	0.820	0.832	0.011	---	0.518	0.516	-0.003	---	0.531	0.476	-0.055	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.371	0.419	0.047	---	0.818	0.856	0.038	---	0.810	0.821	0.011	---	0.545	0.569	0.024	---	0.521	0.563	0.042	---	0.630	0.662	0.032	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	Yes	0.190	0.185	-0.005	---	0.522	0.549	0.027	---	0.790	0.812	0.022	---	0.388	0.411	0.023	---	0.701	0.740	0.039	---	0.891	0.926	0.035	X
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.506	0.526	0.020	---	0.376	0.391	0.015	---	0.493	0.565	0.072	---	0.838	0.848	0.011	---	0.495	0.549	0.054	---	0.341	0.383	0.042	---
30	Vista Del Mar	s/o Grand Avenue	-	0.838	0.873	0.036	---	0.155	0.173	0.018	---	0.212	0.218	0.006	---	0.583	0.599	0.016	---	0.315	0.313	-0.002	---	0.213	0.211	-0.002	---
# IMPACTS			**5**																								

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH I-105 RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE FREEWAY LEVEL OF SERVICE COMPARISONS

No.		Link Location	Total Impacts	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.879	0.904	0.025	---	0.868	0.878	0.010	---	1.007	1.019	0.012	---	0.816	0.825	0.010	---	1.068	1.112	0.044	X	1.002	1.019	0.017	---
		HOV	-	0.380	0.397	0.017	---	0.758	0.768	0.011	---	0.835	0.834	-0.001	---	0.761	0.778	0.017	---	0.813	0.842	0.030	---	1.254	1.263	0.008	---
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.011	1.026	0.015	---	1.174	1.201	0.027	X	1.220	1.237	0.017	---	1.126	1.131	0.005	---	1.240	1.296	0.056	X	1.118	1.150	0.032	X
		HOV	Yes	0.456	0.520	0.063	---	0.707	0.717	0.010	---	0.864	0.918	0.055	---	0.761	0.790	0.030	---	0.924	1.002	0.078	X	1.200	1.218	0.018	---
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.117	1.134	0.017	---	0.999	1.040	0.041	X	1.062	1.079	0.017	---	1.188	1.212	0.024	X	1.194	1.226	0.032	X	1.139	1.197	0.057	X
		HOV	-	0.557	0.551	-0.006	---	0.390	0.379	-0.012	---	0.605	0.616	0.011	---	0.672	0.651	-0.022	---	0.813	0.799	-0.014	---	0.826	0.792	-0.034	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.808	0.831	0.023	---	1.018	1.035	0.016	---	0.938	0.950	0.012	---	0.959	0.991	0.032	---	0.577	0.600	0.022	---	0.625	0.649	0.024	---
		HOV	-	0.343	0.353	0.009	---	0.500	0.524	0.025	---	0.688	0.683	-0.005	---	0.540	0.569	0.029	---	0.689	0.733	0.044	---	0.786	0.785	-0.001	---
	# IMPACTS		**4**																								

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH I-105 RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE WEEKDAY PEAK HOUR IMPACTS FOR FREEWAY RAMPS

			AM Peak Hour				PM Peak Hour				Airport Peak Hour			
No.	Freeway Ramps	Significant Impacts	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact
1	405 NB off- at Sepulveda Blvd.	-	0.449	0.402	-0.047	---	0.431	0.425	-0.006	---	0.747	0.677	-0.069	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.219	0.217	-0.002	---	0.242	0.243	0.001	---	0.284	0.222	-0.062	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.296	0.285	-0.011	---	0.614	0.599	-0.015	---	0.418	0.326	-0.092	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.183	0.178	-0.005	---	0.179	0.177	-0.003	---	0.207	0.190	-0.017	---
5	405 NB on-r at Howard Hughes Pkwy.	-	0.611	0.543	-0.067	---	0.477	0.442	-0.035	---	0.364	0.278	-0.086	---
6	405 SB off-r at La Tijera Blvd.	-	0.345	0.349	0.005	---	0.451	0.497	0.045	---	0.431	0.393	-0.038	---
7	405 SB on-r at La Tijera Blvd.	-	0.419	0.451	0.032	---	0.518	0.504	-0.014	---	0.175	0.130	-0.045	---
8	405 NB off- at La Tijera Blvd.	-	0.337	0.331	-0.006	---	0.443	0.429	-0.014	---	0.269	0.231	-0.039	---
9	405 NB on-r at La Tijera Blvd.	-	0.416	0.427	0.011	---	0.413	0.412	-0.001	---	0.300	0.315	0.015	---
10	405 NB on-r at Manchester Blvd. East	-	0.344	0.358	0.014	---	0.435	0.481	0.046	---	0.321	0.482	0.161	---
11	405 NB on-r at Manchester Blvd. West	-	0.321	0.323	0.002	---	0.359	0.355	-0.004	---	0.445	0.491	0.045	---
12	405 NB off- at Manchester Blvd.	-	0.731	0.711	-0.020	---	0.474	0.445	-0.029	---	0.629	0.619	-0.009	---
13	405 SB on-r at Manchester Blvd.	-	0.498	0.216	-0.282	---	0.792	0.725	-0.067	---	0.564	0.578	0.014	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	Yes	0.697	0.883	0.187	---	0.671	0.600	-0.071	---	0.899	1.335	0.436	X
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.085	0.037	-0.047	---	0.187	0.123	-0.064	---	0.175	0.261	0.085	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.209	0.513	0.304	---	0.279	0.333	0.054	---	0.093	0.337	0.245	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.390	0.397	0.007	---	0.641	0.521	-0.119	---	0.483	0.543	0.060	---
18	405 NB off- at Century Blvd.	-	0.792	0.631	-0.161	---	0.470	0.463	-0.007	---	0.245	0.291	0.047	---
19	405 NB on-r at Century Blvd. EB	Yes	0.275	0.760	0.485	---	0.595	1.180	0.585	X	0.163	0.759	0.596	---
20	405 NB on-r at Century Blvd. WB	-	0.532	0.517	-0.015	---	0.344	0.340	-0.004	---	0.427	0.409	-0.019	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.196	0.267	0.071	---	0.155	0.223	0.068	---	0.217	0.232	0.015	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.087	0.117	0.029	---	0.119	0.175	0.057	---	0.149	0.251	0.102	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.127	0.127	0.001	---	0.169	0.173	0.005	---	0.247	0.257	0.010	---
24	405 SB on-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.053	0.053	0.000	---	0.199	0.199	0.000	---	0.000	0.167	0.167	---
25	405 SB off-r El Segundo Blvd.	-	0.335	0.424	0.089	---	0.123	0.211	0.089	---	0.139	0.202	0.063	---
26	405 SB on-r El Segundo Blvd.	Yes	0.179	0.239	0.061	---	0.994	1.067	0.073	X	0.279	0.311	0.032	---
27	405 NB off- El Segundo Blvd.	-	0.538	0.743	0.205	---	0.389	0.474	0.085	---	0.321	0.359	0.038	---
28	405 NB on-r El Segundo Blvd. EB	-	0.151	0.170	0.019	---	0.441	0.446	0.005	---	0.223	0.229	0.006	---
29	405 NB on-r El Segundo Blvd. WB	-	0.253	0.257	0.004	---	0.222	0.220	-0.002	---	0.314	0.309	-0.005	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.413	0.319	-0.094	---	0.782	0.505	-0.277	---	0.529	0.265	-0.264	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.231	0.288	0.056	---	0.408	0.476	0.068	---	0.302	0.337	0.035	---
32	105 WB off Sepulveda Blvd. NB	-	0.975	0.859	-0.116	---	0.594	0.698	0.104	---	0.806	0.592	-0.215	---
33	105 WB off Sepulveda Blvd. SB	-	0.528	0.475	-0.053	---	0.339	0.445	0.105	---	0.574	0.633	0.059	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.514	0.549	0.035	---	0.625	0.645	0.020	---	0.581	0.552	-0.029	---
35	105 WB off Nash St.	Yes	1.149	1.170	0.021	X	0.303	0.332	0.029	---	0.516	0.677	0.161	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.578	-0.005	---	0.559	0.527	-0.033	---	0.566	0.595	0.029	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.207	0.153	-0.054	---	0.183	0.181	-0.002	---	0.151	0.285	0.134	---
38	105 WB off Hawthorne Blvd.	-	0.603	0.611	0.008	---	0.794	0.783	-0.011	---	0.401	0.398	-0.003	---
39	105 EB On- Atwood Wy (Bet Nash/Douglas)	-	0.080	0.107	0.027	---	0.489	0.535	0.047	---	0.350	0.420	0.070	---
# IMPACTS		**4**												

Alternative D Mitigated with Lennox Ramps vs. Adjusted Environmental Baseline

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D MITIGATED WITH LENNOX RAMPS VS ADJUSTED ENVIRONMENTAL BASELINE LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	Yes	0.684	0.689	0.004	---	0.862	0.859	-0.002	---	0.892	0.917	0.025	X	0.850	0.853	0.002	---	0.676	0.695	0.019	---	0.730	0.735	0.005	---
2	Centinela Avenue	s/o Venice Boulevard**	-	0.898	0.899	0.001	---	0.591	0.602	0.011	---	0.787	0.796	0.009	---	0.849	0.870	0.021	---	0.668	0.694	0.026	---	0.771	0.773	0.002	---
3	Sawtelle Boulevard	s/o Venice Boulevard**	-	0.404	0.419	0.015	---	0.589	0.593	0.004	---	0.375	0.436	0.061	---	0.654	0.690	0.036	---	0.476	0.514	0.038	---	0.670	0.674	0.004	---
4	Sepulveda Boulevard	s/o Venice Boulevard**	-	0.878	0.879	0.002	---	0.633	0.644	0.011	---	1.034	1.012	-0.022	---	0.864	0.882	0.018	---	0.838	0.818	-0.020	---	0.896	0.904	0.007	---
5	Overland Avenue	s/o Venice Boulevard**	Yes	1.201	1.232	0.032	X	1.664	1.674	0.009	---	1.455	1.483	0.028	X	1.726	1.769	0.042	X	1.454	1.490	0.036	X	1.771	1.791	0.020	X
6	Stocker Street	e/o La Brea Avenue	-	0.500	0.521	0.021	---	0.493	0.498	0.005	---	0.597	0.599	0.002	---	0.461	0.472	0.011	---	0.564	0.584	0.020	---	0.543	0.554	0.011	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.424	0.431	0.007	---	0.704	0.716	0.012	---	0.654	0.660	0.006	---	0.479	0.485	0.006	---	0.375	0.386	0.011	---	0.371	0.375	0.004	---
8	Centinela Avenue	e/o La Brea Avenue	-	0.440	0.377	-0.063	---	0.929	0.883	-0.046	---	0.744	0.681	-0.063	---	1.213	1.148	-0.065	---	0.766	0.709	-0.057	---	0.591	0.531	-0.060	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.530	0.544	0.014	---	0.557	0.566	0.009	---	0.641	0.650	0.009	---	0.598	0.615	0.017	---	0.383	0.403	0.021	---	0.424	0.435	0.011	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.486	0.504	0.017	---	0.533	0.568	0.035	---	0.609	0.641	0.032	---	0.614	0.620	0.005	---	0.461	0.472	0.011	---	0.522	0.538	0.016	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.376	0.399	0.024	---	0.285	0.289	0.004	---	0.390	0.416	0.026	---	0.454	0.515	0.061	---	0.578	0.635	0.057	---	0.341	0.368	0.027	---
12	Century Boulevard	w/o La Brea Avenue	-	0.458	0.501	0.043	---	0.489	0.528	0.038	---	0.627	0.655	0.029	---	0.474	0.477	0.003	---	0.506	0.529	0.023	---	0.464	0.514	0.049	---
13	Imperial Highway	w/o La Brea Avenue	-	0.274	0.238	-0.036	---	0.376	0.344	-0.032	---	0.580	0.548	-0.032	---	0.335	0.343	0.008	---	0.492	0.688	0.196	---	0.604	0.695	0.091	---
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.682	0.692	0.009	---	0.229	0.237	0.008	---	0.460	0.479	0.019	---	0.761	0.783	0.021	---	0.406	0.423	0.017	---	0.302	0.348	0.046	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	-	0.933	0.891	-0.042	---	0.265	0.195	-0.070	---	0.469	0.419	-0.050	---	0.857	0.816	-0.041	---	0.512	0.458	-0.054	---	0.536	0.496	-0.040	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.165	0.181	0.016	---	0.483	0.488	0.005	---	0.271	0.284	0.013	---	0.404	0.422	0.019	---	0.362	0.388	0.026	---	0.474	0.464	-0.009	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.566	0.585	0.019	---	0.362	0.357	-0.005	---	0.535	0.543	0.008	---	0.399	0.395	-0.004	---	0.274	0.276	0.002	---	0.458	0.455	-0.003	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.112	0.110	-0.002	---	0.151	0.154	0.004	---	0.170	0.170	0.001	---	0.168	0.166	-0.001	---	0.247	0.246	-0.002	---	0.205	0.209	0.004	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.474	0.483	0.009	---	0.086	0.087	0.000	---	0.134	0.144	0.009	---	0.273	0.283	0.010	---	0.284	0.282	-0.002	---	0.306	0.312	0.006	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	-	0.412	0.411	0.000	---	0.205	0.250	0.045	---	0.547	0.601	0.054	---	0.866	0.850	-0.016	---	0.183	0.193	0.010	---	0.398	0.371	-0.027	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	Yes	0.623	0.636	0.013	---	0.307	0.302	-0.004	---	0.879	0.944	0.065	X	0.666	0.692	0.026	---	0.549	0.578	0.029	---	0.580	0.567	-0.013	---
22	Culver Boulevard	w/o Jefferson Avenue**	-	0.645	0.628	-0.017	---	0.235	0.259	0.023	---	0.437	0.460	0.023	---	0.832	0.832	0.000	---	0.377	0.382	0.005	---	0.443	0.456	0.012	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.343	0.304	-0.039	---	0.123	0.131	0.008	---	0.184	0.192	0.007	---	0.392	0.402	0.010	---	0.249	0.215	-0.033	---	0.207	0.208	0.001	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.681	0.698	0.018	---	0.477	0.488	0.011	---	0.641	0.647	0.006	---	0.610	0.624	0.014	---	0.529	0.540	0.011	---	0.587	0.595	0.008	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.388	0.382	-0.006	---	0.824	0.817	-0.006	---	0.542	0.564	0.022	---	0.520	0.549	0.029	---	0.156	0.162	0.006	---	0.678	0.683	0.005	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.897	0.910	0.013	---	0.416	0.423	0.007	---	0.727	0.736	0.009	---	0.820	0.833	0.013	---	0.518	0.508	-0.010	---	0.531	0.486	-0.045	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.371	0.409	0.038	---	0.818	0.845	0.027	---	0.810	0.821	0.011	---	0.545	0.570	0.025	---	0.521	0.557	0.036	---	0.630	0.663	0.033	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	-	0.190	0.120	-0.070	---	0.522	0.480	-0.042	---	0.790	0.763	-0.027	---	0.388	0.345	-0.043	---	0.701	0.684	-0.017	---	0.891	0.858	-0.033	---
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.506	0.531	0.025	---	0.376	0.389	0.012	---	0.493	0.532	0.039	---	0.838	0.855	0.017	---	0.495	0.549	0.054	---	0.341	0.389	0.048	---
30	Vista Del Mar	s/o Grand Avenue	-	0.838	0.870	0.032	---	0.155	0.170	0.015	---	0.212	0.216	0.003	---	0.583	0.596	0.013	---	0.315	0.313	-0.002	---	0.213	0.213	0.001	---
# IMPACTS			**3**																								

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH LENNOX RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE FREEWAY LEVEL OF SERVICE COMPARISONS

No.		Link Location	Total Impacts	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.879	0.900	0.021	---	0.868	0.877	0.009	---	1.007	1.017	0.010	---	0.816	0.826	0.010	---	1.068	1.108	0.040	X	1.002	1.019	0.017	---
		HOV	-	0.380	0.396	0.017	---	0.758	0.767	0.010	---	0.835	0.837	0.002	---	0.761	0.780	0.019	---	0.813	0.849	0.037	---	1.254	1.264	0.010	---
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.011	1.018	0.007	---	1.174	1.206	0.032	X	1.220	1.237	0.017	---	1.126	1.135	0.009	---	1.240	1.294	0.055	X	1.118	1.159	0.040	X
		HOV	Yes	0.456	0.517	0.061	---	0.707	0.724	0.018	---	0.864	0.924	0.060	---	0.761	0.802	0.042	---	0.924	1.007	0.082	X	1.200	1.233	0.033	X
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.117	1.132	0.015	---	0.999	1.035	0.035	X	1.062	1.080	0.019	---	1.188	1.214	0.025	X	1.194	1.238	0.044	X	1.139	1.200	0.061	X
		HOV	-	0.557	0.572	0.015	---	0.390	0.374	-0.016	---	0.605	0.628	0.024	---	0.672	0.640	-0.032	---	0.813	0.823	0.010	---	0.826	0.769	-0.058	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.808	0.826	0.018	---	1.018	1.034	0.016	---	0.938	0.948	0.010	---	0.959	0.987	0.028	---	0.577	0.597	0.020	---	0.625	0.649	0.025	---
		HOV	-	0.343	0.355	0.012	---	0.500	0.502	0.003	---	0.688	0.677	-0.012	---	0.540	0.574	0.034	---	0.689	0.739	0.050	---	0.786	0.784	-0.002	---
	# IMPACTS		**4**																								

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D MITIGATED WITH LENNOX RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE WEEKDAY PEAK HOUR IMPACTS FOR FREEWAY RAMPS

No.	Freeway Ramps	Significant Impacts	AM Peak Hour				PM Peak Hour				Airport Peak Hour			
			Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact
1	405 NB off- at Sepulveda Blvd.	-	0.449	0.409	-0.040	---	0.431	0.411	-0.020	---	0.747	0.668	-0.079	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.219	0.222	0.003	---	0.242	0.235	-0.007	---	0.284	0.215	-0.069	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.296	0.318	0.022	---	0.614	0.599	-0.015	---	0.418	0.330	-0.088	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.183	0.177	-0.006	---	0.179	0.172	-0.007	---	0.207	0.189	-0.018	---
5	405 NB on-r at Howard Hughes Pkwy.	-	0.611	0.561	-0.049	---	0.477	0.439	-0.038	---	0.364	0.277	-0.087	---
6	405 SB off-r at La Tijera Blvd.	-	0.345	0.337	-0.007	---	0.451	0.482	0.031	---	0.431	0.389	-0.042	---
7	405 SB on-r at La Tijera Blvd.	-	0.419	0.407	-0.011	---	0.518	0.503	-0.015	---	0.175	0.128	-0.047	---
8	405 NB off- at La Tijera Blvd.	-	0.337	0.330	-0.007	---	0.443	0.431	-0.013	---	0.269	0.221	-0.048	---
9	405 NB on-r at La Tijera Blvd.	-	0.416	0.435	0.019	---	0.413	0.413	0.001	---	0.300	0.319	0.019	---
10	405 NB on-r at Manchester Blvd. East	-	0.344	0.354	0.010	---	0.435	0.457	0.022	---	0.321	0.475	0.155	---
11	405 NB on-r at Manchester Blvd. West	-	0.321	0.329	0.008	---	0.359	0.351	-0.008	---	0.445	0.489	0.043	---
12	405 NB off- at Manchester Blvd.	-	0.731	0.701	-0.031	---	0.474	0.429	-0.045	---	0.629	0.603	-0.025	---
13	405 SB on-r at Manchester Blvd.	-	0.498	0.491	-0.007	---	0.792	0.733	-0.059	---	0.564	0.561	-0.003	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.697	0.763	0.066	---	0.671	0.483	-0.188	---	0.899	0.809	-0.090	---
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.085	0.057	-0.027	---	0.187	0.143	-0.043	---	0.175	0.195	0.020	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.209	0.123	-0.087	---	0.279	0.055	-0.224	---	0.093	0.024	-0.069	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.390	0.297	-0.093	---	0.641	0.504	-0.137	---	0.483	0.348	-0.135	---
18	405 NB off- at Century Blvd.	-	0.792	0.601	-0.191	---	0.470	0.447	-0.023	---	0.245	0.223	-0.021	---
19	405 NB on-r at Century Blvd. EB	-	0.275	0.608	0.333	---	0.595	0.860*	0.265	---	0.163	0.546	0.383	---
20	405 NB on-r at Century Blvd. WB	-	0.532	0.494	-0.038	---	0.344	0.339	-0.005	---	0.427	0.379	-0.048	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.196	0.249	0.053	---	0.155	0.209	0.055	---	0.217	0.184	-0.033	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.087	0.110	0.023	---	0.119	0.151	0.032	---	0.149	0.242	0.093	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.127	0.110	-0.017	---	0.169	0.165	-0.003	---	0.247	0.246	-0.001	---
24	405 SB on-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.053	0.053	0.000	---	0.199	0.199	0.000	---	0.000	0.048	0.048	---
25	405 SB off-r El Segundo Blvd.	-	0.335	0.405	0.071	---	0.123	0.204	0.081	---	0.139	0.159	0.019	---
26	405 SB on-r El Segundo Blvd.	-	0.179	0.118	-0.061	---	0.994	0.530	-0.464	---	0.279	0.152	-0.126	---
27	405 NB off- El Segundo Blvd.	-	0.538	0.655	0.117	---	0.389	0.371	-0.018	---	0.321	0.293	-0.028	---
28	405 NB on-r El Segundo Blvd. EB	-	0.151	0.172	0.021	---	0.441	0.435	-0.006	---	0.223	0.227	0.003	---
29	405 NB on-r El Segundo Blvd. WB	-	0.253	0.255	0.002	---	0.222	0.219	-0.003	---	0.314	0.325	0.011	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.413	0.306	-0.107	---	0.782	0.523	-0.259	---	0.529	0.264	-0.265	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.231	0.288	0.056	---	0.408	0.478	0.070	---	0.302	0.343	0.040	---
32	105 WB off- Sepulveda Blvd. NB	-	0.975	0.855	-0.120	---	0.594	0.698	0.104	---	0.806	0.574	-0.232	---
33	105 WB off- Sepulveda Blvd. SB	-	0.528	0.469	-0.059	---	0.339	0.445	0.105	---	0.574	0.615	0.041	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.514	0.549	0.035	---	0.625	0.649	0.025	---	0.581	0.546	-0.035	---
35	105 WB off- Nash St.	-	1.149	1.150	0.001	---	0.303	0.240	-0.063	---	0.516	0.629	0.113	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.577	-0.006	---	0.559	0.510	-0.049	---	0.566	0.569	0.003	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.207	0.164	-0.043	---	0.183	0.180	-0.003	---	0.151	0.268	0.117	---
38	105 WB off- Hawthorne Blvd.	-	0.603	0.599	-0.003	---	0.794	0.783	-0.011	---	0.401	0.386	-0.015	---
39	105 EB On-r Atwood Wy (Bet Nash/Douglas)	-	0.080	0.094	0.014	---	0.489	0.535	0.046	---	0.350	0.419	0.069	---
# IMPACTS		**0**												

* A detailed operations analysis of the proposed Lennox Interchange (Final Access Study Report, I-405 at Lennox Boulevard, Ramp Feasibility Study, January 16, 2004) indicated that the proposed Lennox Interchange would reduce the unmitigated volume/capacity ratio on this ramp by 0.144 or more during the PM peak hour, resulting in a mitigated V/C ratio of 0.860 or lower during the PM peak hour, thereby fully mitigating the impact at this ramp.

Alternative D Mitigated with I-105 Ramps vs. Adjusted Environmental Baseline

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D MITIGATED WITH I-105 RAMPS VS ADJUSTED ENVIRONMENTAL BASELINE LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	-	0.684	0.692	0.008	---	0.862	0.858	-0.003	---	0.962	0.907	-0.055	---	0.850	0.856	0.005	---	0.676	0.692	0.016	---	0.730	0.107	-0.623	---
2	Centinela Avenue	s/o Venice Boulevard**	-	0.898	0.902	0.004	---	0.591	0.601	0.011	---	0.857	0.791	-0.066	---	0.849	0.870	0.021	---	0.668	0.696	0.028	---	0.771	0.776	0.005	---
3	Sawtelle Boulevard	s/o Venice Boulevard**	-	0.404	0.429	0.025	---	0.589	0.594	0.005	---	0.445	0.402	-0.043	---	0.654	0.682	0.028	---	0.476	0.515	0.039	---	0.670	0.672	0.002	---
4	Sepulveda Boulevard	s/o Venice Boulevard**	-	0.878	0.876	-0.001	---	0.633	0.649	0.016	---	1.104	1.034	-0.070	---	0.864	0.890	0.026	---	0.838	0.818	-0.020	---	0.896	0.904	0.007	---
5	Overland Avenue	s/o Venice Boulevard**	Yes	1.201	1.249	0.048	X	1.664	1.684	0.020	X	1.525	1.482	-0.043	---	1.726	1.757	0.031	X	1.454	1.484	0.031	X	1.771	1.798	0.027	X
6	Stocker Street	e/o La Brea Avenue	-	0.500	0.515	0.015	---	0.493	0.501	0.008	---	0.597	0.595	-0.002	---	0.461	0.474	0.012	---	0.564	0.576	0.013	---	0.543	0.549	0.006	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.424	0.431	0.008	---	0.704	0.708	0.004	---	0.654	0.666	0.012	---	0.479	0.482	0.004	---	0.375	0.385	0.010	---	0.371	0.368	-0.003	---
8	Centinela Avenue	e/o La Brea Avenue	Yes	0.440	0.380	-0.060	---	0.929	0.883	-0.046	---	0.744	0.886	0.142	X	1.213	1.143	-0.070	---	0.766	0.702	-0.064	---	0.591	0.518	-0.073	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.530	0.544	0.014	---	0.557	0.571	0.014	---	0.641	0.648	0.007	---	0.598	0.616	0.018	---	0.383	0.400	0.018	---	0.424	0.437	0.013	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.486	0.507	0.021	---	0.533	0.560	0.027	---	0.609	0.625	0.015	---	0.614	0.612	-0.002	---	0.461	0.465	0.004	---	0.522	0.540	0.018	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.376	0.419	0.044	---	0.285	0.287	0.002	---	0.390	0.404	0.014	---	0.454	0.504	0.050	---	0.578	0.610	0.032	---	0.341	0.362	0.021	---
12	Century Boulevard	w/o La Brea Avenue	-	0.458	0.491	0.033	---	0.489	0.507	0.018	---	0.627	0.638	0.011	---	0.474	0.450	-0.024	---	0.506	0.469	-0.037	---	0.464	0.487	0.023	---
13	Imperial Highway	w/o La Brea Avenue	-	0.274	0.258	-0.016	---	0.376	0.345	-0.031	---	0.580	0.517	-0.063	---	0.335	0.295	-0.040	---	0.492	0.698	0.206	---	0.604	0.636	0.032	---
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.682	0.693	0.010	---	0.229	0.236	0.007	---	0.460	0.488	0.028	---	0.761	0.773	0.012	---	0.406	0.442	0.036	---	0.302	0.351	0.050	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	-	0.933	0.893	-0.040	---	0.265	0.196	-0.069	---	0.469	0.425	-0.044	---	0.857	0.815	-0.042	---	0.512	0.464	-0.048	---	0.536	0.496	-0.040	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.165	0.185	0.020	---	0.483	0.494	0.011	---	0.341	0.286	-0.055	---	0.404	0.421	0.018	---	0.362	0.385	0.023	---	0.474	0.454	-0.019	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.566	0.598	0.031	---	0.362	0.367	0.005	---	0.605	0.534	-0.071	---	0.399	0.399	0.001	---	0.274	0.279	0.005	---	0.458	0.459	0.001	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.112	0.114	0.002	---	0.151	0.154	0.003	---	0.240	0.171	-0.069	---	0.168	0.168	0.001	---	0.247	0.246	-0.001	---	0.205	0.205	0.001	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.474	0.486	0.012	---	0.086	0.088	0.002	---	0.134	0.136	0.002	---	0.273	0.281	0.008	---	0.284	0.282	-0.002	---	0.306	0.303	-0.004	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	-	0.412	0.416	0.005	---	0.205	0.245	0.040	---	0.617	0.598	-0.020	---	0.866	0.855	-0.011	---	0.183	0.194	0.011	---	0.398	0.392	-0.006	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	-	0.623	0.642	0.019	---	0.307	0.303	-0.004	---	0.949	0.936	-0.013	---	0.666	0.694	0.028	---	0.549	0.577	0.028	---	0.580	0.574	-0.006	---
22	Culver Boulevard	w/o Jefferson Avenue**	-	0.645	0.630	-0.015	---	0.235	0.257	0.022	---	0.507	0.460	-0.047	---	0.832	0.831	-0.001	---	0.377	0.382	0.005	---	0.443	0.457	0.014	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.343	0.302	-0.041	---	0.123	0.136	0.012	---	0.254	0.191	-0.063	---	0.392	0.403	0.011	---	0.249	0.213	-0.035	---	0.207	0.207	0.000	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.681	0.707	0.026	---	0.477	0.493	0.016	---	0.641	0.647	0.005	---	0.610	0.625	0.015	---	0.529	0.536	0.007	---	0.587	0.600	0.013	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.388	0.382	-0.006	---	0.824	0.832	0.008	---	0.542	0.558	0.016	---	0.520	0.536	0.016	---	0.156	0.160	0.004	---	0.678	0.687	0.009	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.897	0.913	0.016	---	0.416	0.415	-0.001	---	0.727	0.740	0.013	---	0.820	0.832	0.011	---	0.518	0.516	-0.003	---	0.531	0.476	-0.055	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.371	0.419	0.047	---	0.818	0.856	0.038	---	0.810	0.821	0.011	---	0.545	0.569	0.024	---	0.521	0.563	0.042	---	0.630	0.662	0.032	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	-	0.190	0.115	-0.075	---	0.522	0.479	-0.043	---	0.790	0.742	-0.048	---	0.388	0.341	-0.047	---	0.701	0.670	-0.031	---	0.891	0.856	-0.035	---
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.506	0.526	0.020	---	0.376	0.391	0.015	---	0.493	0.565	0.072	---	0.838	0.848	0.011	---	0.495	0.549	0.054	---	0.341	0.383	0.042	---
30	Vista Del Mar	s/o Grand Avenue	-	0.838	0.873	0.036	---	0.155	0.173	0.018	---	0.212	0.218	0.006	---	0.583	0.599	0.016	---	0.315	0.313	-0.002	---	0.213	0.211	-0.002	---
# IMPACTS			**2**																								

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH I-105 RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE FREEWAY LEVEL OF SERVICE COMPARISONS

No.		Link Location	Total Impacts	AM Peak Hour								PM Peak Hour								Airport Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alter D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.879	0.904	0.025	---	0.868	0.878	0.010	---	1.007	1.019	0.012	---	0.816	0.825	0.010	---	1.068	1.112	0.044	X	1.002	1.019	0.017	---
		HOV	-	0.380	0.397	0.017	---	0.758	0.768	0.011	---	0.835	0.834	-0.001	---	0.761	0.778	0.017	---	0.813	0.842	0.030	---	1.254	1.263	0.008	---
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.011	1.026	0.015	---	1.174	1.201	0.027	X	1.220	1.237	0.017	---	1.126	1.131	0.005	---	1.240	1.296	0.056	X	1.118	1.150	0.032	X
		HOV	Yes	0.456	0.520	0.063	---	0.707	0.717	0.010	---	0.864	0.918	0.055	---	0.761	0.790	0.030	---	0.924	1.002	0.078	X	1.200	1.218	0.018	---
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.117	1.134	0.017	---	0.999	1.040	0.041	X	1.062	1.079	0.017	---	1.188	1.212	0.024	X	1.194	1.226	0.032	X	1.139	1.197	0.057	X
		HOV	-	0.557	0.551	-0.006	---	0.390	0.379	-0.012	---	0.605	0.616	0.011	---	0.672	0.651	-0.022	---	0.813	0.799	-0.014	---	0.826	0.792	-0.034	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.808	0.831	0.023	---	1.018	1.035	0.016	---	0.938	0.950	0.012	---	0.959	0.991	0.032	---	0.577	0.600	0.022	---	0.625	0.649	0.024	---
		HOV	-	0.343	0.353	0.009	---	0.500	0.524	0.025	---	0.688	0.683	-0.005	---	0.540	0.569	0.029	---	0.689	0.733	0.044	---	0.786	0.785	-0.001	---
	# IMPACTS		**4**																								

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D MITIGATED WITH I-105 RAMPS VS. ADJUSTED ENVIRONMENTAL BASELINE WEEKDAY PEAK HOUR IMPACTS FOR FREEWAY RAMPS

No.	Freeway Ramps	Significant Impacts	AM Peak Hour				PM Peak Hour				Airport Peak Hour			
			Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact	Adj. Env. V/C	Alt D V/C	Alt D - Adj. Env.	Peak Hour Impact
1	405 NB off- at Sepulveda Blvd.	-	0.449	0.402	-0.047	---	0.431	0.425	-0.006	---	0.747	0.677	-0.069	---
2	405 SB off-ı at Howard Hughes Pkwy.	-	0.219	0.217	-0.002	---	0.242	0.243	0.001	---	0.284	0.222	-0.062	---
3	405 SB on-ɾ at Howard Hughes Pkwy.	-	0.296	0.285	-0.011	---	0.614	0.599	-0.015	---	0.418	0.326	-0.092	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.183	0.178	-0.005	---	0.179	0.177	-0.003	---	0.207	0.190	-0.017	---
5	405 NB on-ı at Howard Hughes Pkwy.	-	0.611	0.543	-0.067	---	0.477	0.442	-0.035	---	0.364	0.278	-0.086	---
6	405 SB off-ı at La Tijera Blvd.	-	0.345	0.349	0.005	---	0.451	0.497	0.045	---	0.431	0.393	-0.038	---
7	405 SB on-ɾ at La Tijera Blvd.	-	0.419	0.451	0.032	---	0.518	0.504	-0.014	---	0.175	0.130	-0.045	---
8	405 NB off- at La Tijera Blvd.	-	0.337	0.331	-0.006	---	0.443	0.429	-0.014	---	0.269	0.231	-0.039	---
9	405 NB on-ı at La Tijera Blvd.	-	0.416	0.427	0.011	---	0.413	0.412	-0.001	---	0.300	0.315	0.015	---
10	405 NB on-ı at Manchester Blvd. East	-	0.344	0.358	0.014	---	0.435	0.481	0.046	---	0.321	0.482	0.161	---
11	405 NB on-ı at Manchester Blvd. West	-	0.321	0.323	0.002	---	0.359	0.355	-0.004	---	0.445	0.491	0.045	---
12	405 NB off- at Manchester Blvd.	-	0.731	0.711	-0.020	---	0.474	0.445	-0.029	---	0.629	0.619	-0.009	---
13	405 SB on-ɾ at Manchester Blvd.	-	0.498	0.216	-0.282	---	0.792	0.725	-0.067	---	0.564	0.578	0.014	---
14	405 SB off-ı at La Cienega Blvd. (n/o Century Blvd.)	-	0.697	0.442	-0.255	---	0.671	0.300	-0.371	---	0.899	0.667	-0.231	---
15	405 SB on-ɾ at La Cienega Blvd. (n/o Century Blvd.)	-	0.085	0.037	-0.047	---	0.187	0.123	-0.064	---	0.175	0.261	0.085	---
16	405 SB off-ı at La Cienega Blvd. (s/o Century Blvd.)	-	0.209	0.513	0.304	---	0.279	0.333	0.054	---	0.093	0.337	0.245	---
17	405 SB on-ɾ at La Cienega Blvd. (s/o Century Blvd.)	-	0.390	0.397	0.007	---	0.641	0.521	-0.119	---	0.483	0.543	0.060	---
18	405 NB off- at Century Blvd.	-	0.792	0.631	-0.161	---	0.470	0.463	-0.007	---	0.245	0.291	0.047	---
19	405 NB on-ı at Century Blvd. EB	-	0.275	0.380	0.105	---	0.595	0.590	-0.005	---	0.163	0.379	0.217	---
20	405 NB on-ı at Century Blvd. WB	-	0.532	0.517	-0.015	---	0.344	0.340	-0.004	---	0.427	0.409	-0.019	---
21	405 SB off-ı at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.196	0.267	0.071	---	0.155	0.223	0.068	---	0.217	0.232	0.015	---
22	405 SB on-ɾ at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.087	0.117	0.029	---	0.119	0.175	0.057	---	0.149	0.251	0.102	---
23	405 SB off-ı at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.127	0.127	0.001	---	0.169	0.173	0.005	---	0.247	0.257	0.010	---
24	405 SB on-ɾ at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.053	0.053	0.000	---	0.199	0.199	0.000	---	0.000	0.167	0.167	---
25	405 SB off-ı El Segundo Blvd.	-	0.335	0.424	0.089	---	0.123	0.211	0.089	---	0.139	0.202	0.063	---
26	405 SB on-ɾ El Segundo Blvd.	-	0.179	0.120	-0.059	---	0.994	0.534	-0.460	---	0.279	0.155	-0.123	---
27	405 NB off- El Segundo Blvd.	-	0.538	0.743	0.205	---	0.389	0.474	0.085	---	0.321	0.359	0.038	---
28	405 NB on-ı El Segundo Blvd. EB	-	0.151	0.170	0.019	---	0.441	0.446	0.005	---	0.223	0.229	0.006	---
29	405 NB on-ı El Segundo Blvd. WB	-	0.253	0.257	0.004	---	0.222	0.220	-0.002	---	0.314	0.309	-0.005	---
30	105 EB on-ɪ Sepulveda Blvd. SB	-	0.413	0.319	-0.094	---	0.782	0.505	-0.277	---	0.529	0.265	-0.264	---
31	105 EB on-ɪ Imperial Highway (w/o Sepulveda Blvd.)	-	0.231	0.288	0.056	---	0.408	0.476	0.068	---	0.302	0.337	0.035	---
32	105 WB off Sepulveda Blvd. NB	-	0.975	0.859	-0.116	---	0.594	0.698	0.104	---	0.806	0.592	-0.215	---
33	105 WB off Sepulveda Blvd. SB	-	0.528	0.475	-0.053	---	0.339	0.445	0.105	---	0.574	0.633	0.059	---
34	105 EB on-ɪ Imperial Highway (e/o Sepulveda Blvd.)	-	0.514	0.549	0.035	---	0.625	0.645	0.020	---	0.581	0.552	-0.029	---
35	105 WB off Nash St.	-	1.149	0.585	-0.564	---	0.303	0.166	-0.137	---	0.516	0.338	-0.178	---
36	105 EB on-ɪ Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.578	-0.005	---	0.559	0.527	-0.033	---	0.566	0.595	0.029	---
37	105 EB on-ɪ Hawthorne Blvd. SB	-	0.207	0.153	-0.054	---	0.183	0.181	-0.002	---	0.151	0.285	0.134	---
38	105 WB off Hawthorne Blvd.	-	0.603	0.611	0.008	---	0.794	0.783	-0.011	---	0.401	0.398	-0.003	---
39	105 EB On- Atwood Wy (Bet Nash/Douglas)	-	0.080	0.107	0.027	---	0.489	0.535	0.047	---	0.350	0.420	0.070	---
# IMPACTS		**0**												