Technical Report
LAX Master Plan Supplement to the Draft EIS/EIR

S-2b. Supplemental Off-Airport Surface Transportation Technical Report

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Prepared for:

Los Angeles World Airports

U.S. Department of Transportation
Federal Aviation Administration

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1. INTRODUCTION

The purpose of this supplemental report on Off-Airport Ground Access Impacts and Mitigation Measures for the LAX Master Plan is to document the evaluation of a fourth project alternative. This alternative, designated Alternative D, is different from previous alternatives in the following ways:

- Passenger capacity at LAX is designed to accommodate the same annual passenger and cargo activity levels in 2015 as those of the No Action/No Project Alternative;
- Key airport access and public parking facilities will be constructed at the eastern end of airport property, which shifts passenger traffic entering and exiting the airport closer to the I-405 freeway compared to the other Master Plan alternatives;
- The Ring Road and LAX Expressway are removed from the project description; and
- The allowable trip generation (trip cap) for the entitled LAX Northside project is reduced to a level comparable to that of the Westchester Southside project assumed for Alternatives A, B, and C, but the general land use in Alternative D would remain consistent with the original LAX Northside project.

A more detailed description of Alternative D is provided in Section 3, *Characteristics of Alternative D*, of this report.

The analyses in this report are specific to Alternative D unless otherwise noted.

1.1 Ground Access Goal

As reported in Section 1 of Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, the goal of the Off-Airport Ground Access Element of the LAX Master Plan is to provide an efficient, effective intermodal ground access system serving LAX for both people and cargo.

To achieve this goal, a number of operating principles were established early in the LAX Master Plan process that have guided the analysis and strategic approach. The FAA has established requirements and performance measures for ground access analysis, which also have guided the approach.

1.2 Master Plan Principles for Ground Access

The Master Plan Principles for Ground Access are as follows.

- Maximize use of the regional transportation system;
- Explore opportunities to connect to regional transit systems;
- Minimize impacts to local streets; and
- Protect neighborhoods.

1.3 Federal Aviation Administration Ground Access Objectives and Requirements

Advisory Circular 150/5360-13, circulated by the FAA in 1994, lays out a series of recommendations for planning airport ground access and circulation systems. The following paragraphs are taken directly from the Advisory Circular.

- General

  Ground access systems serve passengers, employees, and other airport users traveling to and from the airport. Circulation systems within the airport boundaries should minimize congestion and support efficient access to the passenger terminal. Ground access systems extend beyond the airport boundaries and must function within the context of regional transportation systems and the policies of government agencies typically unrelated to the airport's operation. A thorough analysis of motor vehicle traffic flows associated with current and projected future air passenger demand is essential to assure that ground congestion does not become an unanticipated constraint on a passenger terminal's performance.

- Planning Studies

  Ground access facilities - including access roads and interchanges, transit links, parking facilities, staging areas for taxis and other public transport services, and the terminal curb - are generally addressed as a major element of overall airport master planning or terminal building design. The assumptions about demand that guide access system decisions must be consistent with those used for airport master planning and terminal building design.

  Ground access systems generally depend upon regional highway and transit facilities that carry traffic unrelated to the airport. Periods of peak demand and resulting congestion on these regional facilities may not correspond to those for the airport, but may influence airport facilities planning and design. Accordingly, local and regional transportation authorities, as well as private and public operators of ground transport services, should be included in the planning and design process.

  > . . . . . [T]he process typically followed in ground access systems planning and design . . . . . may be followed in parallel with planning and design of other elements of the passenger terminal, or as a independent activity when ground access problems are faced at an otherwise adequate airport facility. The inventory phase collects data on projected air transport demand, airline schedules, airport operating policies, and ground transport facilities and services. Demand forecasting uses these data to develop projections of motor vehicle traffic, passenger demand, and parking demand on annual, seasonal, monthly, daily, hourly, and peak hour bases. Demand-capacity analyses determine the facilities required to accommodate these demand forecasts and identify alternate facilities feasible for application at the airport. Evaluation of the service quality of facility alternatives and their comparison to performance and cost standards leads to the selection of the optimum alternative.

1.4 U.S. Department of Transportation Requirements for Environmental Documents

The other primary principles and recommendations governing the Off-Airport Ground Access Study are the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) policies and procedures for Environmental Impact Statements. This is documented in the FHWA Technical Advisory entitled “Guidance for Preparing and Processing Environmental and Section 4(F) Documents" (T 6640.8A). The technical guidance was established to provide FHWA field offices and project applicants with direction on the preparation and processing of federally sponsored environmental documents.

For the LAX off-airport transportation modeling and analysis, the primary focus from the FHWA Technical Advisory is in seven primary areas:

- Regional Connectivity;
- Capacity;
- Transportation Demand;
- Social Demands or Economic Development;
- Modal Interrelationships;
- Safety; and
- Roadway Deficiencies.

The transportation modeling and traffic analysis has been conducted with these guiding principles in mind. The approach adheres to these principles in the following manner.

1. Regional Connectivity - The study area and modeling analyses allow for the assessment of roadway enhancements proposed as a part of Alternative D to be assessed in a systems context. The effects of these facilities on the interconnecting transportation system are documented in this report.
2. Capacity - Project impacts are identified based on a comparison of Alternative D to the Adjusted Environmental Baseline. As shown in Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, this results in more impacts and more mitigation measures than would result if the No Action/No Project Alternative were to be used as the baseline.

3. Transportation Demand - All adopted and programmed statewide and Regional Transportation Plan (RTP) facilities have been included in the model networks as well as a complete list of related roadway projects from surrounding jurisdictions. Therefore, baseline networks conform to the Regional Transportation Plan.
4. Social Demand or Economic Development - Trip generation includes all adopted land use improvements and developments both on and off-airport property. The trip generation includes a complete related projects list from all surrounding communities and this has been reconciled with the adopted regional growth forecasts from the Southern California Association of Governments (SCAG). With these adopted land uses included in the off-airport transportation model, the ability of the system to serve new land uses both on and off-airport property can be assessed.
5. Modal Interrelationships - Both the on-airport and off-airport models and traffic analysis account for the effects of planned and programmed transit improvements in the study area. The off-airport transportation model is based on the market shares from SCAG's regional transportation model and its mode choice component. In addition, as part of the impact assessment and mitigation work for on and off-airport, the roles of Transportation Demand Management (TDM) and increased transit were assessed for air passengers, airport workers and other airport destined travelers.
6. Safety - The key action to improve safety in Alternative D is to provide an internal access roadway system within airport property. This will ensure that queuing of airport traffic will be removed from public roadways as much as possible. This, combined with other transportation improvements in the surrounding area, will improve safety.
7. Roadway Deficiencies - The benefits of Alternative D are addressed in this report in terms of how they improve congestion and traffic performance in the study area.

2. ANALYTICAL PROCEDURES AND ASSUMPTIONS

2.1 Primary Study Area and Key Study Locations

The primary study area for the Off-Airport Ground Access Element analysis has been revised for the analysis of Alternative D as shown in **Figure S1**, Revised Study Area and Key Study Locations. The Off-Airport Ground Access Element analysis consists of several different analytical procedures, with each applying to its own study area. The analytical procedures include:

- A project impact and mitigation analysis at 85 intersections within the primary study area for the a.m. and p.m. commute peak hours, as well as the "airport peak hour" (mid-day in August);
- A corridor-level analysis to evaluate project impacts to corridors along the outer edges of the primary study area; and
- A Congestion Management Program (CMP) impact analysis that assesses impacts to the countywide transportation system of freeways and major arterials.

A total of 85 intersections are included within the revised Tier I (primary) study area. This is an increase over the 61 intersections in the previous Tier I study area. Fourteen intersections have been added in the northern portion of the Tier I study area at the request of the Los Angeles Department of Transportation (LADOT). These 14 additional intersections were also studied for Alternative C, as documented in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.9.3), of the Draft EIS/EIR. Another 10 intersections have been added east of I-405 for Alternative D only in order to evaluate possible new impacts due to the eastward shift in airport activity.

The corridor study locations are unchanged, and roughly define an outer boundary of the primary study area. The CMP study area, which is determined as an interim step in the CMP analysis, is defined in accordance with Los Angeles County Metropolitan Transportation Authority's (LACMTA) latest Congestion Management Program Land Use Analysis guidelines.

2.2 Forecasting Procedures

Forecasting procedures for the analysis of Alternative D are the same as for the other Master Plan alternatives.

Forecasts of future year traffic volumes have been developed using the LAX Ground Access Model. As described in "*LAX Ground Access Model Calibration and Validation Report,"* dated September 30, 1998, this peak hour model was derived from the SCAG regional model and the Los Angeles Citywide General Plan Framework Model. It covered the entire urbanized area of the Southern California region, with a very detailed focus in and around the primary study area. The model was calibrated to 1994 data then updated so that its estimates of existing conditions now reflect 1996 peak hour conditions.

A series of post-model processing steps were used to effectively remove any bias that may have existed in the model's estimates. These post-model steps, as described in the model calibration and validation report, included link and intersection volume adjustments. Consistent with the analysis of Alternative C in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.9.3), of the Draft EIS/EIR, a refined post-model adjustment procedure was used in the analysis of Alternative D. The refinements included manual adjustments to traffic flows at specific locations to improve upon the model results. Specifications for all manual adjustments were made by LADOT, as were many of the adjustments themselves.

The model used estimates of population, housing and employment to generate forecasts of peak hour vehicle trips throughout the region. These trips were then "assigned" to a network of roadways to represent actual peak hour traffic flows. The assignment process was designed to simulate personal choice in path selection, so that changes in congestion levels due to new roadway improvements or development patterns would cause shifts in the routes chosen for particular trips. This "capacity-constraint" algorithm made it possible to account for complex changes in land uses and transportation facilities over time.

To properly evaluate airport access impacts and issues, the LAX Ground Access Model used a detailed trip generation and distribution process to estimate airport trips. In a collaborative process with airside, groundside, on-airport ground access and off-airport ground access consultants, vehicle trips were estimated separately for each of the following trip categories: airport passengers, employees, cargo, ancillary, and collateral (trips generated by on-airport commercial development). Private automobiles, carpools, shuttles, taxis, vans, limos and buses were all estimated for each trip category.

The result was a set of airport trip tables that allowed trips to be assigned to each parking facility, driveway, and commercial facility as appropriate. These trips were then added to the background trips and the model was run to determine the total number of vehicles on the roadway system during each of the peak hours. Trucks were converted into Passenger Car Equivalents (PCEs) using a factor of 2.0 PCEs per truck.

Model forecasts were generated for Alternative D, and again for Alternative D with proposed mitigation measures. The peak hour traffic volumes from these forecasts were then used as the basis for the ground access analysis.

2.3 Regional Socio-Economic Assumptions

An initial set of regional socio-economic assumptions provided a consistent background that was used to analyze each of the alternatives. These assumptions were based on SCAG forecasts as developed for the 1996 RTP. Growth from planned development projects in and near the primary study area was incorporated into the background assumptions. A summary of the RTP background assumptions is given in **Table S1**, Regional Population, Housing and Employment Assumptions**.** The analysis of the other Master Plan alternatives was performed twice, once using SCAG growth forecast and once using Los Angeles Citywide Framework growth forecasts. For Alternative D, this analysis is based on the SCAG growth forecasts.

LAX Master Plan Supplement to the Draft EIS/EIR	Revised Study Area and Key Study Locations	Figure S1

Table S1

Regional Population, Housing and Employment Assumptions

	Single Dwelling Units	Multi Dwelling Units	Total Dwelling Units	Population	Retail Employment	Non-Retail Employment	Total Employment
1996 RTP Background Assumptions							
Primary Study Area	58,309	114,365	172,674	404,119	43,710	255,533	299,243
South LA County	1,422,447	1,473,970	2,896,417	8,206,468	672,764	3,585,759	4,258,523
North LA County	97,989	50,033	148,022	402,141	24,115	111,507	135,622
Orange County	451,958	415,129	867,087	2,418,488	226,341	1,083,053	1,309,394
Riverside/San Bernardino	513,428	212,581	726,009	2,064,141	129,245	531,174	660,419
Ventura County	154,170	84,386	238,556	690,887	52,357	231,635	283,992
Total[1]	2,698,301	2,350,464	5,048,765	14,186,244	1,148,532	5,798,661	6,947,193
2005 RTP Background Assumptions							
Primary Study Area	58,143	125,150	183,293	423,185	51,126	298,299	349,425
South LA County	1,440,320	1,667,809	3,108,129	9,052,477	642,153	3,877,786	4,519,939
North LA County	162,052	97,534	259,586	706,077	37,292	203,235	240,527
Orange County	478,263	504,948	983,211	2,772,302	277,460	1,303,372	1,580,832
Riverside/San Bernardino	694,586	317,000	1,011,586	2,961,693	201,608	828,779	1,030,387
Ventura County	170,456	103,746	274,202	771,734	68,631	288,387	357,018
Total[1]	3,003,820	2,816,187	5,820,007	16,687,468	1,278,270	6,799,858	8,078,128
2008 RTP Background Assumptions							
Primary Study Area	59,594	139,032	198,626	458,140	53,872	337,573	391,445
South LA County	1,446,240	1,732,142	3,178,382	9,334,216	631,500	3,975,093	4,606,593
North LA County	183,406	113,368	296,774	807,389	41,685	233,812	275,497
Orange County	487,032	534,888	1,021,920	2,890,240	294,500	1,376,812	1,671,312
Riverside/San Bernardino	754,972	351,806	1,106,778	3,260,877	225,729	927,982	1,153,711
Ventura County	175,884	110,199	286,083	798,683	74,056	307,305	381,361
Total[1]	3,107,128	2,981,434	6,088,562	17,549,544	1,321,341	7,158,576	8,479,918
2015 RTP Background Assumptions							
Primary Study Area	60,434	153,506	213,940	489,620	53,206	359,770	412,976
South LA County	1,459,826	1,882,291	3,342,117	9,991,088	605,507	4,195,949	4,801,456
North LA County	233,233	150,313	383,546	1,043,783	51,934	305,156	357,090
Orange County	507,492	604,748	1,112,240	3,165,429	334,259	1,548,171	1,882,430
Riverside/San Bernardino	895,873	433,020	1,328,893	3,958,973	282,011	1,159,453	1,441,464
Ventura County	188,551	125,257	313,808	861,564	86,714	351,446	438,160
Total	3,345,409	3,349,135	6,694,544	19,510,457	1,413,631	7,919,945	9,333,576

[1] Some differences may occur in totals due to rounding.

Source: LAX Ground Access Model, 2002.

Regional Transportation Plan (RTP) Background Assumptions

SCAG revised its forecasts of population, housing and employment in 1996 during development of the RTP. Year 2015 forecasts, dated June 1996, were obtained from SCAG's modeling group. The forecasts were disaggregated to fit the smaller zones in the primary study area within the LAX Ground Access Model.

SCAG adopted new growth forecasts and a new RTP in 2001, after the analysis of the other Master Plan alternatives was completed. The new growth forecasts provide population and employment estimates for the years 2010 and 2020, but not for the year 2015. This analysis of Alternative D continues to use the earlier SCAG forecasts, consistent with the analysis of the other Master Plan alternatives.

In order to determine whether the new SCAG growth forecasts would substantially change the results of the transportation analysis, a comparison was made of the assumptions used in this analysis to the new SCAG forecasts. This comparison is summarized in **Table S2**, Comparison of 1996 RTP and 2001 RTP Growth Assumptions.

Within the 50 square mile study area, the old SCAG growth forecasts used in the analysis assumed a lower rate of population growth and a higher rate of employment growth compared to the new 2001 SCAG forecasts. In the rest of South Los Angeles County (excluding the north county areas of Lancaster and Palmdale), the old SCAG assumptions used in the LAX analysis assumed higher growth rates for both population and employment than are assumed in the new forecasts. Outside of South Los Angeles County, the old and new forecasts are within 1 percent for both population and employment.

Table S2

Comparison of 1996 RTP and 2001 RTP Growth Assumptions

	Study Area		So. LA County		Other Region		Total	
	Pop	Emp	Pop	Emp	Pop	Emp	Pop	Emp
2015 LAX[1]	489,620	412,976	9,991,088	4,801,456	9,029,751	4,119,143	19,510,457	9,333,575
2015 SCAG (Interpol.)[2]	525,702	356,224	9,780,103	4,379,159	9,087,429	4,151,533	19,393,234	8,886,916
Difference	(-36,082)	56,752	210,985	422,297	(-57,678)	(-32,390)	117,223	446,659
Percent Diff.	(-7.4%)	13.7%	2.1%	8.8%	(-0.6%)	(-0.8%)	0.6%	4.8%

[1] Source: 1996 RTP, with modifications to cover related projects
[2] Source: 2001 RTP, linear interpolation between 2010 and 2020 data

Source: Parsons, 2003.

These numbers indicate that the total traffic estimated within the study area would most likely go down if the new SCAG growth forecast assumptions were to be used in the analysis. This conclusion is based on the fact that total population and total employment in southern Los Angeles County (the study area and the surrounding areas) are higher in the old SCAG forecasts than in the new SCAG forecasts. The small reduction in study area population (-36,000) is offset by an increase of 56,000 in study area employment plus an increase of 210,000 in population and an even larger increase in employment within the remainder of South Los Angeles County.

Based on the assessment above, it was determined that a more conservative analysis (using higher total traffic volumes), and greater consistency with the previous analyses would be achieved by continuing to use the old SCAG 1996 growth forecasts in the analysis of Alternative D. Therefore no change was made to the regional growth assumptions used in the Draft EIS/EIR.

Planned Development Projects Added to Background Assumptions

In addition to the population, housing, and employment growth in the SCAG forecasts, growth associated with planned development projects in and near the primary study area was incorporated into the background assumptions. A list of planned development projects was developed with the assistance of the County of Los Angeles and the cities of Culver City, El Segundo, Inglewood, Los Angeles, Manhattan Beach, and Santa Monica. That list is given in **Table S3**, Planned Development Projects Added to Background Assumptions.

Growth from the list of development projects was compared to the SCAG forecasts of growth. If the SCAG forecasts were large enough to include the planned development project(s) in a particular zone, the SCAG forecast was used. If the SCAG forecast was not large enough in a particular zone, then population, housing, and/or employment growth was added to that zone to ensure that sufficient growth was assumed to include all of the planned development projects.

Table S3

Planned Development Projects Added to Background Assumptions

No,	Project Name	Address	Zone #	City[1]	SFDU[2]	MFDU[3]	Population	Retail[4]	Non-Ret[5]	1996		2015
1	600&700 Corp. Pointe Office	Slauson/Hannum/Buckingham	166 & 167	CC	0	0	0	0	6200			X
2	Cash and Carry	5680 Sawtell Blvd.	160	CC	0	0	0	18	0			X
3	Chief Auto Parts	12778 Washington Blvd.	879	CC	0	0	0	10	0			X
4	Howard Industries	8855 Washington Blvd.	1121	CC	0	0	0	0	410	X		X
5	Mica Site	3585 Hayden Ave.	1121	CC	0	0	0	0	0			X
6	Pittard Sullivan	3535 Hayden Ave.	1121	CC	0	0	0	0	191			X
7	Playa Pacific (Phase II)	6301-6507 Hannum Ave.	166	CC	35	15	135	0	0			X
8	Playa Pacific (Phase III)	6071 Slauson Ave.	877	CC	35	15	135	0	0			X
9	Sony Pictures Studios	10202 Washington Blvd.	161	CC	0	0	0	0	4410			X
10	Vista Pacifica	6100 Block of Jefferson Bl	1123	CC	40	60	240	0	0			X
11	Vista Pacifica	6100 Block of Jefferson Bl	1123	CC	74	111	444	0	0			X
12	Wedgewood Holly Building	3520/3530/3540 Hayden Ave.	1121	CC	0	0	0	0	603			X
13	Warehouse/Office	5300 Beethoven	875	CC	0	0	0	0	85			X
14	Culver City Retail/Theater	Washington/Culver/Main	156	CC	0	0	0	264	0			X
15	Costco	Glencoe Ave/Washington Blvd	176	CC	0	0	0	542	0			X
16	Studio Drive-in	5250 Sepulveda Blvd.	166	CC	57	0	171	0	80			X
17	Fox Hills Mall Expansion	Slauson Avenue	1308	CC	0	0	0	315	0			X
18	Mike Miller Honda	9005 Washington Blvd.	156	CC	0	0	0	99	0			X
19	Airport Marina Ford	5970 Centinela Ave.	76	CC	0	0	0	178	0			X
20	Best Buy	10777 Washington Blvd.	160	CC	0	0	0	91	0			X
21	Good Year Tire	5879 Washington Blvd.	156	CC	0	0	0	18	0			X
22	Dental Office	12202 Washington Blvd.	174	CC	0	0	0	0	40			X
23	Beacon Office	8695 Washington Blvd.	156	CC	0	0	0	0	70			X
24	0ffice Removal	831 - 871 S. Nash St.	1324	ES	0	0	0	0	-708	X		X
25	Air Freight Forwarding	2310 E. Imperial Hwy.	1035	ES	0	0	0	0	117			X
26	Continental Dev. Corp.	2041 Rosecrans Ave.	1324	ES	0	0	0	129	239			X
27	Hughes Electronic Group	901 N. Nash St.	1320	ES	0	0	0	0	101			X
28	Industrial	1521 E. Grand	1319	ES	0	0	0	0	153			X
29	McDonald's	101 S. Sepulveda Blvd.	1324	ES	0	0	0	46	0			X
30	Office	2301 Rosecrans	1325	ES	0	0	0	0	1160			X
31	Office (Continental Grand)	400 - 444 Continental	1324	ES	0	0	0	0	934			X
32	Office (Mattel)	445 - 475 Continental	1324	ES	0	0	0	0	1200			X
33	Ralph's Supermarket	Mariposa/Sepulveda	1321	ES	0	0	0	97	0			X
34	Xerox / Hotel (Phase IV)	1951 - 1961 El Segundo Blvd.	1322	ES	0	0	0	0	1196			X
35	Townhomes	1415 E. Grand Avenue	1319	ES	28	0	84	0	0			X
36	Office/Hotel	155-555 N. Nash	1322	ES	0	0	0	15	464			X
			1322	ES	0	0	0	15	628			X
37	Mini Storage	NW Aviation and Rosecrans	1324	ES	0	0	0	0	18			X
38	Mini Storage	401 Aviation Blvd	1324	ES	0	0	0	0	35			X
39	Hawthorne Gateway Center	s/o Rosecrans & w/o I-405	1328	HA	0	0	0	612	600			X
40	Oceangate North	sw corner of Oceangate & Rosecrans	1325	HA	0	0	0	200	3400			X
41	Mars Venture	se corner of Rosecrans & Aviation	1328	HA	0	0	0	30	827			X
42	99c Chain into Vacant Building	3320 W. Century Blvd.	1240	ING	0	0	0	20	0	X		X
43	Alamo Car Rental Expansion	9007 S. Aviation Blvd.	900	ING	0	0	0	2	0	X		X
44	Burger King	3111 W. Century Blvd.	1244	ING	0	0	0	30	0			X
45	McDonald's	4015 W. Century Blvd.	1240	ING	0	0	0	30	0	X		X

Table S3

Planned Development Projects Added to Background Assumptions

No,	Project Name	Address	Zone #	City[1]	SFDU[2]	MFDU[3]	Population	Retail[4]	Non-Ret[5]	1996		2015
46	Taco Bell	4000 W. Century Blvd.	1240	ING	0	0	0	30	0	X		X
47	Unocal Station	8600 S. Aviation Blvd.	900	ING	0	0	0	12	0	X		X
48	Auto Repair	600 Manchester Blvd.	1231	ING	0	0	0	12	0			X
49	Car Wash	10200 S. Hawthorne Blvd.	180	ING	0	0	0	5	0			X
50	Kentucky Fried Chicken	2941 W. Imperial Hwy	1252	ING	0	0	0	30	0			X
51	McDonalds	401 E. Manchester Blvd.	1363	ING	0	0	0	25	0			X
52	CarMax	1000 W. Manchester Blvd.	1232	ING	0	0	0	160	0			X
53	Angel Care Dialysis	1004 S. La Brea Ave.	1242	ING	0	0	0	0	14			X
54	Enterprise Rent-a-Car	800 S. La Brea Ave.	1242	ING	0	0	0	4	0			X
55	Wilder Private School	830 N. La Brea Ave.	1228	ING	0	0	0	0	76			X
56	Cardlock Fuel	916 W. Spruce Ave.	1232	ING	0	0	0	1	0			X
57	Kinetsu Corp.	725 S. Glasgow	1232	ING	0	0	0	0	80			X
58	Jack-in-The-Box	11306 S. Crenshaw	1251	ING	0	0	0	25	0			X
59	Faithful Center Church	311 W. Florence Ave.	1362	ING	0	0	0	0	20			X
60	Kwon Auto Repair	259 N. La Brea Ave.	1363	ING	0	0	0	140	0			X
61	Auto Zone	10120 S. Hawthorne Blvd.	1241	ING	0	0	0	15	0			X
62	Crusade Christian Church	801 S. La Brea Ave.	1235	ING	0	0	0	0	10			X
63	Eclipse Night Club	214 S. La Brea Ave.	1363	ING	0	0	0	10	0			X
64	Taco Bell	2941 W. Imperial Hwy.	1251	ING	0	0	0	30	0			X
65	Warehouse	908 W. Hyde Park Blvd.	1230	ING	0	0	0	0	4			X
66	Residential	3668 W. 109th St.	1253	ING	1	0	3	0	0			X
67	Residential	3631 W. 105th St.	1245	ING	2	0	6	0	0			X
68	Residential	452-454 W. Fairview Blvd.	1228	ING	2	0	6	0	0			X
69	Residential	611-615 N. Park Ave.	1226	ING	4	0	12	0	0			X
70	Residential	312 E. Hillsdale St.	1227	ING	3	0	9	0	0			X
71	Residential	515 E. Kelso St.	1235	ING	1	0	3	0	0			X
72	Residential	7603-7725 Victoria Ave.	1236	ING	0	13	26	0	0			X
73	Residential	3615 W. 105th St	1245	ING	1	0	3	0	0			X
74	Residential	412 E. Hardy St	1242	ING	0	10	20	0	0			X
75	Residential	3714 & 3716 W. 108th St	1253	ING	2	0	6	0	0			X
76	Residential	3651 W. 109th St.	1253	ING	4	0	12	0	0			X

Table S3

Planned Development Projects Added to Background Assumptions

No,	Project Name	Address	Zone #	City[1]	SFDU[2]	MFDU[3]	Population	Retail[4]	Non-Ret[5]	1996		2015
77	Residential	334 W. Nectarine St.	1362	ING	2	0	6	0	0			X
78	20th Century Fox Expansion	10201 Pico Blvd.	835	LA	0	0	0	0	3084			X
79	Air Cargo	5353 Imperial Hwy.	1029	LA	0	0	0	0	160	X		X
80	Air Cargo	5353 Imperial Hwy.	1029	LA	0	0	0	0	155			X
81	Air Cargo Facility	5353 Imperial Hwy.	1029	LA	0	0	0	0	194			X
82	Apartments	13355 Maxella Av.	178	LA	0	123	246	0	0			X
83	Apartments	4750 Lincoln	178	LA	0	500	1000	0	0			X
84	Archer School	11725 Sunset Blvd.	803	LA	0	0	0	0	191			X
85	Auto Expansion	12205 Jefferson Blvd.	881	LA	0	0	0	16	0			X
86	Auto Repair	12423 Wilshire	828	LA	0	0	0	15	0			X
87	Bob Champion	11937 Wilshire Blvd.	829	LA	0	0	0	140	0			X
88	Century City Center	10270 Constellation Av.	835	LA	0	0	0	0	3311			X
89	Chevron	4680 Lincoln Blvd.	120	LA	0	0	0	4	0	X		X
90	Childcare / School	3055 Overland Ave.	843	LA	0	0	0	0	9			X
91	Child Care Center	9320 Lincoln	1027	LA	0	0	0	0	4			X
92	Clinic/Hospital	Sepulveda / Howard Hughes Way	167	LA	0	0	0	0	362			X
93	Condo Complex	10804 Wilshire Blvd.	834	LA	0	187	374	0	0			X
94	Fully Loaded Gas Station	6303 Manchester Blvd.	1019	LA	0	0	0	12	0			X
95	Gas Station w/ Food Mart	11675 Pico Blvd.	826	LA	0	0	0	4	0			X
96	Getty Center Museum	1200 Monte Carlo Way	991	LA	0	0	0	0	900			X
97	Getty Cntr Museum w/ Theatre	17985 Pacific Coast Hwy.	915	LA	0	0	0	0	192			X
98	Home Depot	12945 Jefferson Blvd.	907	LA	0	0	0	317	0	X		X
99	Howard Hughes Center	Sepulveda / Howard Hughes Way	167	LA	0	0	0	420	0			X
100	Howard Hughes Center	Sepulveda / Howard Hughes Way	167	LA	0	0	0	1090	2180			X
101	In-N-Out Burger Pkg Lot Only	9001 Sepulveda (1640 Spaces)	190	LA	0	0	0	0	0			X
102	LMU (Phase I)	90 KSF Bldg, 262000 SF Housing	905	LA	0	225	450	0	180			X
103	LMU (Phase II)	25 KSF Bldg, 158000 SF Housing	905	LA	0	135	270	0	50			X
104	Longs Drug Store	8837 Sepulveda	190	LA	0	0	0	40	0			X
105	Loyola Marymount Expansion	7101 W. 80th St.	905	LA	0	313	626	0	0	X		X
106	Marina Pointe Condos	4251 Lincoln	176	LA	0	812	1624	0	0			X
107	McDonald's	4680 Lincoln Blvd.	120	LA	0	0	0	23	0	X		X
108	McDonald's	7900 La Tijera	170	LA	0	0	0	38	0			X
109	McDonald's	10867 Santa Monica Blvd.	834	LA	0	0	0	22	0			X
110	Motel	435 Culver Blvd.	1104	LA	0	0	0	0	21	X		X
111	Office	8040 Manchester	904	LA	0	0	0	0	80			X
112	Otis College	9045 Lincoln Blvd.	1027	LA	0	0	0	0	100	X		X

Table S3

Planned Development Projects Added to Background Assumptions

No,	Project Name	Address	Zone #	City[1]	SFDU[2]	MFDU[3]	Population	Retail[4]	Non-Ret[5]	1996		2015
113	Playa Vista (Phase 1)	Lincoln / Jefferson	77 to 115	LA	0	3246	6492	50	6325			X
114	Playa Vista (Phase 2) 6/	Lincoln / Jefferson	77 to 115	LA	0	9839	19678	1120	15620			X
115	Ralph's Supermarket	4311 Lincoln Blvd.	871	LA	0	0	0	94	0	X		X
116	Ralph's Supermarket	8837 S. Sepulveda Blvd.	1024	LA	0	0	0	97	0	X		X
117	Regent Mann Westwood II	1015 Broxton Ave.	834	LA	0	0	0	252	0			X
118	Retail	Olympic / Centinela	826	LA	0	0	0	500	0			X
119	Retail	11711 San Vicente Blvd.	829	LA	0	0	0	109	0			X
120	Retail	2215 Westwood	843	LA	0	0	0	15	0			X
121	Retail	6259 87th Street	1027	LA	0	0	0	10	0			X
122	School	9760 Pico Blvd.	836	LA	0	0	0	0	120			X
123	Shopping Center	2206 Sawtelle Blvd.	848	LA	0	0	0	184	0	X		X
124	Sinai Temple School	10400 Wilshire Blvd.	834	LA	0	0	0	0	164			X
125	UCLA	UCLA Campus	834	LA	0	0	0	0	550			X
		UCLA Housing	834	LA	0	392	784	0	0			
126	Village Westwood	1000 Glendon Ave.	843	LA	0	164	328	685	6			X
127	West Bluff (SFDU)	7400 West 80th Street	903	LA	120	0	360	0	0			X
128	Wilshire Blvd. Temple School	Barrington Ave. / Olympic Blvd.	826	LA	0	0	0	0	320			X
129	Center Drive	6060 Center Drive	189	LA	0	0	0	0	1120			X
130	Retail	11932 Wilshire Blvd @ Brockton	812	LA	0	0	0	140	0			X
131	Carl's Jr	7403 La Tijera	997	LA	0	0	0	30	0			X
132	Avalon Bay	5535 Westlawn	875	LA	0	340	680	0	0			X
133	Apartment	5400 Centinela	898	LA	0	624	1248	0	0			X
134	Continental City-Phase 1 (2005)	Aviation/Imperial	1000	LA			0	200	3000			X
135	LAX Northside	Westchester Pkwy/Loyola Blvd	188	LA			0	945	5220			X
			188	LA			0	550	2072			
			188	LA			0	130	6380			
136	Local Coastal Plan	Marina Del Rey	1117	LA	2420		7260	0	0			X
			1117	LA			0	963	0			X
			1117	LA			0	417	232			X
			1117	LA			0	188	12			X
137	Post Office	Airport/Westchester Pkwy	1022	LA			0	57	0			X
138	Manhattan Beach Studios	1600 Rosecrans	1337	MB	0	0	0	0	1661			X
139	Manhattan Gateway Project	1800 Rosecrans	1337	MB	0	0	0	340	0			X
140	Office Depot/Wareforce	1700 Rosecrans	1337	MB	0	0	0	72	55			X

Table S3

Planned Development Projects Added to Background Assumptions

No,	Project Name	Address	Zone #	City[1]	SFDU[2]	MFDU[3]	Population	Retail[4]	Non-Ret[5]	1996		2015
141	Senior Housing Project	Parkview @ Rosecrans Avenue	1340	MB	0	104	208	0	0	X		X
142	Acapulco Mexican Rest.	600 Sepulveda Blvd.	1340	MB	0	0	0	84	0	X		X
143	Medical Offices	Manhattan/900	1335	MB	0	0	0	0	87	X		X
144	Office Depot	Rosecrans/Manhattan	1340	MB	0	0	0	40	0	X		X
145	Private School	1700 Manhattan Beach	1340	MB	0	0	0	0	6	X		X
146	Target Complex	1200 Sepulveda Blvd.	1340	MB	0	0	0	305	0	X		X
147	Condominium	S. PCH bet. Palos Verde & Prospect	1407	RB	98	0	294	0	0			X
148	Retail	S. PCH bet. Palos Verde & Prospect	1407	RB	0	0	0	40	0			X
149	Condominium	1700 Ruxton Lane	1402	RB	16	0	48	0	0			X
150	Condominium	PCH @ Garnet St.	1407	RB	18	0	54	0	0			X
151	Housing Developments	High Lane w/o Alvord Lane	1402	RB	28	0	84	0	0			X
152	Condominium	Meyer Lane n/o 190th St.	1402	RB	32	0	96	0	0			X
153	reuse of AES generating plant			RB	0	0	0	0	0			X
154	100% Affordable Apartments	1144 - 1148 12th Street	1132	SM	0	17	34	0	0			X
155	100% Affordable Sen. Housing	1136 4th St.	1129	SM	66	0	198	0	0			X
156	3 - Story Addition to Retail	1328 2nd Street	1139	SM	0	0	0	32.85	0	X		X
157	3 - Story Medical Office	2121 Wilshire Blvd.	1134	SM	0	0	0	0	119	X		X
158	4 - Story Office Building	800 Wilshire Blvd.	1142	SM	0	0	0	0	255	X		X
159	4-Story Retail/Office/Rest.	1733 Ocean Ave.	1139	SM	0	0	0	70	243			X
160	Arboretum	2000 Colorado Ave.	1152	SM	216	0	648	370	2,362			X
161	Ashgrove	256 Santa Monica Pier	152	SM	0	0	0	12.704	0			X
162	Bed & Breakfast	1703 Ocean Front Walk - Lot 6	1155	SM	4	0	12	0	0			X
163	Bed & Breakfast	1703 Ocean Front Walk - Lot 5	1155	SM	4	0	12	0	0			X
164	Bed & Breakfast	1711 Ocean Front Walk - Lot 4	1155	SM	4	0	12	0	0			X
165	Chevrolet/Geo Auto Dealer	3223 Santa Monica Blvd.	1138	SM	0	0	0	0	0			X
166	Condo. Complex	951 Ocean Ave.	1129	SM	16	0	48	0	0			X
167	Condominium Complex	701 Ocean Blvd.	1154	SM	39	0	117	0	0	X		X
168	Condominium Complex	1206 Ocean Park	1156	SM	20	0	60	0	0	X		X
169	Hotel/Restaurant	1746 Ocean Ave.	1154	SM	0	0	0	0	197	X		X
170	Lobster Development	1602 Ocean Ave.	1139	SM	0	0	0	68	16			X
171	Mixed Use	1423 2nd Street	151	SM	0	0	0	63.55	0	X		X
172	Mixed Use	1201 3rd Street Promenade	1139	SM	0	0	0	67.542	0	X		X
173	Office/Residential	1447 Cloverfield	1145	SM	8.5	0	26	0	109	X		X
174	Pacific Park (Amusement Pk)	Santa Monica Pier	152	SM	0	0	0	0	0			X
175	Retail	120 Wilshire Blvd.	1139	SM	0	0	0	19.7	0			X
176	Senior Housing	2807 Lincoln Blvd. & 827 Ashland Ave.	155	SM	95	0	285	0	0	X		X

Table S3

Planned Development Projects Added to Background Assumptions

No,	Project Name	Address	Zone #	City[1]	SFDU[2]	MFDU[3]	Population	Retail[4]	Non-Ret[5]	1996		2015
177	Sinbad's Restaurant	370 Santa Monica Pier	152	SM	0	0	0	156.5	0			X
178	The Water Garden Phase II	2425 Olympic Blvd.	1152	SM	0	0	0	471	2,241			X
179	Upward Bound House	1011 11th St.	1140	SM	107	0	321	0	0			X
180	Santa Monica Studios	3025 Olympic Blvd	1152	SM	0	0	0	0	1,156			X
181	El Segundo Corporate Campus	700-800 N. Nash Street	1320-1323	ES	0	0	0	405	6,604			X
182	Long Beach Residential	Near Long Beach Airport	1440, 1441, 1446, 1448, 1456	LB	0	2,200	4,400	0	0			X

[1] Cities: CC=Culver City, LA=Los Angeles, SM=Santa Monica, ING=Inglewood, MB=Manhattan Beach, LB=Long Beach
[2] Single Family Dwelling Unit
[3] Multiple Family Dwelling Unit
[4] Retail Employment
[5] Non-Retail Employment
[6] Although Phase 2 of the proposed Playa Vista development project was substantially reduced in December 2002, the development assumptions used in this traffic analysis for Alternative D were not changed from the earlier proposal (i.e., the Playa Vista assumptions used for Alternative D were the same as used in the Draft EIS/EIR analysis of the No Action/No Project Alternative and Alternatives A, B, and C).

Source: Barton-Aschman Associates, Inc. - PTG (2000), Revised by Parsons, 2003.

Subsequent to the completion of Technical Report 3b, *Off-Airport Surface Transportation Technical Report*, of the Draft EIS/EIR, three proposed development projects were added. These new projects have been added to Table S3, and include:

- El Segundo Corporate Campus;
- A 2,200 unit residential development near Long Beach Airport; and
- A new hotel in Marina Del Rey (included within # 136, Local Coastal Plan).

A proposal to reduce the ultimate size of the Playa Vista development has surfaced recently as well. In order to be conservative in the analysis, and to maintain consistency with the previous analysis, the proposed Playa Vista reductions have not been incorporated into this new analysis.

As described above, the SCAG growth forecasts include anticipated development throughout the entire region, even in areas where no related development projects have been identified. For all of the changes identified above, the SCAG growth forecast included more than sufficient growth to include the new proposed development projects. Therefore the year 2015 socio-economic assumptions used in this supplemental analysis of Alternative D are the same as those used in the previous analyses.

2.4 Future Transportation System Improvements

Funded future transportation system improvements were added to the model networks. Improvements are assumed to the freeways, high-occupancy (HOV) lanes, surface streets, and to the transit system. The roadway improvements are shown in **Table S4**, Model Update Information - Regional Roadway Improvements.

Freeway and High-Occupancy-Vehicle (HOV) Lane Improvements

No changes were made to the freeway and HOV lane assumptions as described in Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, for this supplemental analysis. Freeway and HOV improvements include extension of the HOV lanes on I-405 from I-105 to US-101 by 2015. Other HOV improvements, as programmed in the State Transportation Improvement Program, are assumed throughout the region as well.

The existing (1996) assumption for the I-405 HOV lanes is that they are open to all vehicles with two or more passengers (including the driver). By the year 2015, this is expected to change, and vehicles eligible for the I-405 HOV lanes between I-10 and I-110 will need three or more passengers. Caltrans' HOV Guidelines for Planning, Design and Operations (July, 1991) provides for a conversion from 2+ to 3+ when the number of vehicles on the HOV lane is causing congestion and where a 3+ requirement would not reduce the HOV volume too severely.

Local Street Improvements

No changes were made to the assumptions about local street improvements as described in Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, in this supplemental analysis. A substantial number of roadway improvements in and around Playa Vista, consistent with the transportation mitigation program for that project, are also assumed. For purposes of consistency with the previous alternatives, completion of the I-405/Arbor Vitae half-interchange (south portion only) is assumed by year 2015. As described in Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, the refined analysis of Alternative C included removal of the project to extend the Marina Freeway (SR-90) across Lincoln Boulevard in the list of background assumptions (improvement #87). The improvement has also been removed from the list of background assumptions in this analysis of Alternative D.

As development continues in the primary study area and surrounding areas, new roadway and intersection improvements will be implemented to reduce the number of deficiencies. As an example, the City of Los Angeles collects development fees in the Coastal Transportation Corridor Specific Plan area that are used to implement transportation improvements. There are no existing commitments that specify exact fees or specific developer exacted improvements beyond those shown in **Table S4.**

It is anticipated that additional fees will be collected and other improvements will be implemented. Since the precise nature of these improvements cannot be determined at this time, no improvements beyond these shown in **Table S4** are assumed in this analysis.

Table S4

Model Update Information - Regional Roadway Improvements

No.	Street/Highway	Improvement	Limits	1996	2015 [2]
1	Admiralty	Extend at 4 lanes	Fiji to Culver		
3	Arbor Vitae	4 and 2-way left turn lane	La Brea to Inglewood	y	y
4	Arbor Vitae	4 lanes	Inglewood to I-405		y
5	Arbor Vitae	4 lanes and 1 2-way left turn lane	I-405 to Airport		y
6	Aviation	3 lanes NB	Marine to Manhattan	y	y
7	Aviation	Widen to 6 lanes	Imperial to Arbor Vitae		y
8	Aviation	Widening to 6 Lanes	S/O Rosecrans to Manhattan Bch. Blvd.		y
9	Aviation	4 to 6 lanes	1000 ft south of Rosecrans to Imperial		y
11	Playa Vista	2 lanes each way	Teale to Culver		y
12	Centinela	Remove pkg. to prov. 6 lanes	Jefferson to just south of Ballona Bridge		y
13	Centinela	Widen to 6 lanes	Ballona Bridge		y
14	Centinela	Extend at 4 lanes	Jefferson into Playa Vista		y
15	Cloverfield	2 to 3 lanes NB	Around I - 10		y
16	Culver	Widen to 4 lanes	Lincoln to SR-90		y
17	Culver	6 lane overcrossing	@ Lincoln		y
18	Del Amo Blvd	4 lane over-crossing	@ I-405		y
19	Douglas	Convert to one-way NB	Imperial Highway to El Segundo	y	y
20	Douglas	Delete RR Grade Separation	Between Rosecrans to Alaska		y
21	E St. (Playa Vista)	Internal Roadway	Alla to Centinela 1 lane each way		y
22	Foothill Blvd (SR 30)	Widening	SR-66 (Foothill Blvd) to Williams Ave		y
23	Foothill Blvd (SR 30)	Widening	Williams Ave. to College Way		y
24	Foothill Blvd (SR 30)	Widening	College Way to Towne Ave		y
25	Foothill Blvd (SR 30)	Widening	Towne Ave to S.B. County Line		y
26	Imperial	@ I-105 WB on/off	Opposite Continental widen to inc. 2nd WB LT lane		y
27	Jefferson	4 lanes EB	Lincoln to Beethoven		y
28	Jefferson	4 lanes EB, 2 lanes WB	Centinela to Mesmer		y
29	La Cienega	1 add'l SB lane	Florence to Olive	y	y
30	Lincoln	Widen to 7 lanes, 4 NB 3 SB	La Tijera Blvd. to Hughes Terrace		y
31	Lincoln	4 lanes NB & 4 lanes SB	Hughes Terrace to Jefferson		y
32	Lincoln	4 lanes NB & 3 lanes SB	Jefferson to Ballona Creek Bridge		y
33	Lincoln	3 lanes NB & 2 lanes SB	Ballona Creek to Fiji		y
35	Lincoln/Culver	Grade-separated ramps	NW Quadrant--WB to SB and SB to WB		y
36	Lincoln/Culver	Grade-separated ramps	SE Quadrant--EB to NB and NB to EB		y
37	Manchester	WB 2 left turn lanes added	At Manchester and La Cienega Intersection	y	y
38	Manchester	1 reversible lane	I-405 to Prairie		y
39	Manchester	@ Lincoln	New EB right-turn lane	y	y
40	Nash	Convert to one-way SB	Imperial Highway to El Segundo	y	y
41	Prairie	1 reversible lane	I-105 to 1/2 mile N. of Manchester		y
42	Rosecrans	6 to 8 lanes	1000 ft each direction from Aviation Blvd.		y
43	Rosecrans	6 to 8 lanes	From Aviation, east to I - 405 (Henry Ave.)		y
44	Sepulveda	Right and left turn lanes	At Rosecrans in all directions	y	y
45	Sepulveda	1 left turn to 2 left turn lanes	At Marine, Southbound	y	y
46	Sepulveda	SB to EB I-105	1 SB thru, 1 thru and right, 1 right turn only	y	y
47	Sepulveda	@ Manchester	NB and SB left-turn phasing	y	y
48	Teale	3 lanes each way	Centinela to Lincoln		y
49	I-10	HOV	Baldwin Ave to I-605		y
50	I-10	HOV	Puente Ave to Citrus Ave		y
51	I-10	HOV	Citrus Ave to SR-57		y
52	I-10	HOV	SR-57 to S.B. County Line		y
53	I-10	HOV	I-605 to Puente Ave		y
54	I-10 / I-605	HOV to HOV Connectors	Interchange - Single linked Fwy.		y
55	I-105	New EB On-Ramp	Ramp and new conn. Rd. between Nash / Douglas	y	y
56	I-105	Widen WB off-ramp to 2 lanes	From Nash to Sepulveda		y
57	I-105 / I-605	HOV to HOV Connectors	Interchange - Single linked Fwy.		y
58	I-110	HOV	SR-91 to Adams Blvd (open to MLK Jr.)	y	y
59	I-110	Widening Connectors	I-5		y
60	I-210	HOV	SR-134 to E. Sunflower	y	y
61	I-405	Widen SB Ramp (PM 22.5)	La Cienega Blvd.	y	y
62	I-405	HOV	Orange County Line to I-710		y
63	I-405	HOV	I-710 to I-110		y
64	I-405	HOV	I-110 to El Segundo	y	y
65	I-405	HOV	El Segundo to Century Blvd	y	y
66	I-405	HOV	Century Blvd to SR-90		y
67	I-405	HOV	SR-90 to I-10 (Wilshire)		y
68	I-405	HOV	US-101 to I-5	y	y

Table S4

Model Update Information - Regional Roadway Improvements

No.	Street/Highway	Improvement	Limits	1996		2015
69	I-405	Interchange	Arbor Vitae--South half of interchange			y
70	I-405	HOV	SR-101 to Waterford SB only	y		y
71	I-405	HOV	I-10 to SR-101; NB; portion of remaining SB			y
72	I-5	HOV	SR-134 to SR-14			y
73	I-5	HOV	SR-134 to I-10			y
74	I-5	HOV	Orange County Line to I-605			y
75	I-5	HOV	I-605 to I-710			y
76	I-5 / I-405	HOV to HOV Connectors	Interchange			y
77	I-5 / SR-110	Widen Connection Add S.B. lane	Northern I-5 to/from Southern I-110 L.A. River to Hill St.			y
78	I-5 / SR-14	HOV to HOV Connection	Interchange			y
79	I-605	HOV	Orange County Line to South Street			y
80	I-605	HOV	South Street to N. of Telegraph			y
81	I-605	HOV	N. of Telegraph Rd to I-10			y
82	I-710	Gap Closure	Valley Blvd to SR-134 (Court Delay and No EIR)			y
83	SR-90 (Marina)	Restripe to 6 lanes	Centinela to Culver			y
84	SR-90 (Marina)	Total 3 EB lanes & 3 WB lanes	West of Culver to Mindanao			y
85	SR-90 (Marina)	Grade separation @ Culver	Second bridge to provide 3 lanes each way			y
86	SR-90 (Marina)	Grade separation @ Culver	First Grade sep. fwy. bridge w/ EB & WB on-off ramps. Provide 2 WB & 2EB lanes			y
87	SR - 90	Flyover Lincoln	Extend across Lincoln boulevard to Admiralty Way			[2]
88	SR-1	Add 2 MF Lanes	Marine Ave to Grand Ave (Widen from 6 to 8 lanes)			y
89	SR-118	HOV	Ventura County Line to I-5			y
90	SR-126	Widening	W of I-5 to Ventura County Line			y
91	SR-126	Widening	15th St to Lyons Ave			y
92	SR-134	HOV	US-101 / SR-170 to I-5	Y		y
93	SR-134	HOV	SR-2 to I-210	Y		y
94	SR-134	HOV	I-5 to SR-2	Y		y
95	SR-138	Widening	Avenue T to 90th			y
96	SR-138	Widening	90th East to Longview			y
97	SR-14	HOV	I-5 to SR-126 (San Fernando Rd)			y
98	SR-14	HOV	SR-126 (San Fernando Rd) to Sand Canyon			y
99	SR-14	HOV	Sand Canyon to Escondido Canyon			y
100	SR-14	HOV	Escondido to Pearblossom			y
101	SR-14	HOV	Pearblossom to P-8			y
102	SR-170	HOV	US101 to I-5	y		y
103	SR-30	HOV	I-210 to Foothill			y
104	SR-30	Widening to Freeway	SR-66 (Foothill Blvd) to S.B. County Line			y
105	SR-57	HOV	Orange County to SR-60			y
106	SR-57 / SR-60	HOV to HOV Connectors	Interchange - Single linked Fwy.			y
107	SR-60	HOV	I-605 to Brea Canyon			y
108	SR-60	HOV	Brea Canyon to SR-57N			y
109	SR-60	HOV	SR-57N to S.B. County Line			y
110	SR-60 / SR-71C	Freeway Connector	SR-71 / Reservoir St - Single linked Fwy. No S/B 71 to W/B 60 & No N/B 71 to E/B 60			y
111	SR-60 / I-605	HOV to HOV Connectors	Interchange - Single linked Fwy.			y
112	US-101	Interchange	Valley Circle Drive			y
113	US-101	Interchange	Parkway Calabasas Rd	y		y

[1] No improvements should be identified in this row. The improvement had been deleted prior to the Draft EIS/EIR, and should have been removed from the previous document.

[2] This improvement was removed from the list for the previous refined analysis of Alternative C, and is also removed from the list in this analysis of Alternative D.

Source: Barton-Aschman Associates, Inc. - PTG, based on information available in September, 2000.

Transit Improvements

No changes were made to the transit improvement assumptions as described in Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, in this supplemental analysis. Currently, public transit services providing access to and from the LAX study area include LACMTA, Torrance Transit, Santa Monica Municipal Bus Lines (SMMBL), and Culver City Municipal Bus Lines

(CCMBL). LADOT also operates service in the LAX study area. In the future, it is expected that these operators will continue to expand their transit service in terms of coverage and person-carrying capacity in the LAX Study Area to meet future ridership growth. **Table S5**, Anticipated Expansions of Transit Services for Year 2015 for the LAX Study Area, shows anticipated transit expansion plans.

- **Metrorail Service** - LACMTA has identified service expansion and capacity expansion objectives for both the MTA Green and Blue Lines. As shown on the accompanying table, the year 2015 targets for capacity expansion are 30 percent for the MTA Green Line and 50 percent for the MTA Blue Line.[1]

Table S5

Anticipated Expansions of Transit Services for Year 2015 for the LAX Study Area

Metrorail Capacity Increases and Route Extensions

Line	Added Capacity - Year 2015	Line Extensions
MTA Green Line	30%	Station Transfer Line To LAX ITC
MTA Blue Line	50%	None Planned

Bus Service Expansion and Modifications

Operator	Improved Headway	Recent or Planned Service & Route Extensions	Improve Weekend Service	Span of Service
LACMTA	♦ Selectively ♦ In peak to meet demand	♦ LACMTA will add new Metro Rapid Bus Lines	No Improvement Planned	None Planned
SMMBL	♦ System wide as dictated by ridership growth	♦ SMMBL may extend routes or take over LACMTA routes if warranted ♦ LACMTA routes may be truncated and taken over by other operators	Selectively to meet demand	Selectively to meet demand
Culver City Transit	♦ Line 6 ♦ Selectively on other Lines	♦ Extend Route 3 to Playa Vista and ultimately to LAX	Selectively to meet demand	Selectively to meet demand
Torrance Transit	♦ System wide improvements	♦ Extend Line 8 to Aviation/I-105 Green Line Station	Selectively to meet demand	Selectively to meet demand

Source: Barton-Aschman Associates, Inc. - PTG, 1998.

- **LACMTA Bus Service** - Two different bus restructuring studies have been completed in the LAX study area that are impacting LACMTA's route structure. The studies have recommended the initiation of new innovative bus transit services such as limited-stop Metro Rapid Bus service and improved distribution and collection routes to/from MTA Green Line stations.[2] Based on the recommendations of the studies, certain LACMTA routes are being truncated and reverted to municipal operators in the study area. The objective of the restructuring studies was to reallocate bus service to more optimal uses and only expand vehicle service hours in a limited/strategic manner. New bus transfer points are also being implemented in the LAX study area.
- **Santa Monica Municipal Bus Lines (SMMBL)** - SMMBL has experienced a systemwide passenger growth in recent years and continues to see growth in ridership. This is expected to continue in the near future. The primary objective of SMMBL's Service Improvement Program is to improve headways and its span of service in the future to keep pace with expected growth in demand.
- **Torrance Transit -** Torrance Transit has also experienced ridership growth that warrants a further expansion of its bus service in the coming years. As recommended in its Service Improvement Plans, Torrance Transit has extended its Line 8 to the Aviation Boulevard/I-105 MTA Green Line Station and to LAX.
- **Culver City Transit (CCMBL)** - CCMBL nearly doubled its ridership over a 9-year period from 2.4 million boardings in 1988 to 4.4 Million in 1997. With a very productive system average of 47 passenger boardings per vehicle service hour (VSH), CCMBL has only limited unused capacity to meet future growth demand and therefore has a plan to increase its fleet size to 65 vehicles by year

[1] Projected capacity increases based on LACMTA service objectives for Metrorail System.

[2] South Bay and Gateway Bus Restructuring Study (1999) and the Westside Bus Restructuring Study (1998).

2015. In terms of service expansion, CCMBL is taking over certain LACMTA routes in Marina Del Rey and has extended its cross-town Route (#3) from Fox Hills Mall to Playa Vista and, LAX. CCMBL also has plans to improve headways on its Route #6 and envisions the development of new routes to serve the LAX study area.

- **LAX Transit Center (Lot C)** - The four agencies that currently provide transit service to the LAX Transit Center located on 96th Street, between Sepulveda Boulevard and Airport Boulevard, will increase the frequency of service to that center in the future. These agencies include LACMTA, SMMBL, CCMBL, and Torrance Transit.

  LACMTA currently operates seven regular transit routes and two express routes (an express route is identified by LACMTA as a bus route that has limited stops to the LAX Transit Center). CCMBL, SMMBL, and Torrance Transit each have one route serving the LAX Transit Center. Given the nature of current bus restructuring recommendations, service to the center may expand and certain LACMTA routes may be taken over by other operators.

  Based on September 2000 information, typical weekday demands at the LAX Transit Center in the year 2000 totaled 4,599 boardings and 4,435 alightings. Many of these riders transfer to shuttles to and from the CTA or other airport locations, while other riders use this facility transfer to other public transit buses. By year 2015, passenger's activity at the Center is expected to more than double, even without the LAX Master Plan.

  Today, direct shuttle service to all terminals within the LAX CTA is primarily provided for air passengers and employees from the LAX Transit Center. As MTA Green Line ridership grows in the future, shuttle services between the LAX and the MTA Green Line Station at Aviation Boulevard/I-105 will carry an increasing number of passengers.

2.5 Objectives of Off-Airport Ground Access Plan

The off-airport ground access plan is designed to mitigate the transportation impacts of the Master Plan. It also provides transportation improvements to enhance airport access beyond those needed for mitigation.

Thresholds for Determining Significant Transportation Impacts Under CEQA

For intersections, the current LADOT traffic impact study guidelines are used to determine a significant transportation impact under CEQA. An increase in the volume-to-capacity (V/C) ratio at an intersection is described as "significant" in accordance with **Table S6**, Intersection Impact Thresholds.

Table S6

Intersection Impact Thresholds

Intersection Level of Service	Final Intersection V/C Ratio	Project-Related Increase in Intersection V/C
C	0.701 - 0.800	0.040 or greater
D	0.801 - 0.900	0.020 or greater
E,F	0.901 or greater	0.010 or greater

Source: MOU for the LAX Ground Access Element, LAWA/LADOT.

For Street Links, a similarly scaled "significant" impact definition will be used, as follows in **Table S7**, Link Impact Thresholds.

Table S7

Link Impact Thresholds

Street Link Level of Service	Final Street Link V/C Ratio	Project-Related Increase in Street Link V/C
C	0.701 - 0.800	0.080 or greater
D	0.801 - 0.900	0.040 or greater
E,F	0.901 or greater	0.020 or greater

Source: MOU for the LAX Ground Access Element, LAWA/LADOT.

A "tiered" approach has been taken toward identifying mitigation measures, which were considered in the following order: transit and TDM measures (where applicable) first, intersection improvements second, and finally roadway widening and/or new roadway facilities or an equivalent. In this airport Master Plan analysis, exploring opportunities to connect to regional transit systems is one of the operating principles for the analysis. These measures are therefore considered either as a part of Master Plan alternative description, or as a mitigation measure to be implemented regardless of the level of project impact. Although transit and TDM measures are considered part of the mitigation picture in reducing vehicle trips, the intersection and roadway improvement strategies are relied on to be primary avenues for mitigation of project impacts.

Significant impacts on street links do not automatically require street widening or additional travel lanes as mitigation. Link impacts are generally indicative of intersection problems. Therefore if the resultant level of service (LOS)[3] remains at C, D, or E, then intersection improvement measures (or their equivalent) are considered the appropriate type of mitigation.

If the resultant LOS is F and the project impact increases the V/C ratio by greater than 0.05, mitigations may need to increase the overall capacity of the link. Appropriate mitigations are intersection improvements, added lanes, new/parallel facilities, or their equivalent. Consideration of street widening to the Community Plan designation may also be an appropriate consideration. Otherwise, if the resultant LOS is F and the project increases the V/C ratio by 0.05 or less, intersection measures (or their equivalent) are considered the appropriate type of mitigation, as described above.

This Master Plan transportation analysis goes beyond traditional transportation impact analyses in that it considers the Master Plan's impacts during the airport peak hour. This occurs between 11:00 a.m. and noon on a Friday during the busiest week of the year (in August).

For freeways and freeway ramps, criteria for identifying impacts are derived from the CMP for Los Angeles County. A CMP transportation impact is identified whenever:

- The resulting (with project) level of service is F;
- The project causes an increase in the volume/capacity ratio of 0.02 or greater; and
- The number of trips added to the facility is 50 or more (total both directions) for arterial streets and ramps, and 150 or more (per direction) for freeways.

The CMP establishes procedures by which information pertaining to growth on regional facilities and potential mitigating strategies is to be provided in the documentation of the analysis.

3. CHARACTERISTICS OF ALTERNATIVE D

Master Plan Alternative D is shown in **Figure S2**, Alternative D - 2015 Enhanced Safety And Security Plan. This alternative differs from the other three Master Plan build alternatives in the following ways:

- The I-405 Bypass Expressway is eliminated in Alternative D;
- The enhanced six-lane "Ring Road" is eliminated in Alternative D;

[3] Level of service is an indicator of the amount of congestion on a roadway link or intersection. The LOS can range from A (V/C of 0.600 or below) reflecting free-flow conditions to F (V/C of 1.001 or above) reflecting breakdown conditions with delays and queuing caused by demand exceeding capacity. The standard for acceptable operating conditions in Los Angeles is typically LOS D (0.900 or below).

- The West Terminal is eliminated;
- Key airport access and public parking facilities would be constructed at the eastern end of airport property, which shifts passenger traffic entering and exiting the airport closer to I-405 Freeway;
- Maximum annual passenger capacity under Alternative D in 2015 is designed to be comparable to that of the No Action/No Project Alternative;
- The Westchester Southside development on the north side of airport property is modified to represent a reduction of the previously entitled LAX Northside development, and is assumed to have the same total peak hour trip generation as in Alternatives A, B, and C; and
- One northbound lane would be added to La Cienega Boulevard from 111th Street to Arbor Vitae Street, and one southbound lane would be added from Arbor Vitae Street to 104th Street. Improvements to La Cienega Boulevard preclude access from Lennox Boulevard into the GTC. Traffic from Lennox Boulevard would access the GTC via Imperial Highway.

As a security measure under Alternative D, public access to the existing CTA for private vehicles would be eliminated. A new GTC would be constructed in the area east of Aviation Boulevard, west of La Cienega Boulevard, south of Arbor Vitae Street, and north of Century Boulevard. This GTC would serve as the primary access for airport passengers. An ITC would be provided on Airport property east of Aviation Boulevard, south of 111th Street, and north of Imperial Highway. This center would serve as the focal point for bus and light rail services.

Airport-operated parking structures would be constructed within the GTC as well as in the ITC. Within the GTC, three parking structures would be provided. All three parking structures would accommodate both short-term and long-term parking. The premium short-term parking facility would be located within the ITC. Remote long-term parking would be provided on a surface lot located west of La Cienega Boulevard under the approach to Runways 25R and 25L (where Lot B is located today). Patrons would be transported between the remote lot and ITC via a shuttle bus.

Public access from the GTC and ITC to the CTA would be provided by separate routes on an APM system. An elevated moving walkway will be provided to connect the MTA Green Line light rail station at the southeast corner of Aviation Boulevard and Imperial Highway to the ITC. Privately operated parking lots for airport passengers would continue to operate in the future, with shuttles running between these private facilities and the GTC.

An employee parking garage would be constructed on World Way West east of Pershing Drive. The existing employee parking lot at the southeast corner of Avion Drive and Century Boulevard would continue to be used, as would other existing employee parking lots.

RAC facilities would be located in a consolidated campus that is bordered by the Carl E. Nielson Youth Park on the north, Airport Boulevard to the east, 98th Street to the south, and Sepulveda Boulevard on the west. This facility would include a direct pedestrian bridge to the APM system. Rental car returns would enter from Airport Boulevard.

3.1 Alternative D Trip Generation

Alternative D includes the following changes from the previous alternatives:

- Trip generation for airport-related activities is lower than in the other Master Plan build alternatives (A, B, and C);
- Cargo activity at LAX is less than the other Master Plan build alternatives (A, B, and C); and
- Less land is acquired for Alternative D than in the other Master Plan build alternatives (A, B, and C).

Trip generation estimates of Alternative D are provided in **Table S8**, Trip Generation of LAX Master Plan Alternative D. More detailed trip generation summaries are provided in Attachment A of this report. The method of determining airport trip generation is described in the LAX Ground Access Model Calibration and Validation Report (September 30, 1998). Further, the trip generation for Alternative D includes a substantial reduction in the trip cap for the previously-entitled LAX Northside property. With Alternative D, the property would not generate more than 3,152 project-related inbound vehicle trips in the a.m. peak hour and 3,040 project-related vehicle trips in the p.m. peak hour. This would be a reduction of 50 percent from the approved LAX Northside trips of 6,340 in the a.m. peak hour, and a reduction of 57

percent from the approved trips of 7,000 in the p.m. peak hour. This is discussed in more detail in Chapter 3, *Alternatives* (subsection 3.3.2), of the Supplement to the Draft EIS/EIR.

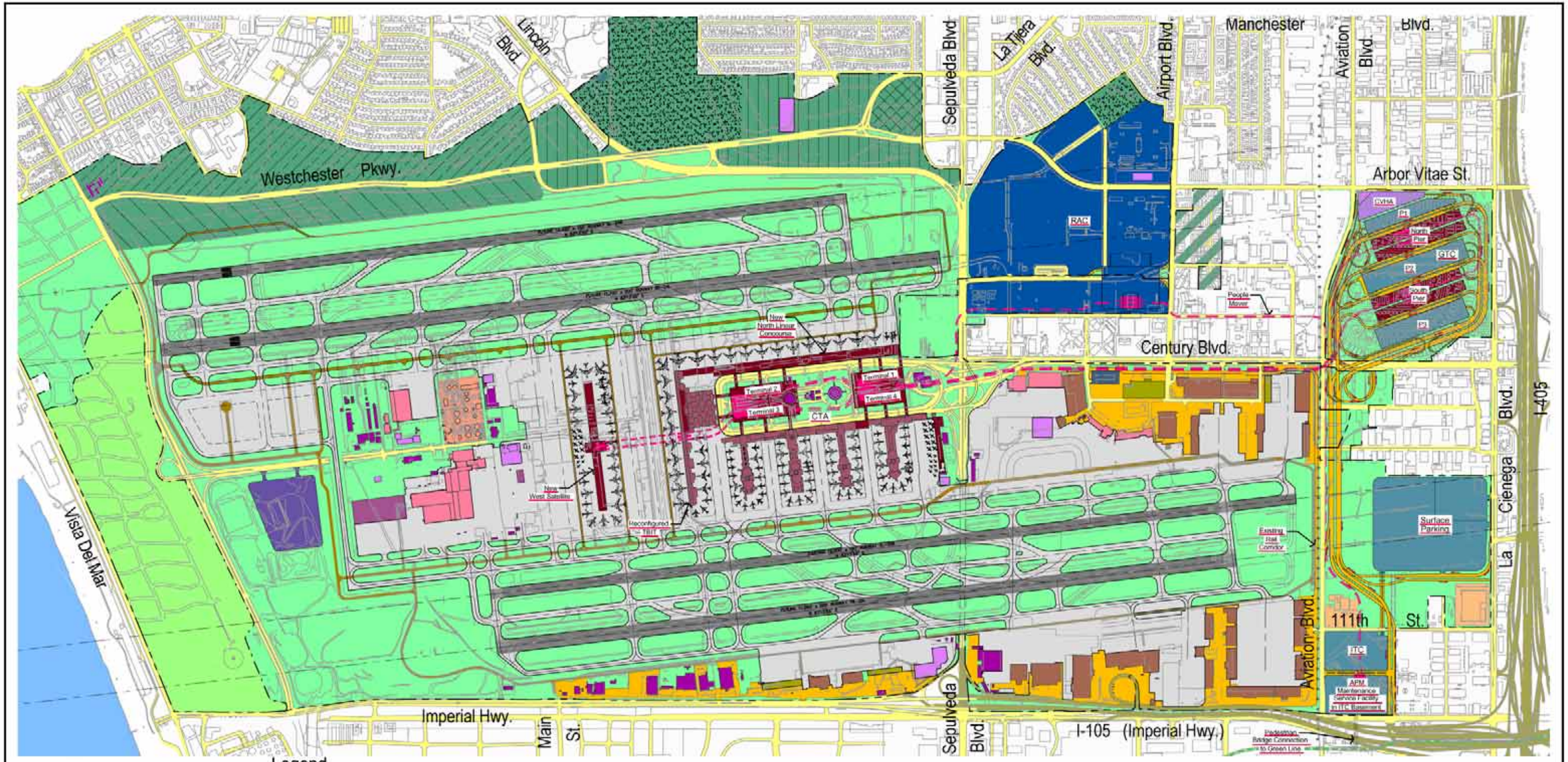
Table S8

Trip Generation of LAX Master Plan Alternative D

	AM Peak Hour[1]			Airport Peak Hour[1]			PM Peak Hour[1]		
Alternative/Category	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
2015 Alternative A									
Passenger & Related Trips	8,229	6,958	15,187	12,270	11,908	24,178	8,475	9,668	18,143
Cargo/Ancillary Trips	4,280	3,139	7,419	3,743	3,408	7,151	2,977	3,213	6,190
Collateral Trips	3,444	912	4,356	1,343	1,066	2,409	1,575	3,285	4,860
Total Airport Trips	15,953	11,009	26,962	17,356	16,382	33,738	13,027	16,166	29,193
Trips Eliminated[2]	-2,170	-420	-2,590	-984	-624	-1,608	-926	-1,447	-2,373
Net Total Trips	13,783	10,589	24,372	16,372	15,758	32,130	12,101	14,719	26,820
2015 Alternative B									
Passenger & Related Trips	7,981	6,978	14,959	11,910	11,789	23,699	8,439	9,581	18,020
Cargo/Ancillary Trips	4,280	3,139	7,419	3,743	3,408	7,151	2,977	3,213	6,190
Collateral Trips	3,297	837	4,134	1,269	992	2,261	1,483	3,173	4,656
Total Airport Trips	15,558	10,954	26,512	16,922	16,189	33,111	12,899	15,967	28,866
Trips Eliminated[2]	-2,304	-437	-2,741	-1,039	-654	-1,693	-977	-1,528	-2,505
Net Total Trips	13,254	10,517	23,771	15,883	15,535	31,418	11,922	14,439	26,361
2015 Alternative C									
Passenger & Related Trips	8,388	7,758	16,146	11,356	11,137	22,493	7,334	9,763	17,097
Cargo/Ancillary Trips	4,280	3,139	7,419	3,743	3,408	7,151	2,977	3,213	6,190
Collateral Trips	3,297	837	4,134	1,269	992	2,261	1,483	3,173	4,656
Total Airport Trips	15,965	11,734	27,699	16,368	15,537	31,905	11,794	16,149	27,943
Trips Eliminated [2/]	-2,304	-435	-2,739	-1,039	-654	-1,693	-977	-1,528	-2,505
Net Total Trips	13,661	11,299	24,960	15,329	14,883	30,212	10,817	14,621	25,438
2015 Alternative D									
Passenger & Related Trips	6,466	5,425	11,891	10,515	10,592	21,107	6,020	7,052	13,072
Cargo/Ancillary Trips	3,658	2,626	6,284	2,867	2,442	5,309	2,517	2,938	5,455
Collateral Trips	3,298	836	4,134	1,268	992	2,260	1,482	3,172	4,654
Total Airport Trips	13,422	8,886	22,308	14,650	14,026	28,676	10,019	13,162	23,181
Trips Eliminated[2]	-1,905	-245	-2,150	-755	-415	-1,170	-728	-1,245	-1,973
Net Total Trips	11,517	8,641	20,158	13,895	13,611	27,506	9,291	11,917	21,208

[1] Estimates are in passenger car equivalents, and include all airport origins and destinations.
[2] Some non-airport trips are eliminated by land acquisition.

Source: Parsons, 2003.



LAX Master Plan - Supplement to the Draft EIS/EIR

Alternative D - 2015 Enhanced Safety and Security Plan

Figure
S2

3.2 Geographic Distribution of Airport Trips

Geographic distribution of airport trips follows the procedures used for the previous alternatives. Attachment B of this report shows the distributions of passenger, employee, cargo/ancillary, and collateral trips for Alternative D. The distribution of existing airport passenger trips was determined from passenger surveys. For future years, the distribution was modified based on changes in population and employment around the region. The distribution of existing employee trips was determined from employee surveys taken as a part of employer trip reduction programs (previously mandated under Regulation XV by the South Coast Air Quality Management District). Future employee distributions were modified based on changes in population. The distribution of existing cargo and ancillary trips were determined from interviews with cargo carriers serving the airport. These distributions were not modified for the future scenarios. Distributions of collateral trips (LAX Northside, Westchester Southside and Continental City) were taken directly from the trip distribution module of the LAX Ground Access Model. This module is a "gravity model" distribution module patterned after the SCAG and Los Angeles Citywide Framework models.

4. FUTURE CONDITIONS AND PROJECT IMPACTS

4.1 Future Conditions With Regional Transportation Plan (RTP) Background Assumptions

This section describes future year 2015 conditions with Regional Transportation Plan (RTP) background assumptions. Impacts of the four Master Plan build alternatives (including Alternative D) are identified, comparing the alternatives to the Adjusted Environmental Baseline.[4] The Adjusted Environmental Baseline includes regional non-airport background traffic growth but assumes existing (1996) airport demand and employment at LAX. No development at LAX Northside or Continental City is assumed in the Adjusted Environmental Baseline. In addition, future year deficiencies for each project alternative are compared to the No Action/No Project and Adjusted Environmental Baseline alternatives. Tables showing levels of service for intersections, street links, freeways, and freeway ramps are shown in Attachment C of this report. Detailed intersection level of service calculation sheets are provided in Attachment I of this report.

Future Transportation Deficiencies

As shown in **Table S9**, Existing and Future Transportation Deficiencies (RTP Background Assumptions), substantial increases in traffic volumes are anticipated by 2015. The number of facilities that will be deficient during at least one peak hour, as shown below, increases from 29 in 1996 to 55 in year 2015 for the No Action/No Project Alternative. The increases for the Adjusted Environmental Baseline are slightly lower.

[4] The Adjusted Environmental Baseline, as described in the previous Off-Airport Ground Access Report, includes regional non-airport background traffic growth, but assumes existing (1996) airport demand and employment at LAX. No development at LAX Northside or Continental City is assumed in the Adjusted Environmental Baseline.

Table S9

Existing and Future Transportation Deficiencies (RTP Background Assumptions)

	1996	2015 Adjusted Environmental	2015 NA/NP	2015 Alt A	2015 Alt B	2015 Alt C4/	2015 Alt D4/
Deficient Intersections (61 tot)[1]	18	34	40	35	31	31	32
Deficient Street Links	6	8	9	10	10	10	12
Deficient Freeway Segments	3	4	4	5	5	5	5
Deficient Freeway Ramps	2	1	2	1	0	1	3
Total Deficient Facilities	29	47	55	51	46	47	52
Add'l Deficient Intersections (14 tot)[2]	n/a	8[4/]	n/a	n/a	n/a	7	8
Add'l Deficient Intersections (10 tot)[3]	n/a	8[4/]	n/a	n/a	n/a	n/a	10

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 4 additional intersections north of LAX were analyzed for Adjusted Environmental Baseline and Alternatives C and D only (refer to Section 2.1).

3 10 additional intersections east of I-405 were analyzed for Adjusted Environmental Baseline and Alternative D only (refer to Section 2.1).

4 Analysis of intersections in these instances is based on a refined Adjusted Environmental Baseline, as described in Section 2.2.

Source: Barton-Aschman Associates, Inc. - Parsons, 2003.

For all four build alternatives, the number of deficient facilities is lower than in the No Action/No Project Alternative. For Alternatives A, B and C, this reduction in deficiencies is primarily due to the addition of new highway capacity. For Alternative D, the reduction in deficiencies is primarily due to a reduction in total airport trip generation compared to the No Action/No Project Alternative.

The initial comparison of deficient facilities was based on an evaluation of 61 intersections. Two increments of additional intersections have been identified, and are now included in the table.

Impacts of Master Plan Alternative D

The evaluation of off-airport surface transportation impacts and development of mitigation measures for significant impacts identified in the analysis are based on a comparison of future year traffic conditions with the project to future year traffic conditions without the project. The future year baseline representing without-project conditions in the transportation analysis is referred to as the Adjusted Environmental Baseline.

As described in Section 3.2.2 above, the Adjusted Environmental Baseline includes the same on-airport historical airport activity (1996) and physical facilities (1997) as the environmental baseline, but also includes off-airport land use activity and regional traffic development anticipated by the Year 2015. Except for these factors, the physical characteristics of the airport in the Adjusted Environmental Baseline are identical to the environmental baseline.

The primary objective of the transportation impact analysis is to identify the impacts that the proposed project has on the surrounding transportation system. In order to accurately identify and quantify these impacts, it is necessary to separate traffic growth due to the project from unrelated regional traffic growth due to other causes (such as general population and employment growth and land development in areas outside the airport).

Procedures to isolate traffic growth due to the project from all other traffic growth have been in use for many years. These procedures simply operate under the assumption that there will be no change in trip generation on the project site in the without-project scenario, but that regional traffic growth due to all other factors will continue. Traffic impact analysis policies and guidelines for both the City of Los Angeles and the County of Los Angeles require such assumptions. Traffic growth due to the project is then added to the without-project scenario to create the with-project scenario. Transportation impacts are identified by comparing traffic levels in these two scenarios.

Creation of the Adjusted Environmental Baseline for transportation analysis is consistent with the requirements of CEQA. Section 15126.6(e) of the CEQA Guidelines requires analysis of a "no project" alternative which reflects the existing conditions as well as accounts for what would reasonably be expected in the foreseeable future if the project were not approved.

Use of the Adjusted Environmental Baseline for transportation impact and mitigation analysis is conservative in that it identifies more impacts and leads to more mitigation measures than would result if the No Action/No Project Alternative were to be used in the comparison. Because the Adjusted Environmental Baseline assumes no growth in airport traffic, the difference in total traffic between with-project and without-project conditions is much larger than it would be if the No Action/No Project Alternative (where airport traffic is allowed to grow substantially) were used in the comparison. If the current (unadjusted) environmental baseline (where off-airport traffic volumes are not allowed to grow) were used in the comparison, then the increase in traffic due to the project could not be differentiated from increases in traffic due to regional traffic growth unrelated to the airport.

The shift in passenger access to the eastern end of the airport in Alternative D causes a measurable shift in traffic using the I-405 Freeway to access LAX. Compared to the Adjusted Environmental Baseline, Alternative D increases the number of airport passenger trips staying on I-405 from the north all the way to Century Boulevard, and reduces passenger trips on Lincoln, Sepulveda and La Tijera Boulevards. These shifts are shown in **Figure S3,** Differences in LAX Passenger Trips - 2015 PM Peak Hour Alternative D - Adjusted Environmental Baseline. Passenger trips on southbound I-405 between Arbor Vitae Street and Century Boulevard increase by over 900 vehicles in the a.m. peak hour, while northbound passenger trips increase by over 600 vehicles along the same segment. Decreases in passenger trips on Sepulveda and La Tijera Boulevards north of Arbor Vitae Street range between 200 and 300 vehicles per direction in Alternative D.

From the south, passenger trips in Alternative D are nearly the same on arterial streets except for La Cienega Boulevard. La Cienega Boulevard has an increase in passenger trips between El Segundo Boulevard and Century Boulevard. There is also a substantial decrease in traffic on Century Boulevard between Sepulveda Boulevard and I-405.

Shifts in airport passenger trips cause shifts to occur in other non-airport trips. The end result is shown in **Figure S4,** Differences in Total Vehicle Trips - 2015 PM Peak Hour Alternative D - Adjusted Environmental Baseline. This figure shows that the impacts of Alternative D focus on the freeways and the immediate vicinity of the airport. These shifts in traffic, compared to the Adjusted Environmental Baseline, are used to evaluate transportation impacts.

Significant impacts of the Master Plan alternatives are shown below in **Table S10**, Master Plan Impacts on Surface Streets, Freeways and Intersections vs. Adjusted Environmental Baseline: RTP Background Assumptions. Locations of these impacts are shown in Attachment D of this report, together with tables showing the amount of impact at each location. Impacts to freeways and ramps are discussed in detail later in Section 6.2, *CMP Transportation Impact Analysis*.

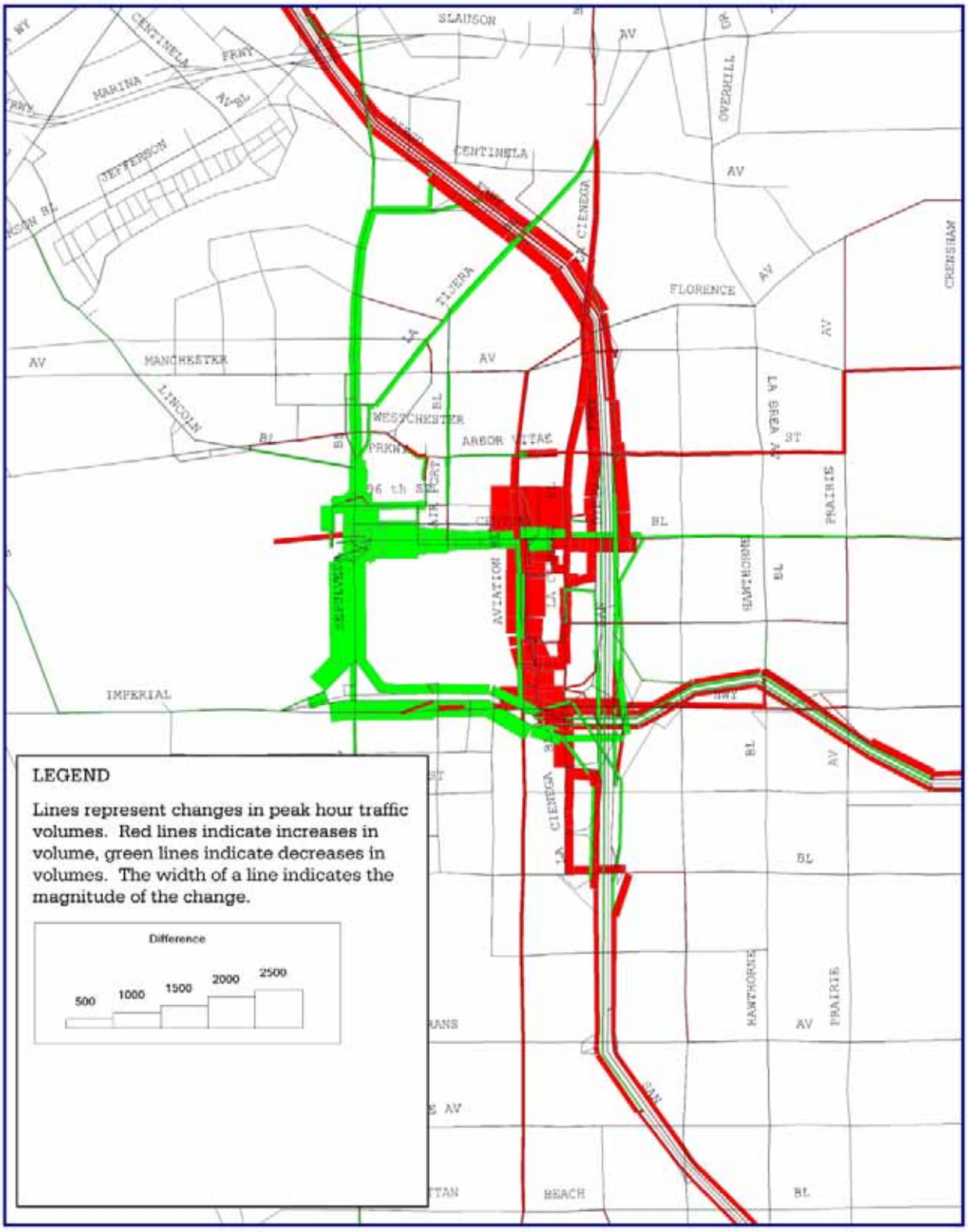
Table S10

Master Plan Impacts on Surface Streets, Freeways and Intersections vs. Adjusted Environmental Baseline: RTP Background Assumptions

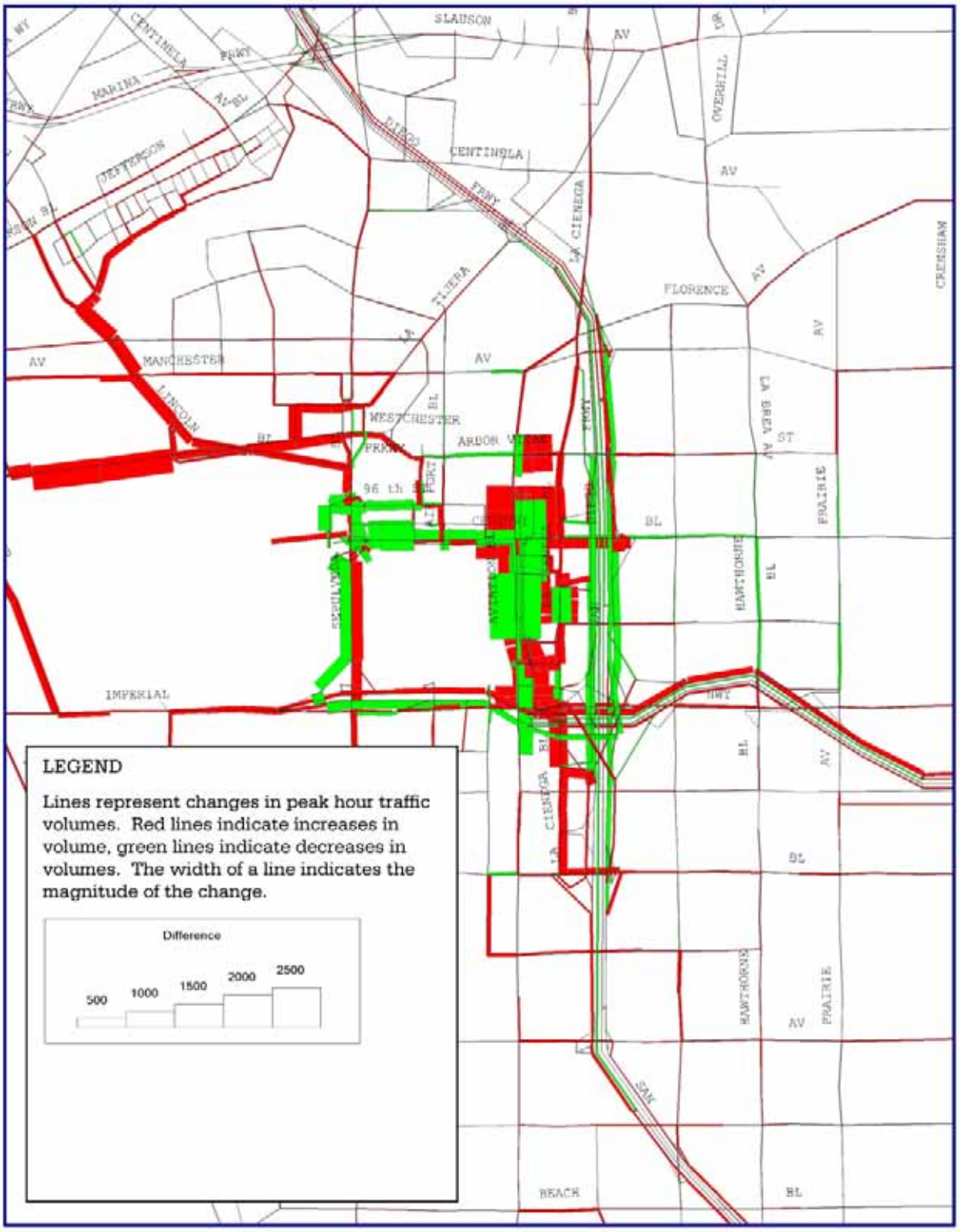
	2015 NA/NP	2015 Alt A	2015 Alt B	2015 Alt C[4]	2015 Alt D[4]
Impacted Intersections (61 total)[1]	49	33	29	29	43
Impacted Street Links	12	8	5	8	11
Impacted Freeway Segments	3	4	4	4	5
Impacted Freeway Ramps	3	0	1	0	3
Total Impacts	67	45	39	41	62
Add'l Impacted Intersections (14 total)[2]	n/a	n/a	n/a	8	10
Add'l Impacted Intersections (10 total)[3]	n/a	n/a	n/a	n/a	6

[1] Significant environmental impacts are identified following the procedures described in Section 2.5 of this report.
[2] 14 additional intersections north of LAX were analyzed for Adjusted Environmental Baseline and Alternatives C and D only (refer to Section 2.1).
[3] 0 additional intersections east of I-405 were analyzed for Adjusted Environmental Baseline and Alternative D only (refer to Section 2.1).
[4] Analysis of intersections in these instances is based on a refined Adjusted Environmental Baseline, as described in Section 2.2.

Source: Barton-Aschman Associates, Inc. - PTG, 2000.



LAX Master Plan **Supplement to the Draft EIS/EIR**	**Differences in LAX Passenger Trips – 2015 PM Peak Hour – Alternative D – Adjusted Environmental Baseline**	**Figure** **S3**



LAX Master Plan **Supplement to the Draft EIS/EIR**	**Differences in Total Vehicle Trips – 2015** **PM Peak Hour – Alternative D – Adjusted Environmental Baseline**	Figure **S4**

The No Action/No Project Alternative has the most transportation impacts that would be considered significant under CEQA. Alternatives A, B, and C all reduce the number of significant impacts by 33 to 59 percent. Alternative D reduces the number of significant transportation impacts by 9 percent.

A second impact analysis was performed by comparing Alternative D to the No Action/No Project Alternative to determine whether there were any additional intersection impacts not already identified. This comparison did not identify any additional impacts beyond those already identified above.

4.2 Study Area Transportation Benefits

As mentioned in Technical Report 3b, *Off-Airport Surface Transportation Technical Report,* of the Draft EIS/EIR, the transportation facilities being added for Master Plan Alternatives A, B, and C result in a variety of overall transportation system improvements that can be measured in vehicular trip reductions, reductions in vehicle hours of travel (VHT) in the region, reductions in the number of lane-miles of roadway at LOS F in the traffic peaks, and corresponding improvements in peak traffic speeds. Alternative D also achieves similar reductions in these critical transportation measures.

Table S11, Study Area Average Speed and Congested Lane Miles, displays two measures of regional traffic benefit, average speeds, and freeway/arterial lane miles at LOS F.

Table S11

Study Area Average Speed and Congested Lane Miles

	NA/NP	Alt A	Alt B	Alt C	Alt D
Average Speed (MPH) on Freeways					
AM Peak Hour	29.2	30.4	30.7	30.6	30.1
PM Peak Hour	27.3	28.0	28.1	28.1	27.7
Freeway and Arterial Lanes Miles at Level of Service F					
AM Peak Hours	121.3	120.1	107.3	112.7	107.9
PM Peak Hours	151.4	140.1	137.9	135.1	147.5

Source: Barton Aschman Associates, Inc. - PTG (2000), Parsons (Alt D), 2003.

Two other key measures are reduction in peak vehicle miles of travel (VMT) and (VHT), as shown in **Table S12**, Study Area VMT and VHT.

Table S12

Study Area VMT and VHT

	NA/NP	Alt A	Alt B	Alt C	Alt D
Vehicle Miles Traveled (VMT)					
AM Peak Hour	478,144	490,900	485,016	495,198	455,470
PM Peak Hour	544,881	564,402	558,663	562,679	522,927
Vehicle Hours Traveled (VHT)[1]					
AM Peak Hours	22,511	19,335	18,632	19,304	19,091
PM Peak Hours	24,478	22,460	22,070	22,247	22,040

[1] These numbers represent the differences between the Adjusted Environmental Baseline and the project alternatives.

Source: Parsons, 2003.

These tables show that Alternative D achieves approximately the same level of benefit as Alternatives A, B, and C. Average speeds for Alternative D are higher than the No Action/No Project Alternative, but slightly lower than the other build alternatives. Freeway lane miles at LOS F are lower than the No

Action/No Project Alternative, and in the same general range as the other project alternatives. Alternative D has by far the lowest VMT of any of the project alternatives (including the No Action/No Project Alternative). The VHT for Alternative D are substantially lower than the No Action/No Project Alternative, and in the same general range as the other project alternatives.

5. OFF-AIRPORT GROUND ACCESS PLAN

The Off-Airport Ground Access Plan consists of the following components:

- Improvements which are essential elements in the definition of Master Plan alternatives;
- Transit improvements;
- Neighborhood Traffic Management measures; and
- Measures to mitigate Master Plan transportation impacts, plus additional improvements to enhance airport access and egress.

A mitigation plan for the year 2015 was developed for Alternative D, consistent with the procedures followed for the other Master Plan alternatives.

5.1 Essential Transportation Elements of Master Plan Alternative D

Essential Highway Elements

As described earlier in this report, the essential ground access elements of Alternative D differ from those of the other Master Plan build alternatives. These differences include the following.

- The Ring Road is eliminated.
- Lincoln Boulevard remains in its existing condition, except for possible mitigation measures, between Westchester Parkway and Sepulveda Boulevard (this section is not eliminated as it was in the previous project alternatives).
- Imperial Highway remains in its existing condition.
- Westchester Parkway and Pershing Drive remain in their existing conditions.
- The on-airport landside system will include a GTC, designed to provide a conventional airport landside environment for air passengers at a separate location from the CTA. The GTC will be created north of Century Boulevard and south of Arbor Vitae Street, between Aviation and La Cienega Boulevards. The GTC will be divided into two parallel terminal-like structures with adjacent parking facilities and a commercial vehicle holding area.
- An internal airport roadway system is provided to connect the new GTC and ITC with the surrounding street and freeway system. Direct access to these airport roads will be provided from northbound Aviation Boulevard, eastbound Century Boulevard, southbound La Cienega Boulevard, and Imperial Highway. These new roadways will be grade-separated over the existing surface streets of Century Boulevard, 102nd Street, and 111th Street, and will be sized accordingly based on projected traffic volumes.
- Private vehicle access to the CTA will be prohibited, with only FlyAway buses and service vehicles allowed onto the existing CTA roadways.
- The LAX Expressway along the I-405 Freeway between Howard Hughes Parkway and Arbor Vitae Street is eliminated.
- Bicycle lanes will be striped on Aviation Boulevard between the Los Angeles city limits and Imperial Highway to connect to the future Citywide Bikeway System.

Essential Transit Elements

Proposed transit improvements included as part of Alternative D are as follows.

- LAX Intermodal Transportation Center

The existing transit center located near Lot C is removed, and a larger ITC is provided north of Imperial Highway and east of Aviation Boulevard. This center is an important facility, providing transit access to LAX, and also serving as a major transfer center for regional bus service to the surrounding communities. A sufficient number of bus bays will be included either within the ITC itself or across Imperial Highway at the existing MTA Green Line light rail station to accommodate the number of buses forecasted to use this transit center.

- MTA Green Line Direct Connector

  An elevated walkway will be built to provide a direct connection between the Green Line station located south of Imperial Highway and the ITC proposed north of Imperial Highway.

- FlyAway Shuttle Program

  LAWA-operated FlyAway buses will be the only passenger vehicles allowed to use the existing CTA roadways to access terminal curb fronts, offering a strong incentive to use this mode of travel. Following the example of the highly successful Van Nuys FlyAway, additional sites for remote parking lots with FlyAway shuttle service to and from the airport are planned. FlyAway locations under consideration include Long Beach, Union Station in downtown Los Angeles, Inglewood, Sylmar, and Norwalk.

- Automated People Mover

  An APM system will be provided to move passengers and employees between the CTA and ITC, with a connection to the GTC.

In order to avoid under-estimating Master Plan impacts on the surrounding transportation systems, the trip reduction benefits of the transit improvements identified above are intentionally held to a small amount. For airport passengers, the transit percentage increases from 1 percent in 1996 to 2 percent in 2015. For airport employees, the "Average Vehicle Ridership" (AVR), or the average number of persons per vehicle making commute trips increases from 1.36 in 1996 to 1.44 in year 2015. Actual benefits of these transit improvements will most likely be greater.

Essential Neighborhood Traffic Management Elements

Protecting neighborhoods is one of the four principles guiding the design of this alternative and its transportation analysis. The access and egress points to and from the proposed passenger facilities on the east end of airport property will be located to minimize the likelihood of traffic using residential streets as short-cuts. For instance, no airport passenger driveways are planned along Arbor Vitae Street, the northern border of the GTC. Guide signing and Intelligent Transportation System measures will also be installed to keep airport traffic out of residential communities.

Establishing the major passenger facilities for LAX along the east end of the airport provides an incentive for airport traffic to remain on the freeway system rather than using surface streets. This is particularly true for traffic traveling between LAX and points north of the airport. In addition, as described in the following section, mitigation measures proposed under Alternative D are designed to provide further incentives for airport traffic to remain on the arterial streets and freeways. One example of this is the mitigation measure proposing a new interchange on the San Diego Freeway at Lennox Boulevard, which reduces the likelihood that traffic does not use the local streets within the Lennox community to access the airport.

Despite the extensive transportation enhancements proposed under Alternative D, if residents near LAX believe that airport traffic will intrude into their neighborhoods, procedures have been established by the LADOT to address their concerns through the implementation of traffic calming measures. Neighborhood traffic calming measures may include, but are not limited to: striping modifications; installation of strategically-placed turn restrictions; installation of stop signs; one-way street conversions; installation of speed humps, and construction of chokers, traffic circles and raised medians. These controls are intended for local and collector streets only. All approved traffic controls should convey clear and unambiguous messages, be justified by meeting certain warrants (such as for stop signs), and regulate the traffic for which they are applied and intended, as described in the Caltrans Traffic Manual.

An effective Neighborhood Traffic Management Plan can only be implemented on a neighborhood-wide basis and must be a collaborative effort involving traffic engineers, neighborhood residents, City Council

representatives, and homeowners' associations (where applicable). The implementation of traffic controls can often cause traffic to shift from one residential street to another, so it is vital that there be a consensus among the residents as to the goals and implications of any proposed plan.

To ensure that the Neighborhood Traffic Management Plan process runs smoothly, it is suggested that, for each community, outreach meetings take place to identify and discuss existing and anticipated traffic concerns. Strategies and options for a traffic control plan, criteria to achieve support from the majority of the affected residents toward a proposed plan, and funding mechanisms should all be discussed at these outreach meetings.

For any Neighborhood Traffic Management Plan to be successful, residents within the neighborhoods should participate in the process to articulate their priorities and values, respond to proposed plans and designs, and offer alternatives of their own. It is important to note that any Neighborhood Traffic Management Plan must have final approval by LADOT prior to implementation.

5.2 Mitigation Measures for Alternative D

Network improvements to mitigate the impacts of Alternative D include:

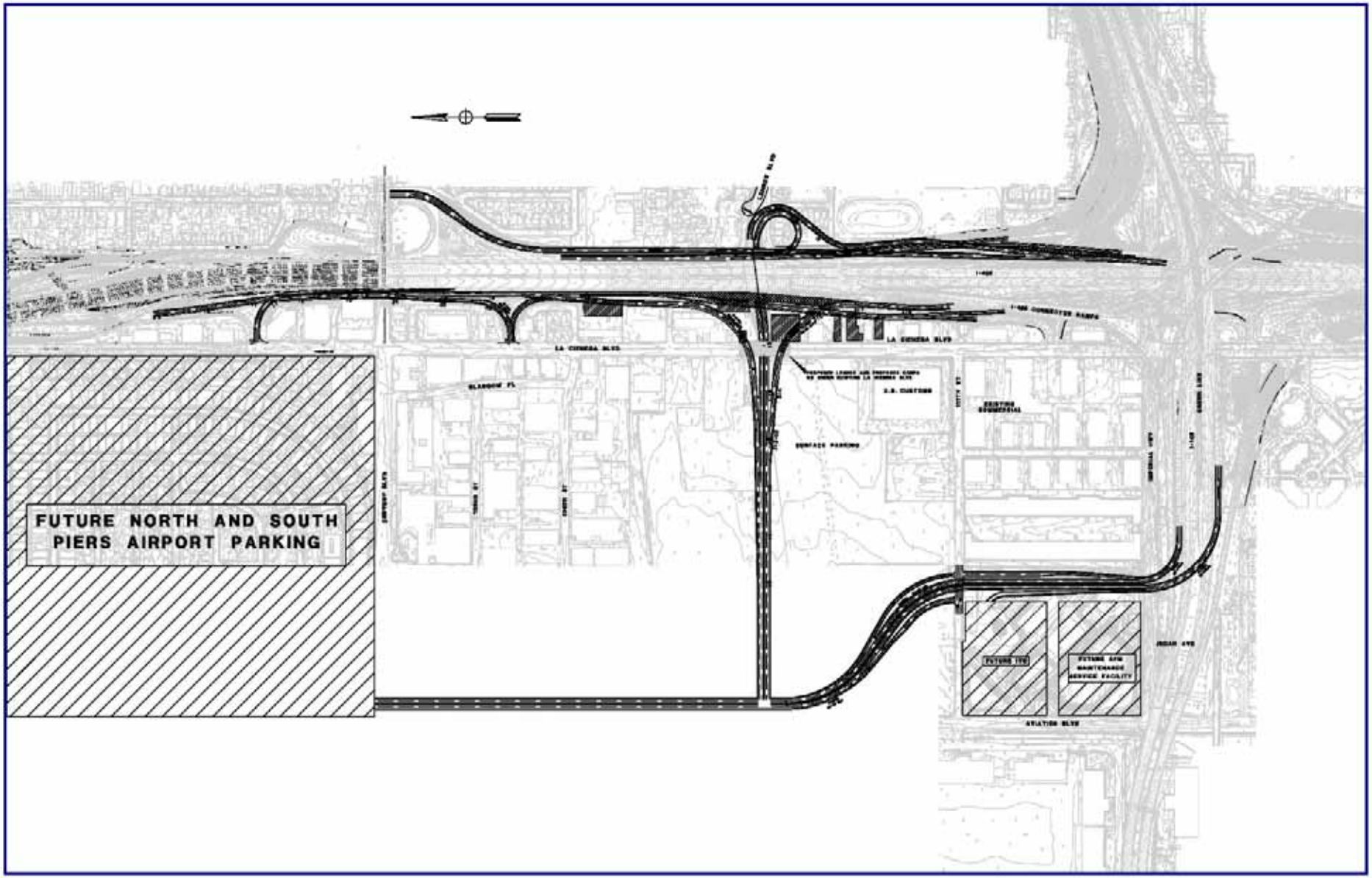
- A new interchange at I-405 and Lennox Boulevard. This interchange is a proposed project mitigation measure that provides a new freeway connection at I-405 roughly halfway between Century Boulevard and Imperial Highway. This interchange will provide grade-separated ramps from I-405 directly into airport property, and vice-versa. A feasibility study is underway to determine the best design for the interchange.
- New freeway ramps between Aviation Boulevard and La Cienega Boulevard to connect the I-105 westbound off-ramp and the eastbound on-ramp to the proposed airport roadways. These ramps will be grade-separated over Imperial Highway to provide direct access and egress between the freeway and the new airport facilities. A feasibility study is underway to determine the best design for these ramps.

Possible configurations for the Lennox/I-405 Interchange and I-105 ramps are illustrated in **Figure S5,** Possible Configurations of Lennox /I-405 Interchange and I-105 Ramps. This figure is illustrative. The actual design will be determined following a feasibility study. With these improvements, Lennox Boulevard will terminate east of the I-105 Freeway at Redfern Avenue, eliminating access to Lennox Boulevard from La Cienega Boulevard. The existing Lennox Boulevard/La Cienega Boulevard at-grade intersection will be replaced by a grade separation. Along the 2.5 km (1.5 mile) stretch of La Cienega Boulevard from Arbor Vitae Street to the I-405/I-105 Interchange, there are four on-ramps to southbound I-405 and four off-ramps from southbound I-405. One or two of these on-ramps and up to two of these off-ramps may need to be eliminated. Other ramps may be realigned, including the I-105 ramps at Imperial Highway and the northbound I-405 on-ramp from Imperial Highway.

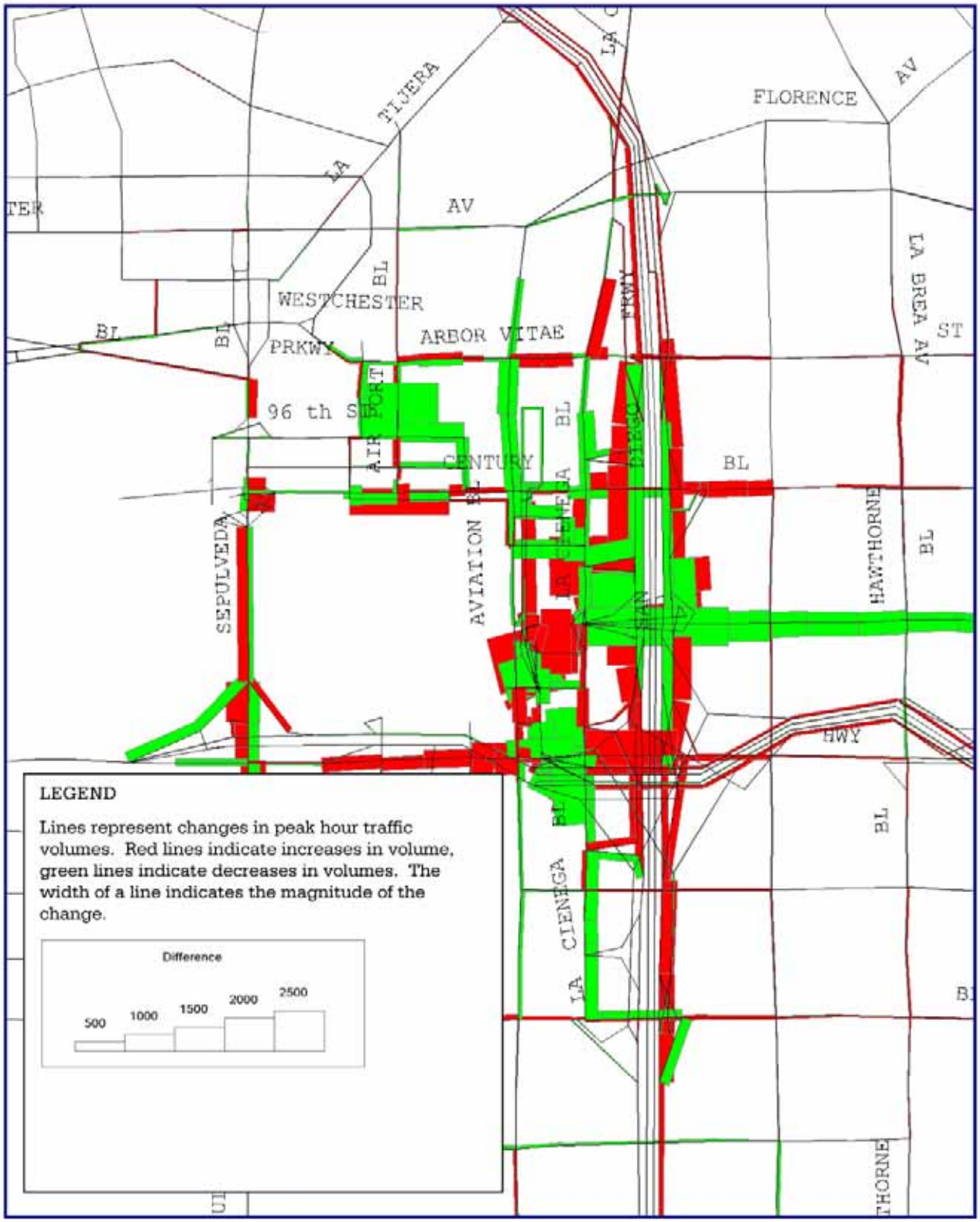
These new connections to the I-105 and I-405 Freeways will cause an additional shift in vehicle trips, beyond the shift experienced in the unmitigated Alternative D described in Section 4. As **Figure S6,** Changes in Total Traffic Volumes Due to Lennox/I-405 Interchange and I-105 Ramps as Mitigation Measures 2015 PM Peak Hour, shows, I-405 will carry more vehicle trips with the addition of these new freeway connectors. As this figure shows, impacts of the Lennox/I-405 Interchange and the I-105 ramps are limited to a very small area. One of the benefits of the new freeway connectors is a reduction in traffic on La Cienega Boulevard between El Segundo Boulevard and Imperial Highway, cutting in half the increase that is experienced in the unmitigated Alternative D.

Out of 59 intersections significantly impacted by Alternative D, all but 3 intersections are fully mitigated by the following actions:

- Addition of the Lennox interchange and I-105 ramps fully mitigates seven intersections, but adds two additional impacts to be mitigated;
- Intersection improvements, including widening, removal of raised medians, re-striping and revising signal phasing will mitigate 22 more intersections;



LAX Master Plan Supplement to the Draft EIS/EIR	Possible Configurations of Lennox / I-405 Interchange and I-105 Ramps	Figure S5



LAX Master Plan Supplement to the Draft EIS/EIR	Changes in Total Traffic Volumes Due to Lennox/I-405 Interchange and I-105 Ramps – 2015 PM Peak Hour	Figure S6

- In addition to the above, upgrading signal systems using ATSAC, ATCS or equivalent will mitigate 12 more intersections; and
- In addition to the above, fair-share financial contributions to regional highway improvements and/or regional transit improvements will mitigate 17 intersections.

With these actions, only three intersections will remain partially or fully unmitigated: Century Boulevard at La Cienega Boulevard; Imperial Highway at La Cienega Boulevard (p.m. and airport peaks only); and Jefferson Boulevard at Lincoln Boulevard (p.m. and airport peaks only).

The 11 street links significantly impacted by Alternative D will be mitigated through a combination of adding the Lennox Interchange and I-105 ramps, physical improvements to the intersections at the ends of the links, signal coordination, and fair-share contributions to regional highway and/or transit improvements. Two of the three freeway ramps are fully mitigated by the additional of the Lennox Interchange and the I-105 ramps. The third ramp, I-405 southbound on-ramp at El Segundo Boulevard is partially mitigated by the addition of the Lennox Interchange and the I-105 ramps (impact reduced from 0.068 to 0.050). Full mitigation of this impact could be achieved through a fair-share contribution toward the future widening of the ramp from one lane to two lanes.

One of the five impacted freeway segments (I-405 HOV lanes north of Venice Boulevard) is mitigated by the addition of the Lennox Interchange and the I-105 ramps. The remaining four impacted freeway segments are addressed in Section 6, *Congestion Management Program (CMP) Analysis*.

These actions are described in more detail in Attachment E of this report. Mitigation measures are applicable only to the extent that the use of airport revenues to fund such measures is permissible under federal law and policies. Implementation of the mitigation measures will be phased to ensure that all interim impacts are mitigated throughout the development of the LAX Master Plan. During the phased implementation, some of the mitigation measures may be replaced by other comparable measures due to changes that occur in the area.

5.3 Alternative Mitigation Plan for Alternative D

In the event that the Lennox Interchange described above cannot be implemented (the location and control of the subject mitigation measure is not within the jurisdiction of the City of Los Angeles), an alternative mitigation plan has been prepared. This mitigation plan is based on the assumption that no new freeway interchange is built.

Out of 59 intersections significantly impacted by Alternative D, all but 6 intersections are fully mitigated by the following actions:

- Intersection improvements, including widening, removal of raised medians, re-striping and revising signal phasing will mitigate 29 intersections;
- In addition to the above, upgrading signal systems using ATSAC, ATCS or equivalent will mitigate 8 more intersections; and
- In addition to the above, fair-share financial contributions to regional highway improvements and/or regional transit improvements will mitigate 16 more intersections.

With these actions, six intersections will remain partially or fully unmitigated - Arbor Vitae Street at La Cienega Boulevard (p.m. peak only), Century Boulevard at La Cienega Boulevard, I-405 northbound ramps at Imperial Highway (airport peak only), Imperial Highway at La Cienega Boulevard, Jefferson Boulevard at Lincoln Boulevard (p.m. and airport peaks only), and Centinela Avenue at Culver Boulevard (p.m. peak only).

The 11 street links significantly impacted by Alternative D will be mitigated through a combination of adding the Lennox Interchange and I-105 ramps, physical improvements to the intersections at the ends of the links and fair-share contributions to regional highway and/or transit improvements. The three freeway ramps could be mitigated by a fair-share contribution toward the future widening of these ramps. The five impacted freeway segments are addressed in Section 6, *Congestion Management Program (CMP) Analysis*.

These alternative mitigation plan measures are described in more detail in Attachment F of this report. Mitigation measures are applicable only to the extent that the use of airport revenues to fund such

measures is permissible under federal law and policies. Implementation of the mitigation measures will be phased to ensure that all interim impacts are mitigated throughout the development of the LAX Master Plan. During the phased implementation, some of the mitigation measures may be replaced by other comparable measures due to changes that occur in the area.

5.4 Environmental Impacts of Recommended Lennox / I-405 Interchange and I-105 Ramps

Proposed mitigation measures include a new I-405/Lennox Boulevard interchange, which will provide a direct connection for vehicles traveling to and from I-405 and LAX. Measures also include a new elevated roadway structure to fly over the existing I-105/Imperial Hwy. interchange near Aviation Boulevard. This new roadway will provide a direct connection for vehicles traveling to and from I-105 and LAX.

In addition to the traffic impacts described above, implementation of these mitigation measures could result in secondary impacts (i.e., environmental impacts associated with construction of the proposed improvements). The following describes, in general, the more notable types of environmental impacts that would likely occur in conjunction with the improvements.

Air Quality

Development of the I-105 ramps to the ITC and the new interchange at Lennox Boulevard and I-405 would result in construction-related air quality impacts from equipment operations, worker commute, materials deliveries, and ground disturbance. Most notable from the equipment operation would be emissions from diesel-powered equipment, which can be particularly high in NO_x emissions. This would also be the case for emissions associated with the use of diesel-powered truck associated with the transport of materials to and from the I-105 and I-405 improvements sites.

From an operations standpoint, development of the I-105 ramps to the ITC and the new interchange at Lennox Boulevard and I-405 effectively mitigates traffic impacts at several intersections by reducing the amount of traffic delay. Delay created at other intersections would also be mitigated by the other elements of the transportation mitigation plan. This reduced delay should translate into reduced emissions and improved air quality, when compared to the Adjusted Environmental Baseline condition.

Further, a feasibility analysis of the Lennox Interchange and I-105 ramps has found that these mitigation measures will not substantially change the total traffic volumes on the I-105 or I-405 freeways, but will increase average speeds and reduce vehicle hours on these facilities. These reductions in vehicle hours due to increased average speeds will have a beneficial impact on emissions and air quality.

Visual/Aesthetics

The ramp improvements at I-105 and the construction of a new interchange at Lennox Boulevard and I-405 include new structures, some being elevated, that will alter the visual character of each area. The recommended I-105 ramp improvements would cross Imperial Highway, extending north/south between an existing warehouse and a future elevated parking structure and maintenance service facility within the ITC. Given that the I-105 site area is already characterized primarily by a network of existing surface roadway, elevated freeway, and associated ramp improvements, and is situated largely within an industrial land use setting, the addition of the recommended ramps would not likely result in a significant impact on existing views or the visual character of the area.

The recommended interchange at Lennox Boulevard would include the development of entrance and exit ramps to and from I-405, which is elevated above Lennox Boulevard. Segments of these ramps would occur as elevated roadways, as structured viaducts or on retaining walls, with both creating visual impacts. Development of these new roadways (ramps) would likely include the construction of sound walls, which would also have visual impacts. Along the southbound side of I-405 near Lennox Boulevard, the visual impacts would be less than significant as most of the new roadways would either be below grade or at the same elevation as I-405 while running parallel to it. In this area, sound walls may be necessary along the new roadways that are adjacent to commercial buildings.

Along the northbound side of I-405 near Lennox Boulevard, elevated roadways would extend from the I-405/I-105 interchange to Lennox Boulevard and most likely would extend all the way to Century Boulevard. These roadways would run adjacent to two local schools and along residential properties.

Sound walls would need to be placed along these stretches of the roadway to reduce the amount of noise impact to the schools and residences. Where the elevated roadways run alongside the schools' right-of-way, if these roadways are on retaining walls, these retaining walls could be architecturally treated or have murals painted on them which would not only minimize the visual impacts of the presence of the walls but may enhance the aesthetic surroundings of the school.

Development of the ramps and roadways associated with the recommended interchange would likely include the installation of light standards; however, given the existing lighting that already occurs along I-405 and the typical requirements that new lighting fixtures be hooded and directed to minimize the amount of light "spill-over" off of the targeted roadway areas, no significant lighting impacts would likely occur.

Noise Effects (I-405)

Based on the industrial nature of existing land uses located near the recommended ramps at I-105, and the relatively limited nature and extent of those ramp improvements, no significant noise impacts would occur from those improvements.

As indicated above, the improvements associated with the recommended Lennox Boulevard/I-405 interchange include the construction of elevated roadways that would extend near two schools and along residential properties; however, sound walls would be included in the construction of such roadways. The subject noise-sensitive land uses could be exposed to periods of high noise levels during construction of the interchange improvements, but long-term exposure to noise from traffic on the interchange would likely be less than significant, based on the effectiveness of the sound walls.

Hydrology/Water Quality

Based on the elevated nature of the recommended ramps at I-105, no substantial change in hydrology would occur. It is anticipated that the construction and long-term operation of those recommended improvements would incorporate water quality Best Management Practices (BMPs) in accordance with local, state, and federal requirements.

Development of the recommended Lennox Boulevard/I-405 interchange may result in changes to local hydrology; however, such changes would not likely be substantial and would be addressed through the detailed planning and engineering to occur. Similar to the I-105 improvements noted above, potential water quality impacts associated with construction and operation of the recommended interchange would be addressed through BMPs, in accordance with local, state, and federal requirements.

Relocation of Residences or Businesses

No residential or business properties would need to be acquired and/or relocated for the recommended I-105 ramp improvements.

Implementation of the recommended Lennox Boulevard/I-405 interchange would require some right-of-way acquisition and would impact residential and commercial property. Nine to 12 residential homeowners would need to be relocated. Four to seven commercial buildings would need to be either relocated or, if possible, refaced with only a partial right-of-way take. There is also a community center located at the northeast quadrant of the intersection of I-405 and Lennox Boulevard, which may also need to be relocated. It is anticipated that existing residential and business uses that would need to be acquired and relocated in order for the recommended Lennox Boulevard/I-405 interchange to be constructed would be addressed through a Residential and Business Relocation Program, in accordance with state and federal requirements.

Historical Resources

Based on a preliminary review and assessment of structures located in the vicinity of the recommended improvements at I-405 and I-105, no historic/architectural resources were identified. Therefore, impacts on historic architectural resources are not expected to occur. Additionally, no archaeological/cultural resources were identified; however, unanticipated discoveries may occur from construction-related activities.

Construction Detours

Temporary closure of the existing I-105 on- and off-ramps at Imperial Highway near Aviation Boulevard would be required during construction of the recommended ramps between the ITC and I-105. Partial closure of Imperial Highway may also be necessary during the construction of the elevated roadway structure over Imperial Highway.

During construction of the recommended interchange at Lennox Boulevard/I-405, the northbound I-405 off-ramp to the collector/distributor road at the I-405/I-105 interchange and the northbound I-405 off-ramp to Century Boulevard would both need to be temporarily closed. La Cienega Boulevard at Lennox Boulevard would also need to be temporarily closed as the grade separations below La Cienega Boulevard are being constructed. A detour at this location would be necessary, the impacts of which would depend on the specific detour route(s) determined at the time of detailed planning and/or construction.

FlyAway Remote Terminals

The development of several new FlyAway remote terminals is proposed to reduce the amount of vehicle traffic associated with travel to and from LAX. LAWA currently operates a FlyAway terminal at Van Nuys Airport and is planning the addition of two new remote terminals, one at Union Station in downtown Los Angeles and the other in the City of Long Beach. LAWA is also evaluating the potential to develop FlyAway terminals in the City of Inglewood an at the Norwalk/Santa Fe Springs transportation center. A second remote terminal for the San Fernando Valley is also being considered. Although the location, size, and design of new FlyAway terminals will depend on the specifics of candidate sites, the general characteristics of a remote terminal include a 5,000 square foot to 7,000 square foot terminal building with approximately 1,200 parking stalls. New remote terminals would be located in non-residential areas, typically near a major freeway or on major arterial streets to facilitate regional access. In particular, development of new FlyAway terminals at existing or planned transportation centers is a preference of LAWA.

The potential environmental impacts associated with development of a new FlyAway remote terminal would depend largely on the existing use and land use setting of the proposed site. For example, the addition of a new FlyAway terminal at an existing or planned regional transportation center would, in general, pose a much lower potential for significant environmental impacts than developing a terminal at a vacant site or one that requires demolition or substantial alteration of existing structures. The potential for construction-related impacts, such as noise, dust, and air pollutant emissions, as well as operational impacts such as traffic, noise, light and glare, visual and aesthetics, and land use compatibility would be influenced accordingly. As noted above, however, the exact nature, extent, and significance of such impacts from a new FlyAway terminal would largely depend on the specifics of the proposed site. Such project- and site-specific information would also influence the nature, extent, and effectiveness of mitigation measures proposed to address those impacts. It is anticipated that most, if not all, impacts related to construction activities, as well as operational land use compatibility, could be addressed through the types of mitigation measures described in this Supplement to the Draft EIS/EIR, as well as through site design specifications (i.e., noise walls, shielding of outdoor lighting to avoid “spill-over” onto adjacent properties, etc.).

Other Off-Airport Surface Transportation Mitigation Measures

As described above in Section 4.3.2.8.1, *Project Impacts - Alternatives A, B, C, and D,* several types of improvements to the off-airport surface transportation system are recommended to mitigate the impacts of each of the Master Plan alternatives. Such improvements include the addition of, or improvements to, travel- and turn-lanes, and the addition or modification of automated traffic signal control systems such as Automated Traffic Surveillance and Control (ATCAS), Adaptive Traffic Control System (ATCS), or other traffic signal systems. For some of these types of off-airport surface transportation system improvements, the associated potential environmental impacts would be very limited, such as in the case of the addition or modification of automated traffic control systems where the most notable impacts would be improved traffic flows and associated reductions in vehicular air pollutant emissions. The potential environmental impacts associated with other types of improvements to the off-airport surface transportation system would depend on the specific nature, location, and extent of such improvements. For example, the addition or improvement of travel- and/or turn-lanes that is accomplished by restriping of lanes within existing roadway segments would, in general, have a low potential for significant environmental effects

other than improvement in traffic flows. The addition of lanes accomplished by the removal or modification of existing raised medians would have some level of environmental impacts such as construction-related noise, air quality impacts, temporary lane closures, and possibly visual impacts if the removed median was previously landscaped. The addition of lanes accomplished through elimination of on-street parking could impact nearby off-street parking areas and/or remaining on-street parking areas to the extent that the affected parking redistributes to such areas, or such existing parking may simply be lost. The addition of lanes accomplished through the physical widening of roadway segments could result in the types of potential environmental impacts described above relative to the removal or modification of raised medians, and could also result in the reduction of the widths of sidewalks or parkways, possibly impacting trees, utilities, or other existing improvements, if any, located within the needed right-of-way. Similar to above relative to the impacts of future FlyAway remote terminals, the location, nature, and significance of, as well as appropriate mitigation measures for, the environmental impacts associated with these other types of off-airport surface transportation system improvements would depend on the specifics of each improvement. Similar to above, it is anticipated that many of the potential impacts could be addressed by the types of mitigation measures presented in this Supplement to the Draft EIS/EIR.

6. CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

A CMP study was conducted for the project in accordance with the LACMTA's CMP guidelines. The analysis was conducted for year 2015 conditions with traffic to be generated due to adoption of Alternative D. In this case, project-related traffic was defined as the difference in the traffic volumes anticipated in 2015 between Alternative D and the Adjusted Environmental Baseline. The Adjusted Environmental Baseline was selected for this analysis because it will maximize the number of CMP impacts identified.

6.1 Trip Generation

Table S11, Project Trip Generation for 2015 CMP Analysis, shows the trips in terms of passenger car equivalent (PCE) trips to be generated by Alternative D. More detailed information on project trip generation data is presented in Section 3, **Table S8**.

Table S13

Project Trip Generation for 2015 CMP Analysis

		AM Peak Hour			Airport Peak Hour			PM Peak Hour			Weekday[2]		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
PCE Trip Ends[1]	Alt. D	13,422	8,887	22,309	14,650	14,026	28,676	10,019	13,162	23,181	175,219	165,945	341,164
	Adj. Env.	7,660	5,894	13,554	10,408	9,199	19,607	6,186	8,142	14,328	111,568	106,881	218,449
	Net Proj.	5,762	2,993	8,755	4,242	4,827	9,069	3,833	5,020	8,853	63,651	59,064	122,715
Trip Ends Reduced[3]	Land Acquisition	-1,905	-245	-2,150	-755	-415	-1,170	-728	-1,245	-1,973	15,585	8,763	24,348
Net Increase In Trip Ends		3,857	2,748	6,605	3,487	4,412	7,899	3,105	3,775	6,880	48,066	50,301	98,367

1 Trip generation estimates represent the increase in trip generation over existing (1996) conditions, in passenger car equivalents.
2 Daily trips were obtained by multiplying the sum of a.m., p.m., and airport peak trips by a factor of 4.6.
3 Trips reduced due to the removal of existing land uses may be subtracted from project CMP trip generation.

Source Parsons, 2003.

6.2 CMP Traffic Impact Analysis

An updated CMP was adopted by the LACMTA in 2002, after the previous CMP analysis for the LAX Master Plan Alternative C was completed. No substantive changes were made to these guidelines in the 2002 update, compared to the CMP guidelines used in the previous CMP analysis of Alternative C. CMP guidelines require an analysis of the following facilities:

- All CMP arterial monitoring intersections, including monitored freeway on-ramps or off-ramps, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours. Where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis. If CMP arterial segments are analyzed, the analysis must include all arterial segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, at least one segment between monitored CMP intersections must be analyzed.
- All mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

If, based on these criteria, no CMP facilities are identified for study, no further highway or freeway system analysis need be conducted. If CMP facilities are identified for further study, then the following procedure is to be followed:

- Determine if CMP impacts occur on the CMP system as a result of the project. For purposes of the CMP, an impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02) causing or worsening LOS F (V/C > 1.00). The lead agency may apply more stringent criteria if desired.
- Investigate measures that will mitigate CMP system impacts identified. Such mitigation measures must consider impacts of the project on neighboring jurisdictions.
- Develop cost estimates, including the fair share costs to mitigate impacts of the proposed project, and indicate the responsible agency.
- Develop appropriate mitigation measures. Selection of final mitigation measures is at the discretion of the local jurisdiction. Once a mitigation program is selected the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

The CMP guidelines require an analysis of the facilities described below.

CMP Facilities Within Study Area

The following CMP arterials and freeway monitoring stations are located within the study area:

CMP Arterials:

- Lincoln Boulevard - between I-10 on the north and Sepulveda Boulevard on the south
- Sepulveda Boulevard - between Lincoln Boulevard on the north and Artesia Boulevard on the south
- Venice Boulevard - between Lincoln Boulevard on the west and La Cienega Boulevard on the east
- La Cienega Boulevard - between Venice Boulevard on the north and I-405 on the south
- Manchester Avenue - between Lincoln Boulevard on the west and I-110 on the east
- Artesia Boulevard - between Pacific Coast Highway on the west and I-110 on the east

CMP Freeway Monitoring Stations:

- I-5 (Golden State Freeway) Post Mile R55.48, n/o Jct Route 126 West
- I-5 (Golden State Freeway) Post Mile R46.55, n/o Route 14
- I-10 (Santa Monica Freeway) Post Mile R2.17 at Lincoln Boulevard
- I-10 (Santa Monica Freeway) Post Mile R6.75 e/o Overland Avenue
- I-10 (Santa Monica Freeway) Post Mile R10.71 e/o La Brea Avenue
- I-105 (Glenn Anderson Freeway) Post Mile R1.00 e/o Sepulveda Boulevard
- I-105 (Glenn Anderson Freeway) Post Mile R5.50 e/o Crenshaw Boulevard
- I-105 (Glenn Anderson Freeway) Post Mile R12.60, e/o Harris Avenue
- I-405 (San Diego Freeway) Post Mile R8.02, at Santa Fe Avenue
- I-405 (San Diego Freeway) Post Mile R11.90 s/o Route 110
- I-405 (San Diego Freeway) Post Mile R18.63 n/o Inglewood Boulevard
- I-405 (San Diego Freeway) Post Mile R24.27 n/o La Tijera Boulevard

- I-405 (San Diego Freeway) Post Mile R28.30 n/o Venice Boulevard
- I-405 (San Diego Freeway) Post Mile R35.81, s/o Mulholland Dr.
- I-405 (San Diego Freeway) Post Mile R44.27, n/o Roscoe Boulevard

CMP Impacts on Regional Arterials and Freeways

The CMP arterial and freeway segments located within the study area were analyzed in accordance with the guidelines and procedures outlined in the MTA's 2002 CMP document. The project related traffic volumes (defined as the difference in trip generation between year 2015 Alternative D, LAWA staff's preferred-alternative and the Adjusted Environmental Baseline). **Table S14,** Alternative D CMP Impacts on Regional Arterial and Freeway Segments, shows the results of CMP arterial segment and freeway monitoring station impact analysis.

Table S14

Alternative D CMP Impacts on Regional Arterial and Freeway Segments

	No. Studied	AM Peak Hour	PM Peak Hour
Northbound/Eastbound			
Arterial Segments	46	10	7
Freeway Segments	15	0	2
Southbound/Westbound			
Arterial Segments	46	4	17
Freeway Segments	15	1	1
Total All Segments	122	15	27

Source: Parsons, 2003.

Locations of these impacts are shown in Attachment G of this report, together with tables showing the amount of impact at each location.

Estimates of Costs for Mitigating CMP Impacts

State statute requires that the CMP include a program that analyzes the impacts of land use decisions on the regional transportation system, and that provides estimates of the cost of mitigating associated impacts. The objective of the CMP Land Use Analysis Program for Los Angeles County are: reaffirming the responsibility of the lead agency as the decision-making authority; establishing a program that can be integrated into existing local review processes, with minimal additional burden placed on public and private entities; promoting increased inter-jurisdictional coordination in evaluating and mitigating land use impacts; and encouraging consistent analysis of regional impacts and the sharing of this information through the CEQA process.

This evaluation includes the identification of CMP impacts, and estimates the costs of mitigating associated impacts. This includes an order-of-magnitude cost estimate of potential improvements, as well as an estimate of the project's fair-share based on demand, as shown in **Table S15**, Estimated Costs of Mitigating Associated CMP Impacts - Alternative D. Project fair-share estimates are calculated by determining the total traffic growth on each facility between existing (1996) and future (2015) conditions. The percentage of this growth attributable to the project is used as the fair-share percentage.

6.3 CMP Transit Analysis

The project's CMP transit system impacts were analyzed in accordance with guidelines and procedures outlined in MTA's 2002 CMP document.

Exact data on services and ridership for private transit services is not available. Information provided below does not include private transit services in the area. However, these services represent a portion of the ridership in and around the airport. In addition, if extensive remote check-in (FlyAway) transit

service is added and/or transit services for construction employees are available during the 14-year construction period, then additional transit services and benefits will be derived.

Several proposals are currently under study concerning possible high-speed ground transportation (e.g., Maglev) links to downtown Los Angeles, other regional airports, and other activity centers. Forecasts concerning these services are not included below. However, these services, if implemented, could also increase transit services and benefits.

Table S15

Estimated Costs of Mitigating Associated CMP Impacts - Alternative D

CMP Route	Segment Terminals: North or West End	Segment Terminals: South or East End	Agency/ Jurisdiction	Possible Improvement[2]	Cost[3] ($000)	Fair-Share Cont.: Background	Fair-Share Cont.: Project
Lincoln Boulevard	[1] Venice	Washington	Los Angeles	Improvements at intersection #96	50	89.0%	11.0%
	Washington	[1] Marina Expwy	Los Angeles	Improvements at intersections #89, 96	112	96.6%	3.4%
	[1] Marina Expwy	Culver	Los Angeles	Improvements at intersections #16, 39, 89, 91	395	82.9%	17.1%
	Culver	Jefferson	Los Angeles	Improvements at intersection #57	25	76.0%	24.0%
	Jefferson	[1] Manchester	Los Angeles	Improvements at intersections #57, 87, 88, 94	323	80.5%	19.5%
	[1] Manchester	Westchester Pkwy	Los Angeles	Improvements at intersection #88	28	74.3%	25.7%
Sepulveda Boulevard	[1] Lincoln	Century	Los Angeles	Improvements at intersection #27	50	98.1%	1.9%
	Century	I-105	Los Angeles	Improvements at intersections #27, 105	107	79.1%	20.9%
	I-105	Mariposa	El Segundo	Improvements at intersections #100, 105	168	37.1%	62.9%
	Mariposa	[1] El Segundo	El Segundo	Improvements at intersections #35, 100	155	81.7%	18.3%
	[1] El Segundo	[1] Rosecrans	El Segundo	Improvements at intersections #35, 103	95	86.8%	13.2%
	[1] Rosecrans	Marine	Manhattan Bch	Improvements at intersection #103	50	92.5%	7.5%
	Marine	Manhattan Bch	Manhattan Bch	Signal synchronization (ATSAC, ATCS or equivalent)	100	87.6%	12.4%
	Manhattan Bch	[1] Artesia	Manhattan Bch	Signal synchronization (ATSAC, ATCS or equivalent)	200	83.4%	16.6%
Venice Boulevard	I-405	[1] Overland	Culver City	Signal synchronization (ATSAC, ATCS or equivalent)	150	82.3%	17.7%
La Cienega Boulevard	Fairfax	[1] Jefferson	Los Angeles	Contribution to Metro Rapid Bus	50	78.1%	21.9%
	[1] Jefferson	Rodeo	Los Angeles	Contribution to Metro Rapid Bus	50	43.0%	57.0%
	Rodeo	[1] Stocker	L.A. County	Signal synchronization (ATSAC, ATCS or equivalent)	350	64.1%	35.9%
	[1] Stocker	Slauson	L.A. County	Signal synchronization (ATSAC, ATCS or equivalent)	100	68.6%	31.4%
	Slauson	[1] Centinela	Inglewood	Signal synchronization (ATSAC, ATCS or equivalent)	150	42.0%	58.0%
	[1] Centinela	I-405	Los Angeles	Improvements at intersection #20	125	29.4%	70.6%
Manchester Boulevard	[1] Lincoln	[1] Sepulveda	Los Angeles	Improvements at intersection #88	28	87.4%	12.6%
	[1] Sepulveda	La Tijera	Los Angeles	Contribution to Metro Rapid Bus	50	86.2%	13.8%
I-405	[1] Santa Fe Ave.			Contribution to future freeway improvements	4,000	92.3%	7.7%
	[1] s/o I-110 @ Carson Scales			Contribution to future freeway improvements	6,700	90.0%	10.0%
	[1] n/o Inglewood Ave.			Contribution to future freeway improvements	5,400	25.0%	75.0%

[1] CMP monitoring location.
[2] Descriptions of intersection improvements are found in Attachment E of this report; numbers identify specific intersections to be improved.
[3] Order-of-magnitude cost estimates, not based on engineering design.

Source: Parsons, 2003.

Existing Transit Services

A description of existing transit services, including anticipated future expansion plans is provided in Section 2.4. **Table S16,** Local and Express Bus Service on CMP System in the LAX Area, displays the composite levels of bus service on the CMP system in the study area.

Table S16

Local and Express Bus Service on CMP System in the LAX Area

Operator	Line No.	CMP Network	Daily Boardings	Daily PMT[2]	Average MPH
Santa Monica	3	Lincoln Blvd	7,425	25,988	12.1
Culver City	6	Sepulveda Blvd	4826	37,440	10.9
Torrance	8	Hawthorne Blvd	2,528	10,103	11.3
MTA	120	Imperial Hwy/Sepulveda	4,741	13,461	13.3
MTA	232	Pacific Coast Hwy	6,038	36,710	14.5
MTA	439	I-10	2,110	18,603	14.7
MTA	42[1]				
MTA	117[1]				
MTA	220[1]				
MTA	225[1]				
MTA	311[1]				
MTA	315[1]				
MTA	561[1]				
MTA	625[1]				
LADOT	438	I-105	270	3,538	23.0
LADOT	574[1]	I-405/Sepulveda			

[1] CMP Transit Monitoring Data Not Available
[2] Passenger Miles of Travel

Source: 1997 Congestion Management Program for Los Angeles County (1996 Monitoring Data).

There is an existing right-of-way along the west side of Aviation Boulevard (former BNSF rail line) that could be used as a future transit corridor. Possible future uses include an extension of the MTA Green Line, Metro Rapid Bus, and other services. LAWA and the LACMTA are currently considering these options and coordinating to ensure that future transit services are integrated with airport facilities.

Transit Corridor Capacities

An analysis was conducted to determine transit corridor capacities within the study area. Based upon the headways of all the transit bus lines serving the corridors, the total number of buses in service during the 1-hour a.m. peak hour (during the 3 to 6 a.m. period) and the p.m. peak hour (during the 3 to 6 p.m. period) was estimated for each line. The passenger capacities of the corridors were estimated assuming 47-seat buses for all lines. The year 2015 capacities were estimated using a growth rate of 15 percent and 45 percent, respectively. Detailed calculations are shown in Attachment G of this report.

Table S17, Transit Corridor Capacities (Passengers Per Hour)**,** shows transit corridor capacities for various CMP corridors. The table also shows capacity of LAX Transit Center.

Table S17

Transit Corridor Capacities (Passengers Per Hour)

	6-9 AM				3-6 PM			
	NB/EB		SB/WB		NB/EB		SB/WB	
CMP Transit Corridor	**2000**	**2015**	**2000**	**2015**	**2000**	**2015**	**2000**	**2015**
LAX Transit Center:								
Total	1,893	2,745	1,785	2,589	1,833	2,658	1,811	2,626
N/S Corridors:								
Lincoln Blvd	1,058	1,534	900	1,306	875	1,269	1,019	1,477
Sepulveda Blvd	2,317	3,359	2,262	3,280	2,279	3,304	2,026	2,938
Pacific Coast Highway	544	788	507	736	511	742	559	811
I-405	1,674	2,427	1,927	2,794	1,630	2,364	1,613	2,339
La Cienega Blvd	669	970	898	1,302	648	939	619	898
Hawthorne Blvd	1,212	1,758	1,223	1,773	1,171	1,698	1,061	1,538
Total	7,473	10,836	7,717	11,190	7,114	10,316	6,898	10,002
EW Corridors:								
Venice Blvd	970	1,406	1,191	1,727	1,142	1,656	977	1,417
Marina Expressway	592	858	584	846	572	830	593	859
Manchester Blvd	1,704	2,471	1,628	2,360	1,453	2,107	1,048	1,519
I-105/Imperial	1,423	2,063	1,068	1,549	1,389	2,015	1,170	1,696
Artesia Blvd	332	482	440	638	380	550	353	512
Total	5,021	7,280	4,911	7,120	4,937	7,158	4,140	6,004

Source: Parsons, 2003.

Transit Corridor Impacts

Table S18, Project Transit Demand in Passengers Per Hour, shows the transit demands in various directions, including demand for MTA Green Line, for Alternative D and Adjusted Environmental Baseline. The project's transit demand is defined as the difference in demand between Alternative D and Adjusted Environmental Baseline.

The existing CTA and its access roads would remain unchanged. All curbing activity would continue to take place in the CTA, as in the existing configuration. By 2015, however, all passengers except FlyAway users would access the CTA via people mover from the GTC, ITC, or consolidated RAC facility. By 2015, however, all passengers except FlyAway users will access the CTA via the APM from the GTC, ITC, or consolidated RAC facility.

Table S19, Project CMP Transit Impacts**,** shows the change in transit demand due to the project in the year 2015. The table indicates that the project's transit demand at the ITC increases by 0.3 to 0.5 percent of capacity. The North/South and East/West corridors increase by 0.4 to 0.9 percent of capacity. Increases on the MTA Green Line range from 7.6 to 8.3 percent of capacity.

6.4 CMP Debits and Credits

Because Los Angeles County has deficient transportation facilities, as defined in the CMP, all jurisdictions in the County are required to participate in the County Deficiency Plan. Each jurisdiction in Los Angeles County is required to monitor its development activity on an annual basis. This monitoring includes documentation of all new development projects within the jurisdiction and an inventory of all mitigation strategies employed by the jurisdiction.

Table S18

Project Transit Demand in Passengers Per Hour

	AM Peak Hour								PM Peak Hour							
	Adj. Environmental Baseline				Alternative D				Adj. Environmental Baseline				Alternative D			
	NB	SB	EB	Rail[1]	NB	SB	EB	Rail[1]	NB	SB	EB	Rail[1]	NB	SB	EB	Rail[1]
2015 Forecasts:																
CTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ITC	33	32	28	0	37	37	35	110	33	33	26	0	40	40	38	119
TOTAL	33	32	28	0	37	37	35	110	33	33	26	0	40	40	38	119

[1] Metro Rail Green Line

Source: JKH Mobility Services.

Table S19

Project CMP Transit Impacts

	AM Peak Hour			PM Peak Hour			Daily		
	Capacity	Change in Demand[1]	Change in D/C	Capacity	Change in Demand[1]	Change in D/C	Capacity	Change in Demand[1]	Change in D/C
Intermodal Transportation Center[1]	5,334	16	0.3%	5,285	26	0.5%	n/a	248	n/a
North/South Corridor	22,026	9	0.04%	20,317	14	0.07%	n/a	136	n/a
East/West Corridor	14,400	7	0.05%	13,162	12	0.09%	n/a	112	n/a
Metro Rail Green Line	1,440	110	7.60%	1,440	119	8.26%	n/a	1,351	n/a
Total	n/a	142	n/a	n/a	171	n/a	n/a	1,847	n/a

[1] This is the increase in transit boarding due to the project. It is intentionally a conservatively low estimate, consistent with the objective to avoid under-estimating project traffic impacts. Actual performance is expected to be higher.

Source: Parsons, 2003.

There is no prescribed set of mitigation strategies that will be effective in every community of Los Angeles County. Therefore the Countywide Deficiency Plan takes a "toolbox" approach. The CMP guidelines provide a series of strategies that can be used in addressing CMP impacts. As a part of the Countywide Deficiency Plan, each jurisdiction is given a congestion mitigation goal, also referred to as "debits," and must accrue "credits" through implementation of mitigation strategies to offset the debits and meet the congestion mitigation goal.

Under CMP guidelines, the City of Los Angeles may use CMP credits accrued from this and other projects within the City to offset regional congestion impacts of all new development within the City. CMP debits are defined as the number of vehicle miles generated annually by new development within the City, and are quantified according to procedures provided in Appendix G of the 2002 CMP. CMP credits are defined and quantified in the Countywide Deficiency Plan Toolbox of Strategies (CMP Appendix F of this report), and are used to offset the accrued CMP debits. As long as CMP credits equal or exceed debits, the jurisdiction meets in full its obligation to provide mitigation strategies commensurate with its contribution to regional congestion.

While a debit/credit analysis is required annually on a citywide basis, not on a project basis, it can be useful to assess an individual project's contribution toward the overall debit/credit balance for the City. For this reason, a preliminary assessment of CMP debits and credits that may be attributable to the LAX Master Plan has been performed.

CMP Congestion Mitigation Goal (CMP Debits)

The CMP Deficiency Plan establishes a congestion mitigation goal for each jurisdiction. This goal is equivalent to the number of CMP debits accrued. Debit values are assigned to residential development activity, commercial development activity, and non-retail development activity. A fourth category, "other" is identified for land uses not referenced elsewhere, including airport related projects, as well as port and commercial recreation development.

LAX Master Plan development is categorized as "other" development activity. Calculation of the CMP debits is shown in Attachment G of this report. Acquisition of currently developed land will reduce trip generation from areas surrounding the airport. Adjustments to reduce the value of the debits are allowed, and have been made. The final number of debits, or the congestion mitigation goal, is -69,841.

CMP Credits

Possible CMP credits to be claimed for Alternative D include the following.

- **Multi-modal transit center credits**

  Credits are given credits for increases in transit ridership at multimodal transit centers. As shown in Table 6.7, transit ridership will increase by 1,847 daily boardings at the ITC. Assuming that there are 1,351 rail boardings, one-half of the bus boardings are express bus, and one-half are local bus trips, the total number of credits accrued is (1,351 * 7.9) + (248 * 0.38) + (248 * 0.17) = 10,809 credits.

- **Freeway ramp credits**

  A total of 1,150 credits are given per new freeway ramp. Six new freeway ramps are proposed. It may also be necessary to close one existing ramp, leaving a net increase of five ramps. Therefore, the credit for freeway ramps is 1,150 * 5 = 5,750 credits.

- **Traffic signal surveillance and control (including synchronization) credits**

  Credits are given for traffic signalization and control improvements to intersections, both along the CMP highway system and other major arterials. LAWA is contributing to a system-wide upgrading of the ATSAC system to ATCS. This enhances the capacity of 3.4 miles of regional arterials and 15.4 miles of other major arterials by 3 percent. CMP credits for this category are based on ATSAC, which increases capacity by 7 percent. Therefore, the CMP credits claimed for ATCS improvements are 43 percent of the full CMP credit. CMP credits for traffic signal surveillance and control are 3,271 for regional (CMP) arterials and 14,294 for other major arterials, totaling 15,878 credits.

- **Intersection modification credits**

  In addition to other improvements claimed in other categories, intersection improvements are applied to one arterial on the regional highway system and 11 other arterials. The total credits are 575 for

improvements on regional (CMP) roadways and 1,584 for improvements to other roadways, totaling 2,159 credits.

The total of these accrued credits and adjustments is 34,596. This falls short of the congestion mitigation goal of 69,841. Some of these credits have been based on conservatively low assumptions, such as the multi-modal transit center credits. When implemented, these programs may well accrue more credits than currently estimated. In addition, the City of Los Angeles currently has a credit balance that can be used to offset any remaining debits. Removal of existing structures can also be used to offset the debits. Therefore, it is concluded that the ground access plan for LAX, in combination with the use of existing City of Los Angeles CMP credits and other measures, can be used to fully offset Alternative D's contribution to regional traffic congestion.

This preliminary assessment of LAX Master Plan debits and credits is for information only, and is not intended to represent the City's CMP Deficiency Plan participation for this or any future year. Detailed assessments of annual CMP debits and credits are performed by the City of Los Angeles based on the development approvals and transportation improvements that occur throughout the city each year.

7. CONSTRUCTION IMPACT - TRAFFIC

7.1 Introduction

Specific information describing construction activities at LAX is provided in Technical Report S-2a, *Supplemental On-Airport Surface Transportation Technical Report,* of the Supplement to the Draft EIS/EIR. This information includes details on construction staging areas, construction truck routes, and construction employee parking areas.

The Ground Access Plan for the LAX Master Plan will include a phasing program designed to address interim off-airport ground access impacts as they occur. The specific phasing of improvements will be determined through ongoing program management of the LAX Master Plan construction. The purpose of this section is to assess whether there are any additional traffic impacts due to construction-related activities that will require additional mitigations.

7.2 Phasing of Mitigation Measures

Measures to mitigate transportation impacts of the LAX Master Plan will be implemented in a phased program beginning with initiation of the construction program, and continuing until all mitigation measures are completed. The precise phasing program will evolve as the construction program proceeds. Mitigation will be implemented in anticipation of impacts to the degree feasible. Additional actions will be taken to address short-term or unexpected operational problems as they occur.

An example of the analytical procedure to be used in developing the phasing program for transportation mitigation measures is provided in Attachment H of this report. In this example, the anticipated transportation impacts for an interim year are identified, and interim actions to mitigate these measures are determined. The information provided in Attachment H of this report is an example to illustrate the analytical process, and is not intended to represent the proposed phasing program.

7.3 Determination of Worst-Case Interim Year

An analysis of construction activity was conducted in 1998[5] and used as the basis for the construction impact analysis in the Draft EIS/EIR. That analysis assumed a construction period starting in the year 1998 and continuing until the year 2014. A subsequent analysis has been conducted which assumes a more intense schedule for Alternative D only. Transportation assumptions for the expedited construction period are summarized in the draft report, *Unmitigated On-Airport Model 2008 Interim Year - Peak Construction Activity.*[6]

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5 *Interim Year Construction Inputs to Environmental Analysis for LAX Master Plan*, Bechtel Infrastructure Corporation, February 4, 1998.

6 JKH Mobility Services, Preliminary Draft, November 26, 2002.

Based on the new analysis, the year with the highest construction workforce and truck demand is the year 2008, when there will be an average daily employment of 5,125 workers and an average of 1,064 truck trips per day. The highest workforce estimated in the original 1998 construction analysis was 3,800, which was to occur in the fourth year of construction. This is an indication that the new estimates of year 2008 conditions are reasonable, given the more intense nature of the construction plan.

Based on this information, the year 2008 is considered the worst-case year for analyzing construction traffic impacts.

7.4 Estimation of Hourly Construction Traffic

As described in Technical Report 2a, *Supplemental Off-Airport Surface Transportation Technical Report*, of the Supplement to the Draft EIS/EIR, hourly trip generation estimates were prepared for Alternative D construction employee and construction truck trips. The hourly trips are summarized in the following **Table S20,** Summary of 2008 Airport Construction Trip Generation.

Table S20

Summary of 2008 Airport Construction Trip Generation

	Vehicle Trips (PCE)					Peaking Factors		
Hour	**Emp In**	**Emp Out**	**Trucks In**	**Trucks Out**	**Total Constr**	**Emp**	**Trucks**	**Total**
12:00-01:00	0	342	25	25	392	5.7%	0.9%	3.5%
01:00-02:00	0	0	25	25	50	0.0%	0.9%	0.4%
02:00-03:00	0	0	25	25	50	0.0%	0.9%	0.4%
03:00-04:00	0	0	25	25	50	0.0%	0.9%	0.4%
04:00-05:00	0	0	25	25	50	0.0%	0.9%	0.4%
05:00-06:00	0	0	25	25	50	0.0%	0.9%	0.4%
06:00-07:00	2,449	0	15	15	2,479	41.2%	0.6%	22.0%
07:00-08:00	0	185	0	0	185	3.1%	0.0%	1.6%
08:00-09:00	0	0	0	0	0	0.0%	0.0%	0.0%
09:00-10:00	0	0	0	0	0	0.0%	0.0%	0.0%
10:00-11:00	0	0	0	0	0	0.0%	0.0%	0.0%
11:00-12:00	0	0	488	488	975	0.0%	18.3%	8.7%
12:00-13:00	0	0	488	488	975	0.0%	18.3%	8.7%
13:00-14:00	0	0	488	488	975	0.0%	18.3%	8.7%
14:00-15:00	171	0	488	488	1,146	2.9%	18.3%	10.2%
15:00-16:00	171	1,225	240	240	1,876	23.5%	9.0%	16.6%
16:00-17:00	0	1,225	0	0	1,225	20.6%	0.0%	10.9%
17:00-18:00	0	0	0	0	0	0.0%	0.0%	0.0%
18:00-19:00	0	0	0	0	0	0.0%	0.0%	0.0%
19:00-20:00	0	0	63	63	125	0.0%	2.3%	1.1%
20:00-21:00	0	0	63	63	125	0.0%	2.3%	1.1%
21:00-22:00	0	0	60	60	120	0.0%	2.3%	1.1%
22:00-23:00	0	0	60	60	120	0.0%	2.3%	1.1%
23:00-24:00	185	0	60	60	305	3.1%	2.3%	2.7%
Total Daily	**2,976**	**2,976**	**2,660**	**2,660**	**11,272**	**100.1%**	**99.7%**	**100.0%**

Source: Parsons, 2003.

As this table shows, there are no construction-related trips between LAX construction sites and off-airport locations that occur during the peak commute hours of 8:00 to 9:00 a.m. and 5:00 to 6:00 p.m. There are also very few vehicle trips occurring during the airport peak hour of 11:00 a.m. to noon. This is intentionally designed this way to minimize traffic impacts due to construction activity.

The construction traffic has been analyzed together with year 2008 project traffic. This approach ensures that mitigation of year 2008 impacts constitutes mitigation of both Alternative D project-related impacts and construction-related impacts.

7.5 Estimation of Off-Peak Highway Volumes

The maximum hours of construction vehicle trip generation are 6:00 to 7:00 a.m. and 3:00 to 4:00 p.m. In order to determine whether there will be any construction-related impacts occurring outside the three peak hours, an analysis was conducted to estimate traffic conditions on select roadways during the two construction peak hours.

Since this analysis focuses on different hours of the day than are estimated by the LAX Ground Access Model, a manual approach has been used. This approach consists of the following steps.

- **Step 1 - Estimate year 2008 total hourly traffic volumes on select roadways**

  This step was accomplished using profiles of hourly traffic volumes obtained during model calibration and validation in 1995. Separate profiles were developed for freeway mainlines, freeway ramps, and arterial streets. These profiles were used to estimate the percentage of daily trips occurring during each hour of the day (peaking factors).

  The percentages for the a.m. and p.m. peak hours, combined with model estimates for year 2008 traffic volumes during those hours (total both directions), were used to estimate total daily traffic. Once total daily traffic was estimated, the hourly peaking factors were used to estimate hourly traffic volumes.

- **Step 2 - Estimate 2008 total airport traffic volumes**

  Profiles of hourly airport traffic were developed based on traffic counts in 1995. These profiles were developed for airline passengers, employees, and cargo/ancillary trips. Following the same procedures as in Step 1, hourly estimates of airport trips were developed. Both with-construction and without-construction estimates were developed.

- **Step 3 - Estimate 2008 hourly airport volumes on select roadways**

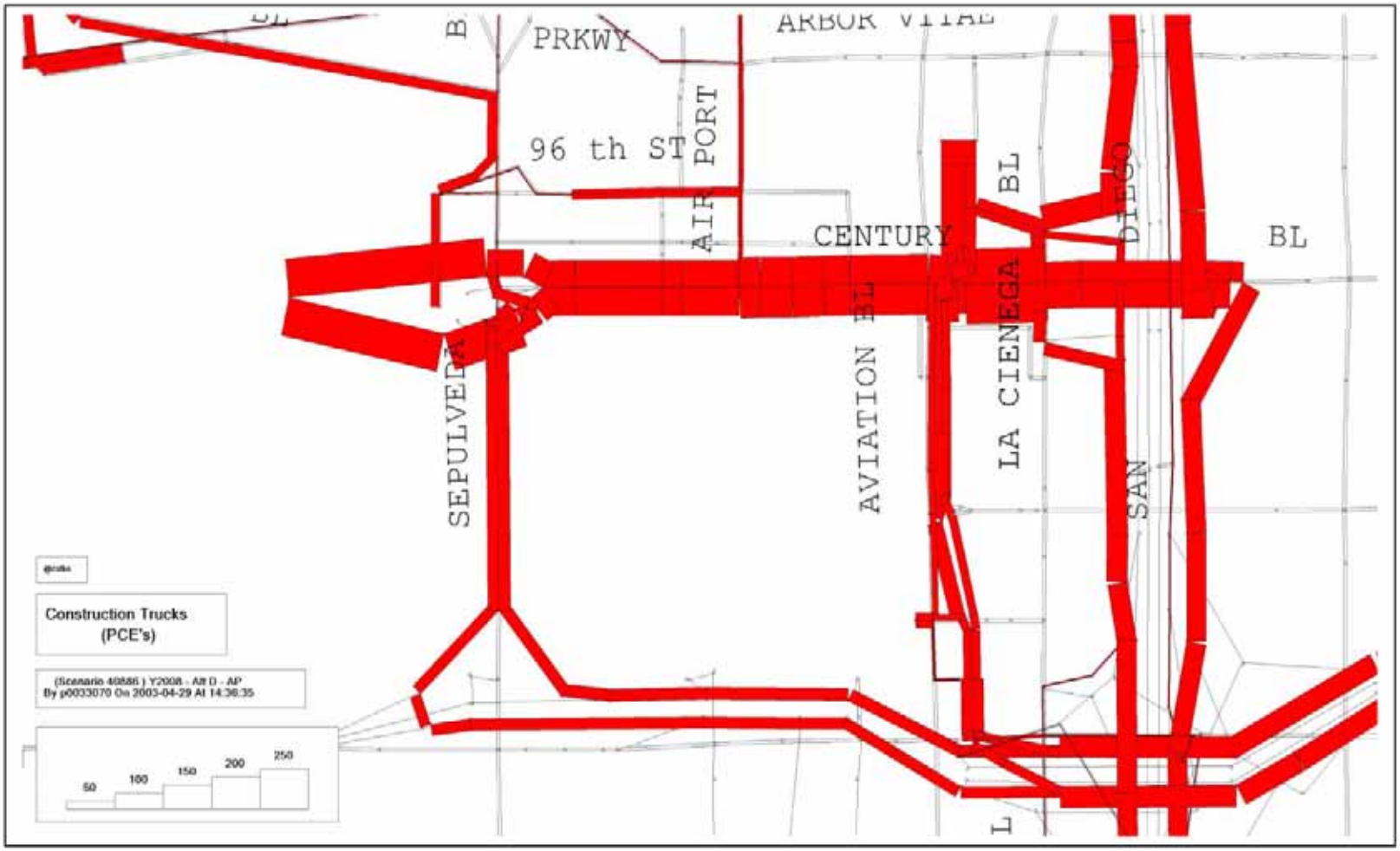
  This step began by obtaining from the LAX Ground Access Model the airport volumes on select roadways (separate estimates for passengers, employees, and cargo/ancillary trips) during the a.m., p.m. and airport peak hours. The distribution of construction truck trips used in this step is shown in **Figure S7,** Distribution of Construction Truck Traffic. Then, estimates were developed for the off-peak hours based on the peaking factors for the separate airport trip categories.

- **Step 4 - Estimate 2008 non-airport background traffic on select roadways**

  This step consisted simply of subtracting the airport trips from the total trips to estimate background trips.

7.6 Assessment of Construction Traffic Impacts

As **Table S21**, Hourly Total Traffic Volumes on Select Streets - 2008**,** shows, total traffic on every roadway analyzed is higher during the a.m. commute peak hour (8:00 to 9:00 a.m.) than during the construction peak hour of 6:00 to 7:00 a.m., except one. Similarly, the p.m. commute peak hour (5:00 to 6:00 p.m.) has higher traffic volumes than the afternoon construction peak hour of 3:00 to 4:00 p.m. at every location except one. The only exception in both cases is Century Boulevard east of Sepulveda Boulevard, where the with-construction volume is higher during the a.m. and p.m. construction peaks than during the a.m. and p.m. commute peaks.



LAX Master Plan **Supplement to the Draft EIS/EIR**	**Distribution of Construction Truck Traffic**	Figure **S7**

During the a.m. construction peak hour (6:00 to 7:00 a.m., when the non-airport land uses in the area are relatively inactive), background trips are negligible - nearly all of the traffic on this section of Century Boulevard is airport traffic. Therefore, the only trips impacted by airport construction traffic are airport-related trips. During other hours of the day, when airport construction trips are substantially reduced and non-airport land uses in the surrounding area become more active, up to 1,200 non-airport trips use this roadway. During the p.m. construction peak hour, there are only 273 background trips on this section of Century Boulevard, less than 10 percent of the total traffic on this link. In this case, more than 90 percent of the trips impacted by airport construction traffic are airport-related trips. It is therefore concluded that no additional significant traffic impacts are introduced by airport construction traffic that are not already included in the analysis of the a.m. commute, p.m. commute, and airport peak hours.

Table S21

Hourly Total Traffic Volumes on Select Streets - 2008

Roadway/Trip Category	6:00-7:00 AM	8:00-9:00 AM	11:00 AM-12:00 Noon	3:00-4:00 PM	5:00-6:00 PM
WITHOUT CONSTRUCTION TRAFFIC					
I-405 n/o H Hughes					
Airport	2,684	2,588	3,549	3,479	2,612
Background	10,480	15,295	13,451	13,704	15,236
Total	13,164	17,883	17,000	17,183	17,848
I-405 s/o Rosecrans					
Airport	3,940	3,452	4,924	5,406	3,591
Background	8,152	12,331	12,167	10,297	13,477
Total	12,092	15,783	17,091	15,783	17,068
I-105 e/o Hawthorne					
Airport	2,493	2,151	3,396	3,251	2,478
Background	5,014	7,799	3,613	6,548	7,961
Total	7,507	9,950	7,009	9,799	10,439
Sepulveda n/o Arbor Vitae					
Airport	1,354	1,462	951	1,552	1,807
Background	1,000	2,055	470	1,520	1,956
Total	2,354	3,517	1,421	3,072	3,763
Lincoln n/o Westchester Pkwy					
Airport	809	715	1,164	993	842
Background	1,998	3,430	1,642	2,671	3,700
Total	2,807	4,145	2,806	3,664	4,542
Sepulveda s/o El Segundo					
Airport	950	872	1,016	1,261	1,016
Background	3,425	6,310	5,268	4,450	5,268
Total	4,375	7,182	6,284	5,711	6,284
Sepulveda s/o Century					
Airport	3,978	3,475	6,033	4,607	4,013
Background	2,235	5,781	3,798	3,503	5,949
Total	6,213	9,256	9,831	8,110	9,962
Century e/o Sepulveda					
Airport	2,286	2,262	2,773	2,686	2,265
Background	--[1]	1,275	629	273	1,195
Total	2,286	3,537	3,402	2,959	3,460
Aviation s/o Century					
Airport	777	642	1,055	1,121	757
Background	443	925	721	471	1,474
Total	1,220	1,567	1,776	1,592	2,231
WITH CONSTRUCTION TRAFFIC					
I-405 n/o H Hughes					
Airport	3,517	2,588	3,919	4,130	2,612
Background	10,480	15,295	13,451	13,704	15,236

Table S21

Hourly Total Traffic Volumes on Select Streets - 2008

Roadway/Trip Category	6:00-7:00 AM	8:00-9:00 AM	11:00 AM-12:00 Noon	3:00-4:00 PM	5:00-6:00 PM
Total	13,997	17,883	17,370	17,834	17,848
I-405 n/o H Hughes					
Airport	3,517	2,588	3,919	4,130	2,612
Background	10,480	15,295	13,451	13,704	15,236
Total	13,997	17,883	17,370	17,834	17,848
I-405 s/o Rosecrans					
Airport	4,902	3,452	5,194	6,162	3,591
Background	8,152	12,331	12,167	10,297	13,477
Total	13,054	15,783	17,361	16,459	17,068
I-105 e/o Hawthorne					
Airport	3,957	2,151	3,666	3,871	2,478
Background	5,014	7,799	3,613	6,548	7,961
Total	8,371	9,950	7,279	10,419	10,439
Sepulveda n/o Arbor Vitae					
Airport	2,147	1,462	956	2,006	1,807
Background	1,000	2,055	470	1,520	1,956
Total	3,147	3,517	1,426	3,526	3,763
Lincoln n/o Westchester Pkwy					
Airport	1,233	715	1,229	1,266	842
Background	1,998	3,430	1,642	2,671	3,700
Total	3,231	4,145	2,871	3,937	4,542
Sepulveda s/o El Segundo					
Airport	1,275	892	1,016	1,447	1,016
Background	3,425	6,310	5,268	4,450	5,268
Total	4,700	7,182	6,284	5,897	6,284
Sepulveda s/o Century					
Airport	6,298	3,475	6,184	6,003	4,013
Background	2,235	5,781	3,798	3,503	5,949
Total	8,533	9,256	9,982	9,506	9,962
Century e/o Sepulveda					
Airport	3,575	2,262	3,119	3,585	2,265
Background	--[1]	1,275	629	273	1,195
Total	3,575	3,537	3,748	3,858	3,460
Aviation s/o Century					
Airport	920	642	1,095	1,221	757
Background	443	925	721	471	1,474
Total	1,363	1,567	1,816	1,692	2,231

[1] Negligible traffic volume.

Source: Parsons, Based on LAX Ground Access Model, 2003.

This analysis demonstrates that the three peak hours studied in detail capture the hours with the greatest traffic levels and project impacts, even when construction traffic is considered over the entire day. Therefore, it is concluded that the mitigation phasing program, as described above, will adequately identify and mitigate construction traffic impacts.

7.7 Suggested Construction Policies

In order to minimize the traffic impacts related to these construction projects, a series of policies have been developed to address the vast majority of traffic-related construction impacts. These policies were developed to address all projects, but especially target the large construction projects, including those

listed above. Once these policies have been finalized and adopted, those that will ultimately be the responsibilities of the contractors for these projects can be implemented through the use of contract specifications and construction monitoring.

The following policies are suggested for inclusion in the construction specifications and contracts so that all parties understand the requirements and responsibilities associated with them.

Deliveries

Truck deliveries will follow designated routes (only freeways and non-residential streets). Suggested routes (no residential frontages) are:

- Florence Avenue (Aviation Boulevard to I-405);
- Manchester Avenue, (Aviation Boulevard to I-405);
- Aviation Boulevard, (Manchester Avenue to Imperial Highway);
- Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405);
- Century Boulevard (Sepulveda Boulevard to I-405);
- Imperial Highway (Pershing Drive to I-405);
- La Cienega Boulevard, (North of Imperial Highway);
- Airport Boulevard, (Arbor Vitae Street to Century Boulevard);
- Sepulveda Boulevard, (Westchester Parkway to Imperial Highway);
- I-405; and
- I-105

Truck deliveries will be concentrated during night hours, and not during the peak periods (7 to 9 a.m., 4:30 to 6:30 p.m.). Deliveries will be directed to several stockpile locations at the eastern area of the airport vicinity.

Ground Transportation Construction Coordination Office

This office would monitor traffic conditions and may perform the following tasks to improve traffic flow and reduce congestion during construction:

- Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
- Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
- Establish staging areas;
- Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
- Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
- Monitor and coordinate deliveries;
- Establish detour routes;
- Work with residential and commercial neighbors to address their concerns regarding construction activity; and
- Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

Employees

Policies to address construction-related employee traffic impacts include:

- Establish remote parking locations for construction employees to be shuttled into the LAX area rather than driving their private vehicles to work; and
- Establish shift hours that do NOT coincide with the peak periods (7 to 9 a.m., 4:30 to 6:30 p.m.).

Haul Routes

Haul routes will be identified and airport construction truck traffic will be required to use these designated routes. Final haul route approvals are given by the City of Los Angeles Department of Building and Safety after review by LADOT.

Policies to address construction-related truck impacts on designated haul roads include:

- Provide on-airport truck routes that will allow many truck movements to occur entirely off of public streets;
- When appropriate, keep detour routes in service as haul routes even after the parallel new roadway is open to traffic (The same can apply to existing roads that are being realigned);
- Haul routes should be located away from sensitive noise receptors;
- Temporary lane re-striping, curb return enhancements, and traffic signal timing changes may be made to improve traffic flow along these routes; and
- The haul routes will be properly maintained.

Detour Routes and Closures

Where needed, detour routes will be identified whenever a road is temporarily closed. Road closures and detour routes along City of Los Angeles streets are reviewed and approved by LADOT's Bureau of Traffic Management.

Policies to address construction-related detour routes and closures include:

- A complete detour plan will be developed to designate routes, viable message sign locations, and communication methods with airport passengers, delivery trucks, etc.;
- Other than very short time nighttime periods, no current roadways will be closed until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function (recognizing that there are three functions happening at the same time - (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities - each should be fully separated from the others, to the extent possible); and
- The detour routes will be properly maintained.

7.8 Summary

By implementing these policies as part of the airport construction activities, the following objectives can be achieved:

- Construction deliveries (and related traffic) during the peak traffic periods can be virtually eliminated;
- Construction traffic during all other times can be managed and will not have a significant impact on the airport or surrounding areas;
- Construction employee traffic can be minimized through the use of remote parking locations and establishing start/quit times different than the traffic peak periods;
- Traffic patterns around the airport for the general public will be largely maintained through the use of existing facilities, construction haul routes and other techniques; and
- Construction-related traffic impacts will be identified and mitigated by the mitigation phasing program.

Attachment A

Trip Generation Summary for Alternative D

TRIP GENERATION SUMMARY FOR 2008 ALTERNATIVE D WITH LENNOX(1)

LOCATION	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	AIRPORT PEAK IN	AIRPORT PEAK OUT	AIRPORT PEAK TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
CTA									
Private Vehicles/Other (2	2,245	2,246	4,491	5,259	5,260	10,519	2,550	2,550	5,100
RAC Shuttles	300	300	600	394	394	788	294	294	588
Private Parking Shuttles	78	78	156	105	105	210	83	83	166
Hotel Shuttles	110	110	220	140	140	280	115	115	230
ITC-CTA Bus Shuttle System	64	64	128	151	151	302	82	82	164
MTA Buses	30	30	60	30	30	60	30	30	60
Charter Buses	90	90	180	90	90	180	90	90	180
Delivery/Service Vehicles	600	600	1,200	0	0	0	724	722	1,446
SUBTOTAL - Veh. Trips (3)	3,517	3,518	7,035	6,169	6,170	12,339	3,968	3,966	7,934
SUBTOTAL - PCE Tripends (4)	3,637	3,638	7,276	6,289	6,290	12,579	4,088	4,086	7,934
CTA Staging/Work Area									
Construction Empl. Pvt Autos	0	0	0	0	0	0	0	0	0
Construction On-Site Trucks	22	22	44	22	22	44	3	3	6
Construction Off-Site Trucks	0	0	0	97	97	194	0	0	0
SUBTOTAL - Veh. Trips (3)	22	22	44	119	119	238	3	3	6
SUBTOTAL - PCE Tripends (4)	44	44	88	238	238	476	6	6	12
ITC									
Pvt Auto, Curb-Drop	73	73	146	172	172	344	82	82	164
Public Pkg Structure (private autos	1,065	958	2,023	2,584	2,281	4,865	930	1,395	2,325
ITC-CTA Bus Shuttle System	64	64	128	151	151	302	82	82	164
Employee Shuttles (East Lot) (9	11	11	22	11	11	22	11	11	22
Long Term Public Pkg Shuttles(Lot B	13	13	26	13	13	26	13	13	26
Long Term Public Pkg Shuttles(Lot C	12	12	24	12	12	24	12	12	24
Delivery / Service Vehicles	32	32	64	0	0	0	38	38	76
Construction On-Site Trucks	2	2	4	2	2	4	0	0	0
Construction Off-Site Trucks	0	0	0	8	8	16	0	0	0
SUBTOTAL - Veh. Trips (3)	1,272	1,165	2,437	2,953	2,650	5,603	1,168	1,633	2,801
SUBTOTAL - PCE Tripends (4)	1,274	1,167	2,441	2,963	2,660	5,623	1,168	1,633	2,801
SUBTOTAL Veh. Trips	4,811	4,705	9,516	9,241	8,939	18,180	5,139	5,602	10,741
SUBTOTAL PCE Tripends	4,955	4,849	9,804	9,490	9,188	18,678	5,262	5,725	10,987
AIRPORT MISCELLANEOUS									
RAC									
Private Vehicles/Other (2	379	234	613	781	639	1,420	265	430	695
Shuttles	300	300	600	394	394	788	294	294	588
SUBTOTAL - Vehicle Trips (5)	679	534	1,213	1,175	1,033	2,208	559	724	1,283
SUBTOTAL - PCE Tripends (6)	679	534	1,213	1,175	1,033	2,208	559	724	1,283
WWW									
West Lot Empl	249	67	316	157	206	363	194	285	479
Pvt Autos	197	142	339	476	410	886	0	68	68
SUBTOTAL - Vehicle Trips (5)	446	209	655	633	616	1,249	194	353	547
SUBTOTAL - PCE Tripends (6)	446	209	655	633	616	1,249	194	353	547
EMPLOYEE PARKING									
Private Autos (Fr. Cargo	464	371	836	387	382	768	489	365	854
Private Autos (Fr. Ancil.	380	211	591	233	97	331	51	323	373
Private Autos (West Lot Term.	136	125	261	85	57	142	102	210	312
Private Autos (East Lot Term.	427	298	725	400	435	835	519	584	1,103
Shuttles (East Lot) (9	11	11	22	11	11	22	11	11	22
SUBTOTAL - Vehicle Trips (5)	1,418	1,017	2,435	1,116	982	2,098	1,171	1,493	2,664
SUBTOTAL - PCE Tripends (6)	1,418	1,017	2,435	1,116	982	2,098	1,171	1,493	2,664
PRIVATE PARKING									
Private Long Term Pkg(Pvt Autos	87	54	141	180	148	328	60	99	159
Shuttles	78	78	156	105	105	210	83	83	166
SUBTOTAL - Vehicle Trips (5)	165	132	297	285	253	538	143	182	325
SUBTOTAL - PCE Tripends (6)	165	132	297	285	253	538	143	182	325
PUBLIC PKG (LONG TERM)									
Private Autos (Lots B&C	32	20	52	66	54	120	22	36	58
Shuttles (Lots B&C)	25	25	50	25	25	50	25	25	50
SUBTOTAL - Vehicle Trips (5)	57	45	102	91	79	170	47	61	108
SUBTOTAL - PCE Tripends (6)	57	45	102	91	79	170	47	61	108
GTC STAGING WORK AREA									
Construction On-Site Trucks	15	15	30	15	15	30	2	2	4
Construction Off-Site Trucks	0	0	0	65	64	129	0	0	0
SUBTOTAL - Vehicle Trips (5)	15	15	30	80	79	159	2	2	4
SUBTOTAL - PCE Tripends (6)	30	30	60	160	158	318	4	4	8
RAC WORK AREA									
Construction On-Site Trucks	3	3	6	3	3	6	0	0	0
Construction Off-Site Trucks	0	0	0	12	12	24	0	0	0
SUBTOTAL - Vehicle Trips (5)	3	3	6	15	15	30	0	0	0
SUBTOTAL - PCE Tripends (6)	6	6	12	30	30	60	0	0	0
OTHER WORK AREAS									
Construction On-Site Trucks	43	43	86	43	43	86	5	5	10
Construction Off-Site Trucks	0	0	0	4	4	8	0	0	0
SUBTOTAL - Vehicle Trips (5)	43	43	86	47	47	94	5	5	10
SUBTOTAL - PCE Tripends (6)	86	86	172	94	94	188	10	10	20
CARGO									
Private Vehicles/Other (2	929	743	1,671	773	763	1,537	977	730	1,707
Truck Trip(8)	604	461	1,065	528	513	1,041	455	473	928
SUBTOTAL - Veh. Trips	1,533	1,203	2,736	1,302	1,276	2,578	1,433	1,203	2,635
SUBTOTAL - PCE Tripends (7)	2,136	1,664	3,801	1,830	1,789	3,619	1,888	1,675	3,563
ANCILLARY									
Private Vehicles/Other (2	190	106	296	117	49	165	25	161	187
Truck Trip(8)	244	136	380	150	63	213	32	207	239
SUBTOTAL - Veh. Trips	434	242	676	267	112	378	57	368	426
SUBTOTAL - PCE Tripends (7)	678	378	1,056	417	175	591	89	575	665
COLLATERAL DEVELOPMENT									
LAX Northside	789	193	982	298	230	528	346	761	1,107
Continental City	0	0	0	0	0	0	0	0	0
Manchester Square	0	0	0	0	0	0	0	0	0
SUBTOTAL - Veh. Trips	789	193	982	298	230	528	346	761	1,107
SUBTOTAL - PCE Tripends	789	193	982	298	230	528	346	761	1,107
SUBTOTAL Veh.Trips	5,582	3,636	9,216	5,308	4,722	10,030	3,957	5,152	9,109
SUBTOTAL PCE Trips	6,491	4,294	10,784	6,129	5,439	11,568	4,452	5,838	10,290
TOTAL AIRPORT VEHICLE TRIPS	10,393	8,341	18,734	14,549	13,661	28,210	9,096	10,754	19,850
TOTAL AIRPORT PCE TRIPENDS	11,446	9,143	20,588	15,619	14,627	30,246	9,714	11,563	21,277
TRIPS ELIMINATED DUE TO LAND ACQUISITION - PCE. Tripends	-624	137	-487	-290	-158	-448	-76	-452	-528
NET VEH. TRIP GENERATION	9,769	6,478	18,247	14,259	13,503	27,762	9,020	10,302	19,322
NET PCE TRIPEND GENERATION	10,822	9,280	20,101	15,329	14,469	29,798	9,638	11,111	20,749

(1) Airport trip generation includes trips generated on airport property, as well as trips to off-airport parking and Rent-A-Car facilities.
(2) Private Vehicles/Other travel classifications include private vehicles dropping air passengers at curb, taxis, limosines, door-to-door shuttles, schedule (flyaway) buses, and other vehicles not otherwise identified.
(3) Vehicle trips are the number of vehicles making a trip, with no adjustments for passenger car equivalencies.
(4) PCE tripends are the number of origins plus destinations (some trips, such as Rent-A-Car shuttles, have both ends at the airport) in Passenger Car Equivalents (one truck is equivalent to two cars).
(5) In determining vehicle trips, shuttle trips between the CTA and other airport areas are counted only once (as a CTA trip).
(6) In determining PCE tripends, both ends of internal shuttle trips (the CTA end and the other airport area end) are included.
(7) In determining PCE tripends, trucks are counted twice, as the equivalent of two cars.
(8) 90 percent of cargo truck tripends are connected to external (non-airport) zones. 10 percent remain on internal airport roadways.
(9) The oneway trip for East Employee Shuttles has 6 tripends (In/Out at Employee Lot, RAC, ITC) for 1 trip

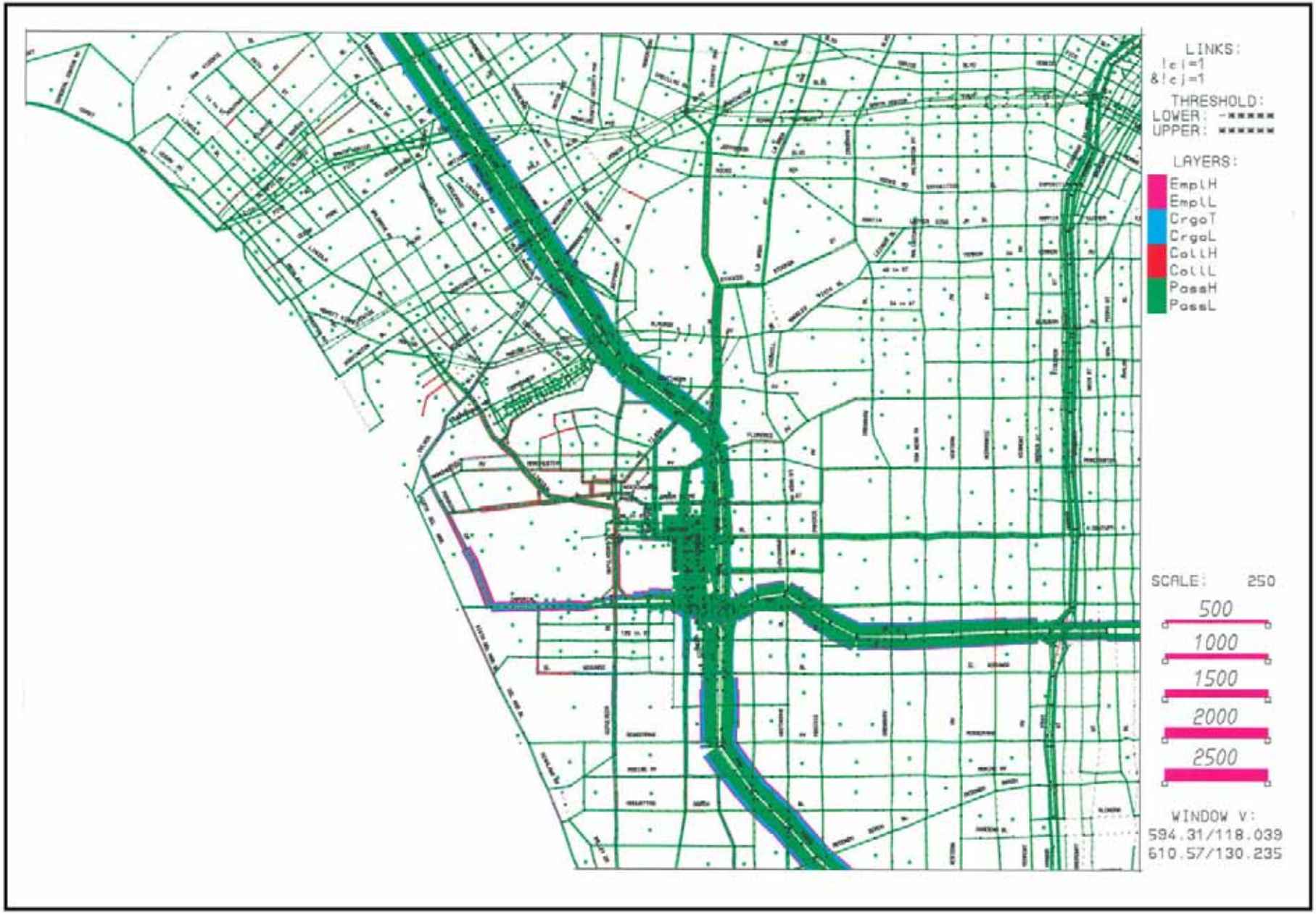
TRIP GENERATION SUMMARY FOR 2015 ALTERNATIVE D (1)

LOCATION	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	AIRPORT PEAK IN	AIRPORT PEAK OUT	AIRPORT PEAK TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
CTA									
Fly Away Buses	30	30	60	24	24	48	30	30	60
Delivery/Service Vehicles	572	572	1,144	0	0	0	635	635	1,270
SUBTOTAL - Veh. Trips (3)	602	602	1,204	24	24	48	665	665	1,330
SUBTOTAL - PCE Tripends (4)	602	602	1,204	24	24	48	665	665	1,330
GTC									
Private Vehicles/Other (2)	1,574	1,546	3,120	3,892	3,978	7,870	1,667	1,751	3,418
GTC Parkig Passenger Cars	879	619	1,498	1,700	1,769	3,469	710	926	1,636
Private Parking Shuttles	78	78	156	90	90	180	80	80	160
Hotel Shuttles	112	112	224	135	135	270	119	119	238
Delivery/Service Vehicles	132	132	264	0	0	0	148	148	296
CVHA Deahead	114	90	204	182	90	272	140	90	230
SUBTOTAL - Veh. Trips (3)	2,889	2,577	5,466	5,999	6,062	12,061	2,864	3,114	5,978
SUBTOTAL - PCE Tripends (4)	2,889	2,577	5,466	5,999	6,062	12,061	2,864	3,114	5,978
Long Term Pub Pkg									
Pub. Pkg Long Term (private autos)	44	21	65	84	82	166	28	44	72
Shuttles from South Lot	25	25	50	25	25	50	25	25	50
SUBTOTAL - Veh. Trips (3)	69	46	115	109	107	216	53	69	122
SUBTOTAL - PCE Tripends (4)	69	46	115	109	107	216	53	69	122
ITC									
Charter Buses	90	90	180	90	90	180	90	90	180
MTA Buses	30	30	60	30	30	60	30	30	60
Shuttles from South Lot	25	25	50	25	25	50	25	25	50
Public Pkg Short Term (private autos)	1,395	976	2,371	2,714	2,819	5,533	1,119	1,474	2,593
Employee Shuttles (9)	11	11	22	7	7	14	16	16	32
Delivery / Service Vehicles	55	55	110	0	0	0	59	59	118
SUBTOTAL - Veh. Trips (3)	1,606	1,187	2,793	2,866	2,971	5,837	1,339	1,694	3,033
SUBTOTAL - PCE Tripends (4)	1,726	1,307	3,033	2,986	3,091	6,077	1,459	1,814	3,273
SUBTOTAL Veh. Trips	5,166	4,412	9,578	8,998	9,164	18,162	4,921	5,542	10,463
SUBTOTAL PCE Tripends	5,286	4,532	9,818	9,118	9,284	18,402	5,041	5,662	10,703
AIRPORT MISCELLANEOUS									
RAC									
Private Vehicles/Other (2)	438	208	646	831	806	1,637	278	434	712
Shuttles	35	35	70	30	30	60	32	32	64
SUBTOTAL - Vehicle Trips (5)	473	243	716	861	836	1,697	310	466	776
SUBTOTAL - PCE Tripends (6)	473	243	716	861	836	1,697	310	466	776
EMPLOYEE PARKING									
Private Autos (Fr. Cargo)	464	371	836	387	382	768	489	365	854
Private Autos (Fr. Ancil.)	380	211	591	233	97	331	51	323	373
Private Autos (West Term Lot) (10)	136	125	261	85	57	142	102	210	312
Private Autos (East Term. Lot)	422	409	831	243	210	453	433	560	993
Shuttles (East Lot)	11	11	22	7	7	14	16	16	32
SUBTOTAL - Vehicle Trips (5)	1,413	1,128	2,541	955	753	1,708	1,090	1,474	2,564
SUBTOTAL - PCE Tripends (6)	1,413	1,128	2,541	955	753	1,708	1,090	1,474	2,564
PRIVATE PARKING									
Private Long Term Pkg	59	28	87	111	107	218	38	58	96
Shuttles	78	78	156	90	90	180	80	80	160
SUBTOTAL - Vehicle Trips (5)	137	106	243	201	197	398	118	138	256
SUBTOTAL - PCE Tripends (6)	137	106	243	201	197	398	118	138	256
CARGO									
Private Vehicles/Other (2)	929	743	1,671	773	763	1,537	977	730	1,707
Truck Trip(8)	604	461	1,065	528	513	1,041	455	473	928
SUBTOTAL - Veh. Trips	1,533	1,203	2,736	1,302	1,276	2,578	1,433	1,203	2,635
SUBTOTAL - PCE Tripends (7)	2,136	1,664	3,801	1,830	1,789	3,619	1,888	1,675	3,563
ANCILLARY									
Private Vehicles/Other (2)	190	106	296	117	49	165	25	161	187
Truck Trip(8)	244	136	380	150	63	213	32	207	239
SUBTOTAL - Veh. Trips	434	242	676	267	112	378	57	368	426
SUBTOTAL - PCE Tripends (7)	678	378	1,056	417	175	591	89	575	665
COLLATERAL DEVELOPMENT									
LAX Northside	3,152	770	3,922	1,187	911	2,098	1,381	3,040	4,421
Continental City	0	0	0	0	0	0	0	0	0
Manchester Square	146	66	212	81	81	162	101	132	233
SUBTOTAL - Veh. Trips	3,298	836	4,134	1,268	992	2,260	1,482	3,172	4,654
SUBTOTAL - PCE Tripends	3,298	836	4,134	1,268	992	2,260	1,482	3,172	4,654
SUBTOTAL Veh.Trips	7,288	3,758	11,046	4,853	4,166	9,019	4,490	6,821	11,311
SUBTOTAL PCE Trips	8,136	4,355	12,490	5,532	4,742	10,274	4,978	7,500	12,478
TOTAL AIRPORT VEHICLE TRIPS	12,454	8,170	20,624	13,851	13,330	27,181	9,411	12,363	21,774
TOTAL AIRPORT PCE TRIPENDS	13,422	8,887	22,308	14,650	14,026	28,676	10,019	13,162	23,181
TRIPS ELIMINATED DUE TO LAND ACQUISITION - PCE. Tripends	-1,905	-245	-2,150	-755	-415	-1,170	-728	-1,245	-1,973
NET VEH. TRIP GENERATION	10,549	7,925	18,474	13,096	12,915	26,011	8,684	11,117	19,801
NET PCE TRIPEND GENERATION	11,517	8,642	20,159	13,894	13,611	27,506	9,291	11,917	21,208

(1) Airport trip generation includes trips generated on airport property, as well as trips to off-airport parking and Rent-A-Car facilities.
(2) Private vehicles/other includes automobiles, light duty trucks, recreational vehicles, taxis, limosines, door-to-door shuttles, buses, and other vehicles not otherwise identified.
(3) Vehicle trips are the number of vehicles making a trip, with no adjustments for passenger car equivalencies.
(4) PCE tripends are the number of origins plus destinations (some trips, such as Rent-A-Car shuttles, have both ends at the airport) in Passenger Car Equivalents (one truck is equivalent to two cars).
(5) In determining vehicle trips, shuttle trips between the CTA and other airport areas are counted only once (as a CTA trip).
(6) In determining PCE tripends, both ends of internal shuttle trips (the CTA end and the other airport area end) are included.
(7) In determining PCE tripends, trucks are counted twice, as the equivalent of two cars.
(8) 90 percent of cargo truck tripends are connected to external (non-airport) zones. 10 percent remain on internal airport roadways.
(9) The oneway trip for East Employee Shuttles has 6 tripends (In/Out at Employee Lot, RAC, ITC) for 1 trip

Attachment B

Geographic Distribution of Airport Trips - Alternative D



LAX Master Plan
Supplement to the Draft EIS/EIR

Geographic Distribution of Airport Trips
Alternative D

Figure
B1

Attachment C

Level of Service Summaries for Alternative D

2008 Alternative D Unmitigated

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.781	C
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.664	B
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.482	A
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.742	C
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.865	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.928	E
7	AVIATION BLVD & 111TH ST	10	AM	0.603	B
8	AVIATION BLVD & CENTURY BLVD	11	AM	0.776	C
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	0.932	E
10	AVIATION BLVD & IMPERIAL HWY	13	AM	0.993	E
11	AVIATION BLVD & MANCHESTER AV	14	AM	1.033	F
12	AVIATION BLVD & ROSECRANS AV	15	AM	0.972	E
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.965	E
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	1.104	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	0.687	B
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	1.277	F
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.829	D
18	VISTA DEL MAR & CULVER BLVD	33	AM	0.590	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.397	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	1.131	F
21	VISTA DEL MAR & GRAND AV	36	AM	0.823	D
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	0.775	C
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	1.128	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.623	B
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.676	B
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.548	A
27	MAIN ST & IMPERIAL HWY	47	AM	0.728	C
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	1.018	F
29	PERSHING DR & IMPERIAL HWY	49	AM	0.784	C
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.868	D
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.771	C
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.596	A
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.882	D
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.603	B
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	0.971	E
36	LA CIENEGA BLVD & 111TH ST	67	AM	0.759	C
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.431	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.303	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.263	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	0.721	C
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	1.009	F
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.850	D
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.630	B
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.620	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.833	D
46	LINCOLN BLVD & 83RD ST	87	AM	0.953	E
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.851	D
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.622	B
49	LINCOLN BLVD & TEALE ST	94	AM	0.599	A
50	PERSHING DR & MANCHESTER AV	98	AM	0.363	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.787	C
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	0.809	D
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.217	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.168	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	1.317	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.701	C
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.736	C
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.687	B
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.685	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.556	A
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.237	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.075	A
2	LINCOLN BLVD & BALI WY	16	AM	0.559	A
3	CENTINELA BLVD & CULVER	17	AM	0.869	D
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.037	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.788	C
6	LINCOLN BLVD & FIJI WY	39	AM	0.755	C
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.577	A
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.690	B
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.858	D
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.697	B
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.997	E
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.761	C
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	0.875	D
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.310	A
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.516	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.689	B
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.820	D
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.546	A
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.662	B
20	INGLEWOOD & ARBOR VITAE	502	AM	0.823	D
21	INGLEWOOD & CENTURY	503	AM	0.699	B
22	INGLEWOOD & IMPERIAL	505	AM	0.749	C
23	LA BREA & ARBOR VITAE	506	AM	0.690	B
24	PRAIRIE & LENNOX	510	AM	0.731	C

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	PM	0.779	C
2	AIRPORT BLVD & CENTURY BLVD	4	PM	0.585	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	PM	0.467	A
4	AIRPORT BLVD & MANCHESTER AV	6	PM	0.665	B
5	AVIATION BLVD & ARBOR VITAE ST	7	PM	0.639	B
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	PM	0.919	E
7	AVIATION BLVD & 111TH ST	10	PM	0.639	B
8	AVIATION BLVD & CENTURY BLVD	11	PM	0.937	E
9	AVIATION BLVD & EL SEGUNDO BLVD	12	PM	0.972	E
10	AVIATION BLVD & IMPERIAL HWY	13	PM	0.998	E
11	AVIATION BLVD & MANCHESTER AV	14	PM	0.820	D
12	AVIATION BLVD & ROSECRANS AV	15	PM	0.983	E
13	CENTINELA AV & JEFFERSON BLVD	18	PM	1.055	F
14	SEPULVEDA BLVD & CENTINELA AV	22	PM	0.957	E
15	LA CIENEGA BLVD & CENTURY BLVD	26	PM	0.787	C
16	SEPULVEDA BLVD & CENTURY BLVD	27	PM	1.153	F
17	CULVER BLVD & JEFFERSON BLVD	28	PM	0.920	E
18	VISTA DEL MAR & CULVER BLVD	33	PM	0.401	A
19	DOUGLAS ST & IMPERIAL HWY	34	PM	0.800	C
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	PM	1.079	F
21	VISTA DEL MAR & GRAND AV	36	PM	0.473	A
22	LA CIENEGA BLVD & FLORENCE AV	40	PM	1.023	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	PM	1.233	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	PM	0.745	C
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	PM	0.750	C
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	PM	0.710	C
27	MAIN ST & IMPERIAL HWY	47	PM	0.911	E
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	PM	0.589	A
29	PERSHING DR & IMPERIAL HWY	49	PM	0.636	B
30	SEPULVEDA BLVD & IMPERIAL HWY	50	PM	1.178	F
31	VISTA DEL MAR & IMPERIAL HWY	51	PM	0.595	A
32	LA CIENEGA BLVD & IMPERIAL HWY	52	PM	0.518	A
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	PM	0.973	E
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	PM	0.738	C
35	LINCOLN BLVD & JEFFERSON BLVD	57	PM	1.444	F
36	LA CIENEGA BLVD & 111TH ST	67	PM	0.681	B
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	PM	0.511	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	PM	0.348	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	PM	0.413	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	PM	0.807	D
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	PM	1.058	F
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	PM	1.008	F
43	LINCOLN BLVD & LA TIJERA BLVD	81	PM	0.796	C
44	LA TIJERA BLVD & MANCHESTER AV	82	PM	0.672	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	PM	0.943	E
46	LINCOLN BLVD & 83RD ST	87	PM	1.243	F
47	LINCOLN BLVD & MANCHESTER AV	88	PM	1.274	F
48	SEPULVEDA BLVD & LINCOLN BLVD	93	PM	0.688	B
49	LINCOLN BLVD & TEALE ST	94	PM	0.828	D
50	PERSHING DR & MANCHESTER AV	98	PM	0.472	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	PM	0.857	D
52	SEPULVEDA BLVD & MARIPOSA AV	100	PM	1.014	F
53	PERSHING DR & WESTCHESTER PKWY	101	PM	0.228	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	PM	1.434	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	PM	1.167	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	PM	0.627	B
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	PM	0.791	C
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	PM	0.451	A
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	PM	0.573	A
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	PM	0.604	B
61	LA CIENEGA BLVD & 120TH ST	313	PM	0.385	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	PM	0.122	A
2	LINCOLN BLVD & BALI WY	16	PM	0.939	E
3	CENTINELA BLVD & CULVER	17	PM	0.977	E
4	LA CIENEGA BLVD & CENTINELA AV	20	PM	1.193	F
5	LA BREA AV & CENTURY BLVD	25	PM	0.925	E
6	LINCOLN BLVD & FIJI WY	39	PM	1.131	F
7	HAWTHORNE BLVD & IMPERIAL HWY	42	PM	0.812	D
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	PM	0.814	D
9	LINCOLN BLVD & MARINA EXPWY	89	PM	0.924	E
10	LINCOLN BLVD & MAXELLA AV	90	PM	0.805	D
11	LINCOLN BLVD & MINDANAO WY	91	PM	0.950	E
12	LINCOLN BLVD & VENICE BLVD	95	PM	0.881	D
13	LINCOLN BLVD & WASHINGTON BLVD	96	PM	1.027	F
14	CENTINELA BLVD & ROUTE 90 EB	118	PM	0.509	A
15	CENTINELA BLVD & ROUTE 90 WB	119	PM	0.493	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	PM	0.753	C
17	SEPULVEDA BLVD & 83RD ST	137	PM	0.767	C
18	HAWTHORNE BLVD & LENNOX BLVD	309	PM	0.711	C
19	INGLEWOOD AV & LENNOX BLVD	310	PM	0.776	C
20	INGLEWOOD & ARBOR VITAE	502	PM	0.815	D
21	INGLEWOOD & CENTURY	503	PM	0.859	D
22	INGLEWOOD & IMPERIAL	505	PM	1.037	F
23	LA BREA & ARBOR VITAE	506	PM	0.692	B
24	PRAIRIE & LENNOX	510	PM	0.962	E

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.819	D
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.462	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.602	B
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.834	D
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.921	E
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.839	D
7	AVIATION BLVD & 111TH ST	10	AM	1.133	F
8	AVIATION BLVD & CENTURY BLVD	11	AM	0.977	E
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	0.904	E
10	AVIATION BLVD & IMPERIAL HWY	13	AM	1.139	F
11	AVIATION BLVD & MANCHESTER AV	14	AM	1.332	F
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.017	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.819	D
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	0.859	D
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	0.579	A
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	1.652	F
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.685	B
18	CULVER BLVD & VISTA DEL MAR	33	AM	0.376	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.552	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	0.987	E
21	VISTA DEL MAR & GRAND AV	36	AM	0.476	A
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	1.517	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	0.874	D
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.612	B
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.707	C
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.846	D
27	MAIN ST & IMPERIAL HWY	47	AM	0.541	A
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.392	A
29	PERSHING DR & IMPERIAL HWY	49	AM	0.458	A
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	1.087	F
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.519	A
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.574	A
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.653	B
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.428	A
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	0.932	E
36	LA CIENEGA BLVD & 111TH ST	67	AM	1.200	F
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.401	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.385	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.564	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	1.136	F
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.646	B
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.550	A
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.465	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.601	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.495	A
46	LINCOLN BLVD & 83RD ST	87	AM	1.309	F
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.933	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.381	A
49	LINCOLN BLVD & TEALE ST	94	AM	0.589	A
50	PERSHING DR & MANCHESTER AV	98	AM	0.215	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.735	C
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	1.097	F
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.108	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.400	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	1.170	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.680	B
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.498	A
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.699	B
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.581	A
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.446	A
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.294	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.264	A
2	LINCOLN BLVD & BALI WY	16	AM	0.774	C
3	CENTINELA BLVD & CULVER	17	AM	0.689	B
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.177	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.909	E
6	LINCOLN BLVD & FIJI WY	39	AM	0.839	D
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.858	D
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.573	A
9	LINCOLN BLVD & MARINA EXPWY	89	AM	1.069	F
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.830	D
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.868	D
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.755	C
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	0.602	B
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.633	B
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.428	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.611	B
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.531	A
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.782	C
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.779	C
20	INGLEWOOD & ARBOR VITAE	502	AM	0.773	C
21	INGLEWOOD & CENTURY	503	AM	0.872	D
22	INGLEWOOD & IMPERIAL	505	AM	0.829	D
23	LA BREA & ARBOR VITAE	506	AM	0.883	D
24	PRAIRIE & LENNOX	510	AM	0.869	D

Los Angeles International Airport Master Plan

2008 PHASE 3I ALT D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR ROADWAY SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Lincoln Boulevard	s/o Venice Boulevard	1000	2	1567	0.784	C	1775	0.888	D	2	1898	0.949	E	1848	0.924	E	2	1504	0.752	C	1582	0.791	C
2	Centinela Avenue	s/o Venice Boulevard	850	2	1612	0.948	E	1104	0.649	B	2	1392	0.819	D	1509	0.888	D	2	1183	0.696	B	1391	0.818	D
3	Sawtelle Boulevard	s/o Venice Boulevard	850	2	746	0.439	A	969	0.570	A	2	733	0.431	A	1170	0.688	B	2	777	0.457	A	1151	0.677	B
4	Sepulveda Boulevard	s/o Venice Boulevard	850	2	1539	0.905	E	1179	0.694	B	2	1675	0.985	E	1505	0.885	D	2	1484	0.873	D	1600	0.941	E
5	Overland Avenue	s/o Venice Boulevard	850	1	1074	1.264	F	1394	1.640	F	1	1224	1.440	F	1517	1.785	F	1	1207	1.420	F	1505	1.771	F
6	Stocker Street	e/o La Brea Avenue	850	2	747	0.439	A	728	0.428	A	2	948	0.558	A	696	0.409	A	2	856	0.504	A	877	0.516	A
7	Slauson Avenue	e/o La Brea Avenue	850	3	1023	0.401	A	1768	0.693	B	3	1573	0.617	B	1196	0.469	A	3	941	0.369	A	853	0.335	A
8	Centinela Avenue	e/o La Brea Avenue	850	2	629	0.370	A	1473	0.866	D	2	1145	0.674	B	1974	1.161	F	2	1208	0.711	C	922	0.542	A
9	La Cienega Boulevard	s/o Slauson Avenue	1850	3	2962	0.534	A	3020	0.544	A	3	3424	0.617	B	3184	0.574	A	3	2094	0.377	A	2286	0.412	A
10	Manchester Boulevard	w/o La Brea Avenue	850	3*	1241	0.487	A	888	0.522	A	2*	998	0.587	A	1498	0.587	A	2	775	0.456	A	884	0.520	A
11	Arbor Vitae	w/o La Brea Avenue	850	2	514	0.302	A	486	0.286	A	2	669	0.394	A	860	0.506	A	2	865	0.509	A	604	0.355	A
12	Century Boulevard	w/o La Brea Avenue	850	3	1088	0.427	A	1233	0.484	A	3	1638	0.642	B	1206	0.473	A	3	1086	0.426	A	1110	0.435	A
13	Imperial Highway	w/o La Brea Avenue	850	2*	522	0.307	A	865	0.339	A	3	1429	0.560	A	754	0.296	A	2	893	0.525	A	934	0.549	A
14	Aviation Boulevard	n/o Rosecrans Avenue	1300	3	2136	0.548	A	1017	0.261	A	3	1433	0.367	A	2317	0.594	A	3	1356	0.348	A	1036	0.266	A
15	Sepulveda Boulevard	n/o Rosecrans Avenue	1300	4	4597	0.884	D	1412	0.272	A	4	2402	0.462	A	4174	0.803	C	4	2562	0.493	A	2753	0.529	A
16	Pacific Avenue	s/o Venice Boulevard	850	2	518	0.305	A	805	0.474	A	2	521	0.306	A	835	0.491	A	2	762	0.448	A	908	0.534	A
17	Washington Boulevard	e/o Lincoln Boulevard	850	2	1176	0.692	B	771	0.454	A	2	1025	0.603	A	843	0.496	A	2	605	0.356	A	915	0.538	A
18	Marina Freeway	e/o Lincoln Boulevard	2000	2	835	0.209	A	904	0.226	A	2	1113	0.278	A	968	0.242	A	2	1326	0.332	A	1125	0.281	A
19	Culver Boulevard	e/o Lincoln Boulevard	1850	2	1593	0.431	A	297	0.080	A	2	593	0.160	A	1228	0.332	A	2	1270	0.343	A	1408	0.381	A
20	Jefferson Avenue	e/o Lincoln Boulevard	850	4*	1904	0.560	A	1145	0.449	A	4*	2282	0.671	B	2525	0.990	E	4*	1116	0.328	A	1121	0.440	A
21	Lincoln Boulevard	s/o Jefferson Avenue	1000	4	2630	0.658	B	1733	0.433	A	4	3908	0.977	E	2891	0.723	C	4	2556	0.639	B	2554	0.639	B
22	Culver Boulevard	w/o Jefferson Avenue	1300	2	1816	0.698	B	736	0.283	A	2	1117	0.430	A	2070	0.796	C	2	1094	0.421	A	1226	0.472	A
23	Vista Del Mar	s/o Culver Boulevard	1300	2	1083	0.417	A	414	0.159	A	2	500	0.192	A	1093	0.420	A	2	718	0.276	A	667	0.257	A
24	La Brea Avenue	s/o Slauson Avenue	1000	2	1258	0.629	B	857	0.429	A	2	1186	0.593	A	1216	0.608	B	2	1004	0.502	A	1121	0.561	A
25	Jefferson Boulevard	n/o Rodeo Road	850	2	633	0.372	A	1211	0.712	C	2	854	0.502	A	768	0.452	A	2	211	0.124	A	1046	0.615	B
26	Sepulveda Boulevard	s/o Slauson Avenue	1000	3	2671	0.890	D	1049	0.350	A	3	1933	0.644	B	2326	0.775	C	3	1394	0.465	A	1265	0.422	A
27	Centinela Avenue	w/o Sepulveda Boulevard	850	3	860	0.337	A	1665	0.653	B	3	1668	0.654	B	1316	0.516	A	3	1275	0.500	A	1639	0.643	B
28	El Segundo Boulevard	w/o Hawthorne Boulevard	850	3	489	0.192	A	1338	0.525	A	3	1935	0.759	C	991	0.389	A	2	1247	0.734	C	1473	0.866	D
29	Inglewood Boulevard	n/o Rosecrans Avenue	850	2	869	0.511	A	645	0.379	A	2	968	0.569	A	1449	0.852	D	2	873	0.514	A	661	0.389	A
30	Vista Del Mar	s/o Grand Avenue	1300	2	2091	0.804	C	396	0.152	A	2	479	0.184	A	1390	0.535	A	2	773	0.297	A	542	0.208	A

* Manchester w/o La Brea has 3 lanes in the eastbound direction and 2 lanes in the westbound direction for the AM Peak Hour and the reverse for PM Peak Hour due to a reversible lane.
Imperial w/o La Brea has 2 lanes in the eastbound direction and 3 lanes in the westbound direction during the AM peak hour due to on-street parking restriction.
Jefferson e/o Lincoln has 4 lanes in the eastbound direction and 3 lanes in the westbound direction during all three peak hours.

Los Angeles International Airport Master Plan

2008 PHASE 3I ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY MAINLINE SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Interstate 405	n/o Venice Blvd.	2,000	5	8269	0.827	D	8446	0.845	D	5	9371	0.937	D	7820	0.782	D	5	10102	1.010	F(0)	9450	0.945	E
		HOV	2,000	1	1363	0.682	C	1683	0.842	D	1	1874	0.937	D	1545	0.773	C	1	1866	0.933	D	2436	1.218	F(0)
2	Interstate 405	n/o La Tijera Blvd.	2,000	4	7353	0.919	D	8791	1.099	F(0)	4	8770	1.096	F(0)	8299	1.037	F(0)	4	8897	1.112	F(0)	8005	1.001	E
		HOV	2,000	1	1830	0.915	D	1830	0.915	D	1	2356	1.178	F(0)	1940	0.970	E	1	2168	1.084	F(0)	2441	1.221	F(0)
3	Interstate 405	s/o Rosecrans Ave.	2,000	4	8698	1.087	F(0)	7083	0.885	D	4	7796	0.975	E	9271	1.159	F(0)	4	8953	1.119	F(0)	8408	1.051	F(0)
		HOV	2,000	1	2052	1.026	F(0)	1124	0.562	C	1	1854	0.927	D	1803	0.902	D	1	2204	1.102	F(0)	1690	0.845	D
4	Interstate 105	e/o Crenshaw Blvd.	2,000	4	6005	0.751	C	7744	0.968	E	4	7020	0.878	D	7220	0.903	D	4	4266	0.533	B	4605	0.576	C
		HOV	2,000	1	1148	0.574	C	1947	0.974	E	1	2190	1.095	F(0)	1568	0.784	D	1	1950	0.975	E	2219	1.110	F(0)

Los Angeles International Airport Master Plan

2008 PHASE 3I ALT D WEEKDAY PEAK HOUR L.O.S. FOR FREEWAY RAMPS

No.	Freeway Ramps		Cap	No. of Lane	AM Peak Hour			PM Peak Hour			Airport Peak Hour		
					Vol	V/C	LOS	Vol	V/C	LOS	Vol	V/C	LOS
1	405 NB off-ramp	at Sepulveda Blvd.	1,500	1	659	0.439	B	663	0.442	B	1153	0.769	C
2	405 SB off-ramp	at Howard Hughes Pkwy.	1,500	2	623	0.208	A	815	0.272	A	832	0.277	A
3	405 SB on-ramp	at Howard Hughes Pkwy.	1,500	1	271	0.181	A	805	0.537	B	632	0.421	B
4	405 NB off-ramp	at Howard Hughes Pkwy.	1,500	1	267	0.178	A	264	0.176	A	304	0.203	A
5	405 NB on-ramp	at Howard Hughes Pkwy.	1,500	1	1026	0.684	C	773	0.515	B	572	0.381	B
6	405 SB off-ramp	at La Tijera Blvd.	1,500	1	492	0.328	A	701	0.467	B	589	0.393	B
7	405 SB on-ramp	at La Tijera Blvd.	1,500	1	719	0.479	B	687	0.458	B	277	0.185	A
8	405 NB off-ramp	at La Tijera Blvd.	1,500	1	730	0.487	B	812	0.541	B	422	0.281	A
9	405 NB on-ramp	at La Tijera Blvd.	1,500	1	694	0.463	B	644	0.429	B	477	0.318	A
10	405 NB on-ramp	at Manchester Blvd. East	1,500	1	477	0.318	A	710	0.473	B	516	0.344	A
11	405 NB on-ramp	at Manchester Blvd. West	1,500	1	455	0.303	A	546	0.364	B	684	0.456	B
12	405 NB off-ramp	at Manchester Blvd.	1,500	1	1333	0.889	D	898	0.599	C	1132	0.755	C
13	405 SB on-ramp	at Manchester Blvd.	1,500	1	931	0.621	C	1241	0.827	D	928	0.619	C
14	405 SB off-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	1125	0.750	C	831	0.554	C	1261	0.841	D
15	405 SB on-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	236	0.157	A	388	0.259	A	357	0.238	A
16	405 SB off-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	556	0.371	B	175	0.117	A	441	0.294	A
17	405 SB on-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	603	0.402	B	912	0.608	C	538	0.359	A
18	405 NB off-ramp	at Century Blvd.	1,500	1	1302	0.868	D	739	0.493	B	453	0.302	A
19	405 NB on-ramp	at Century Blvd. EB	1,500	1	371	0.247	A	895	0.597	C	472	0.315	A
20	405 NB on-ramp	at Century Blvd. WB	1,500	1	709	0.473	B	479	0.319	A	571	0.381	B
21	405 SB off-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	377	0.251	A	322	0.215	A	335	0.223	A
22	405 SB on-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	177	0.118	A	245	0.163	A	269	0.179	A
23	405 SB off-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	189	0.126	A	252	0.168	A	375	0.250	A
24	405 SB on-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	80	0.053	A	299	0.199	A	13	0.009	A
25	405 SB off-ramp	El Segundo Blvd.	1,500	1	587	0.391	B	161	0.107	A	302	0.201	A
26	405 SB on-ramp	El Segundo Blvd.	1,500	1	266	0.177	A	1463	0.975	E	480	0.320	A
27	405 NB off-ramp	El Segundo Blvd.	1,500	1	650	0.433	B	290	0.193	A	496	0.331	A
28	405 NB on-ramp	El Segundo Blvd. EB	1,500	1	215	0.143	A	645	0.430	B	316	0.211	A
29	405 NB on-ramp	El Segundo Blvd. WB	1,500	1	363	0.242	A	309	0.206	A	435	0.290	A
30	105 EB on-ramp	Sepulveda Blvd. SB	1,500	2	1496	0.499	B	2281	0.760	C	1693	0.564	C
31	105 EB on-ramp	Imperial Highway (w/o Sepulveda Blvd.)	1,500	3	1042	0.232	A	1786	0.397	B	1345	0.299	A
32	105 WB off-ramp	Sepulveda Blvd. NB	1,500	2	3078	1.026	F(0)	2754	0.918	D	2554	0.851	D
33	105 WB off-ramp	Sepulveda Blvd. SB	1,500	1	696	0.464	B	609	0.406	B	833	0.555	C
34	105 EB on-ramp	Imperial Highway (e/o Sepulveda Blvd.)	1,500	1	811	0.541	B	943	0.629	C	961	0.641	C
35	105 WB off-ramp	Nash St.	1,500	1	1690	1.127	F(0)	301	0.201	A	845	0.563	C
36	105 EB on-ramp	Imperial Highway (e/o Hawthorne Blvd.)	1,500	1	865	0.577	C	911	0.607	C	828	0.552	C
37	105 EB on-ramp	Hawthorne Blvd. SB	1,500	1	347	0.231	A	368	0.245	A	243	0.162	A
38	105 WB off-ramp	Hawthorne Blvd.	1,500	1	929	0.619	C	1156	0.771	C	592	0.395	B
39	105 EB On-ramp	Atwood Wy (Bet Nash/Douglas)	1,500	1	125	0.083	A	723	0.482	B	544	0.363	B

2015 Alternative D Unmitigated

POSTAM

April 25, 2003 ,Friday 11:43:40 AM

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.730	C
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.523	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.699	B
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.775	C
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.739	C
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	1.061	F
7	AVIATION BLVD & 111TH ST	10	AM	0.659	B
8	AVIATION BLVD & CENTURY BLVD	11	AM	0.923	E
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	1.018	F
10	AVIATION BLVD & IMPERIAL HWY	13	AM	0.898	D
11	AVIATION BLVD & MANCHESTER AV	14	AM	1.112	F
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.109	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.963	E
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	1.391	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	1.387	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	0.867	D
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.725	C
18	VISTA DEL MAR & CULVER BLVD	33	AM	0.598	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.411	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	1.195	F
21	VISTA DEL MAR & GRAND AV	36	AM	0.943	E
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	0.941	E
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	1.258	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.592	A
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.564	A
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.543	A
27	MAIN ST & IMPERIAL HWY	47	AM	0.866	D
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.825	D
29	PERSHING DR & IMPERIAL HWY	49	AM	1.099	F
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.857	D
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.989	E
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.794	C
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.856	D
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.655	B
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	1.030	F
36	LA CIENEGA BLVD & 111TH ST	67	AM	0.664	B
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.579	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.275	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.373	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	0.777	C
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.699	B
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.635	B
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.520	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.641	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.910	E
46	LINCOLN BLVD & 83RD ST	87	AM	1.134	F
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.963	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.632	B
49	LINCOLN BLVD & TEALE ST	94	AM	0.827	D
50	PERSHING DR & MANCHESTER AV	98	AM	0.463	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.862	D
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	0.913	E
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.275	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.257	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	1.251	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.703	C
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.751	C
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.794	C
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.676	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.724	C
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.450	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.400	A
2	LINCOLN BLVD & BALI WY	16	AM	0.577	A
3	CENTINELA BLVD & CULVER	17	AM	0.957	E
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.267	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.876	D
6	LINCOLN BLVD & FIJI WY	39	AM	0.737	C
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.715	C
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.773	C
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.986	E
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.799	C
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.981	E
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.817	D
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	1.076	F
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.390	A
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.580	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.701	C
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.751	C
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.838	D
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.921	E
20	INGLEWOOD & ARBOR VITAE	502	AM	0.833	D
21	INGLEWOOD & CENTURY	503	AM	0.727	C
22	INGLEWOOD & IMPERIAL	505	AM	0.853	D
23	LA BREA & ARBOR VITAE	506	AM	0.719	C
24	PRAIRIE & LENNOX	510	AM	0.976	E

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	PM	0.797	C
2	AIRPORT BLVD & CENTURY BLVD	4	PM	0.690	B
3	AIRPORT BLVD & LA TIJERA BLVD	5	PM	0.718	C
4	AIRPORT BLVD & MANCHESTER AV	6	PM	0.821	D
5	AVIATION BLVD & ARBOR VITAE ST	7	PM	0.841	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	PM	1.099	F
7	AVIATION BLVD & 111TH ST	10	PM	0.791	C
8	AVIATION BLVD & CENTURY BLVD	11	PM	1.139	F
9	AVIATION BLVD & EL SEGUNDO BLVD	12	PM	1.134	F
10	AVIATION BLVD & IMPERIAL HWY	13	PM	1.135	F
11	AVIATION BLVD & MANCHESTER AV	14	PM	1.115	F
12	AVIATION BLVD & ROSECRANS AV	15	PM	1.210	F
13	CENTINELA AV & JEFFERSON BLVD	18	PM	1.160	F
14	SEPULVEDA BLVD & CENTINELA AV	22	PM	1.210	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	PM	1.181	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	PM	0.927	E
17	CULVER BLVD & JEFFERSON BLVD	28	PM	1.239	F
18	VISTA DEL MAR & CULVER BLVD	33	PM	0.510	A
19	DOUGLAS ST & IMPERIAL HWY	34	PM	0.897	D
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	PM	1.302	F
21	VISTA DEL MAR & GRAND AV	36	PM	0.469	A
22	LA CIENEGA BLVD & FLORENCE AV	40	PM	1.244	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	PM	1.337	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	PM	0.946	E
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	PM	0.679	B
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	PM	0.640	B
27	MAIN ST & IMPERIAL HWY	47	PM	1.150	F
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	PM	0.708	C
29	PERSHING DR & IMPERIAL HWY	49	PM	0.839	D
30	SEPULVEDA BLVD & IMPERIAL HWY	50	PM	1.281	F
31	VISTA DEL MAR & IMPERIAL HWY	51	PM	0.741	C
32	LA CIENEGA BLVD & IMPERIAL HWY	52	PM	0.768	C
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	PM	0.886	D
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	PM	0.649	B
35	LINCOLN BLVD & JEFFERSON BLVD	57	PM	1.316	F
36	LA CIENEGA BLVD & 111TH ST	67	PM	0.498	A
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	PM	0.557	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	PM	0.317	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	PM	0.849	D
40	LA CIENEGA BLVD & MANCHESTER AV	72	PM	0.852	D
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	PM	0.771	C
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	PM	0.797	C
43	LINCOLN BLVD & LA TIJERA BLVD	81	PM	0.723	C
44	LA TIJERA BLVD & MANCHESTER AV	82	PM	0.830	D
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	PM	0.855	D
46	LINCOLN BLVD & 83RD ST	87	PM	1.310	F
47	LINCOLN BLVD & MANCHESTER AV	88	PM	1.401	F
48	SEPULVEDA BLVD & LINCOLN BLVD	93	PM	0.683	B
49	LINCOLN BLVD & TEALE ST	94	PM	1.082	F
50	PERSHING DR & MANCHESTER AV	98	PM	0.599	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	PM	1.204	F
52	SEPULVEDA BLVD & MARIPOSA AV	100	PM	1.126	F
53	PERSHING DR & WESTCHESTER PKWY	101	PM	0.343	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	PM	1.559	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	PM	1.083	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	PM	0.752	C
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	PM	0.927	E
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	PM	0.477	A
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	PM	0.642	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	PM	0.695	B
61	LA CIENEGA BLVD & 120TH ST	313	PM	0.461	A

POSTPM

April 25, 2003 ,Friday 11:44:57 AM

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	PM	0.275	A
2	LINCOLN BLVD & BALI WY	16	PM	0.952	E
3	CENTINELA BLVD & CULVER	17	PM	1.012	F
4	LA CIENEGA BLVD & CENTINELA AV	20	PM	1.190	F
5	LA BREA AV & CENTURY BLVD	25	PM	0.935	E
6	LINCOLN BLVD & FIJI WY	39	PM	0.853	D
7	HAWTHORNE BLVD & IMPERIAL HWY	42	PM	0.891	D
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	PM	0.891	D
9	LINCOLN BLVD & MARINA EXPWY	89	PM	1.098	F
10	LINCOLN BLVD & MAXELLA AV	90	PM	1.055	F
11	LINCOLN BLVD & MINDANAO WY	91	PM	1.022	F
12	LINCOLN BLVD & VENICE BLVD	95	PM	0.968	E
13	LINCOLN BLVD & WASHINGTON BLVD	96	PM	1.095	F
14	CENTINELA BLVD & ROUTE 90 EB	118	PM	0.547	A
15	CENTINELA BLVD & ROUTE 90 WB	119	PM	0.575	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	PM	0.934	E
17	SEPULVEDA BLVD & 83RD ST	137	PM	1.013	F
18	HAWTHORNE BLVD & LENNOX BLVD	309	PM	1.041	F
19	INGLEWOOD AV & LENNOX BLVD	310	PM	1.148	F
20	INGLEWOOD & ARBOR VITAE	502	PM	0.903	E
21	INGLEWOOD & CENTURY	503	PM	0.797	C
22	INGLEWOOD & IMPERIAL	505	PM	1.083	F
23	LA BREA & ARBOR VITAE	506	PM	0.715	C
24	PRAIRIE & LENNOX	510	PM	1.253	F

POSTOP

April 25, 2003 ,Friday 11:45:20 AM

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.852	D
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.756	C
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.739	C
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.928	E
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.829	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.970	E
7	AVIATION BLVD & 111TH ST	10	AM	0.860	D
8	AVIATION BLVD & CENTURY BLVD	11	AM	1.107	F
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	1.027	F
10	AVIATION BLVD & IMPERIAL HWY	13	AM	1.075	F
11	AVIATION BLVD & MANCHESTER AV	14	AM	1.412	F
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.300	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.766	C
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	0.997	E
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	1.399	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	0.689	B
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.755	C
18	CULVER BLVD & VISTA DEL MAR	33	AM	0.419	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.524	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	1.089	F
21	VISTA DEL MAR & GRAND AV	36	AM	0.519	A
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	1.732	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	0.927	E
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.603	B
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.835	D
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.999	E
27	MAIN ST & IMPERIAL HWY	47	AM	0.646	B
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.478	A
29	PERSHING DR & IMPERIAL HWY	49	AM	0.625	B
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.947	E
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.616	B
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.886	D
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.682	B
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.566	A
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	0.829	D
36	LA CIENEGA BLVD & 111TH ST	67	AM	1.092	F
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.593	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.538	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.739	C
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	1.285	F
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.551	A
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.473	A
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.419	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.624	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.468	A
46	LINCOLN BLVD & 83RD ST	87	AM	0.915	E
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.995	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.391	A
49	LINCOLN BLVD & TEALE ST	94	AM	0.684	B
50	PERSHING DR & MANCHESTER AV	98	AM	0.234	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.672	B
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	1.199	F
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.115	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.417	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	0.953	E
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.696	B
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.496	A
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.947	E
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.484	A
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.574	A
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.422	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.659	B
2	LINCOLN BLVD & BALI WY	16	AM	0.607	B
3	CENTINELA BLVD & CULVER	17	AM	0.724	C
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.189	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.988	E
6	LINCOLN BLVD & FIJI WY	39	AM	0.618	B
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	1.058	F
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.602	B
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.790	C
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.869	D
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.966	E
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.868	D
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	0.792	C
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.675	B
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.520	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.595	A
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.435	A
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	1.191	F
19	INGLEWOOD AV & LENNOX BLVD	310	AM	1.251	F
20	INGLEWOOD & ARBOR VITAE	502	AM	0.922	E
21	INGLEWOOD & CENTURY	503	AM	0.894	D
22	INGLEWOOD & IMPERIAL	505	AM	0.994	E
23	LA BREA & ARBOR VITAE	506	AM	0.926	E
24	PRAIRIE & LENNOX	510	AM	1.277	F

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR ROADWAY SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Lincoln Boulevard	s/o Venice Boulevard	1000	2	1612	0.806	D	1890	0.945	E	2	2047	1.024	F	1938	0.969	E	2	1607	0.804	C	1657	0.829	D
2	Centinela Avenue	s/o Venice Boulevard	850	2	1684	0.991	E	1174	0.691	B	2	1517	0.892	D	1633	0.961	E	2	1340	0.788	C	1507	0.886	D
3	Sawtelle Boulevard	s/o Venice Boulevard	850	2	1004	0.591	A	1100	0.647	B	2	910	0.535	A	1451	0.854	D	2	1076	0.633	B	1377	0.810	D
4	Sepulveda Boulevard	s/o Venice Boulevard	850	2	1635	0.962	E	1300	0.765	C	2	2014	1.185	F	1709	1.005	F	2	1613	0.949	E	1772	1.042	F
5	Overland Avenue	s/o Venice Boulevard	850	1	800	0.941	E	894	1.052	F	1	817	0.961	E	1064	1.252	F	1	804	0.946	E	931	1.095	F
6	Stocker Street	e/o La Brea Avenue	850	2	859	0.505	A	857	0.504	A	2	1069	0.629	B	846	0.498	A	2	994	0.585	A	964	0.567	A
7	Slauson Avenue	e/o La Brea Avenue	850	3	1119	0.439	A	1837	0.720	C	3	1698	0.666	B	1260	0.494	A	3	997	0.391	A	958	0.376	A
8	Centinela Avenue	e/o La Brea Avenue	850	2	817	0.481	A	1678	0.987	E	2	1274	0.749	C	2057	1.210	F	2	1352	0.795	C	1033	0.608	B
9	La Cienega Boulevard	s/o Slauson Avenue	1850	3	3041	0.548	A	3172	0.572	A	3	3674	0.662	B	3361	0.606	B	3	2252	0.406	A	2442	0.440	A
10	Manchester Boulevard	w/o La Brea Avenue	850	3*	1292	0.507	A	961	0.565	A	2*	1104	0.649	B	1577	0.618	B	2	796	0.468	A	913	0.537	A
11	Arbor Vitae	w/o La Brea Avenue	850	2	672	0.395	A	484	0.285	A	2	691	0.406	A	887	0.522	A	2	1084	0.638	B	648	0.381	A
12	Century Boulevard	w/o La Brea Avenue	850	3	1185	0.465	A	1282	0.503	A	3	1610	0.631	B	1106	0.434	A	3	1254	0.492	A	1200	0.471	A
13	Imperial Highway	w/o La Brea Avenue	850	2*	562	0.331	A	1008	0.395	A	3	1528	0.599	A	1015	0.398	A	2	1285	0.756	C	1342	0.789	C
14	Aviation Boulevard	n/o Rosecrans Avenue	1300	3	2654	0.681	B	944	0.242	A	3	1895	0.486	A	2955	0.758	C	3	1782	0.457	A	1408	0.361	A
15	Sepulveda Boulevard	n/o Rosecrans Avenue	1300	4	4950	0.952	E	1388	0.267	A	4	2575	0.495	A	4562	0.877	D	4	2752	0.529	A	2851	0.548	A
16	Pacific Avenue	s/o Venice Boulevard	850	2	591	0.348	A	1019	0.599	A	2	618	0.364	A	913	0.537	A	2	823	0.484	A	976	0.574	A
17	Washington Boulevard	e/o Lincoln Boulevard	850	2	1217	0.716	C	723	0.425	A	2	1121	0.659	B	860	0.506	A	2	604	0.355	A	901	0.530	A
18	Marina Freeway	e/o Lincoln Boulevard	2000	2	1156	0.289	A	1158	0.290	A	2	1349	0.337	A	1263	0.316	A	2	1503	0.376	A	1335	0.334	A
19	Culver Boulevard	e/o Lincoln Boulevard	1850	2	2321	0.627	B	294	0.079	A	2	1242	0.336	A	1582	0.428	A	2	1584	0.428	A	1652	0.446	A
20	Jefferson Avenue	e/o Lincoln Boulevard	850	4*	2873	0.845	D	1418	0.556	A	4*	1885	0.554	A	2977	1.167	F	4*	1014	0.298	A	1101	0.432	A
21	Lincoln Boulevard	s/o Jefferson Avenue	1000	4	3443	0.861	D	1688	0.422	A	4	4076	1.019	F	2939	0.735	C	4	2578	0.645	B	2435	0.609	B
22	Culver Boulevard	w/o Jefferson Avenue	1300	2	1983	0.763	C	865	0.333	A	2	1489	0.573	A	2486	0.956	E	2	1178	0.453	A	1378	0.530	A
23	Vista Del Mar	s/o Culver Boulevard	1300	2	1089	0.419	A	503	0.193	A	2	705	0.271	A	1275	0.490	A	2	786	0.302	A	784	0.302	A
24	La Brea Avenue	s/o Slauson Avenue	1000	2	1385	0.693	B	981	0.491	A	2	1318	0.659	B	1263	0.632	B	2	1088	0.544	A	1209	0.605	A
25	Jefferson Boulevard	n/o Rodeo Road	850	2	716	0.421	A	1475	0.868	D	2	980	0.576	A	898	0.528	A	2	267	0.157	A	1181	0.695	B
26	Sepulveda Boulevard	s/o Slauson Avenue	1000	3	2727	0.909	E	1394	0.465	A	3	2183	0.728	C	2514	0.838	D	3	1552	0.517	A	1478	0.493	A
27	Centinela Avenue	w/o Sepulveda Boulevard	850	3	1153	0.452	A	2395	0.939	E	3	2264	0.888	D	1837	0.720	C	3	1569	0.615	B	2048	0.803	C
28	El Segundo Boulevard	w/o Hawthorne Boulevard	850	3	484	0.190	A	1357	0.532	A	3	2096	0.822	D	1072	0.420	A	2	1252	0.736	C	1589	0.935	E
29	Inglewood Boulevard	n/o Rosecrans Avenue	850	2	860	0.506	A	680	0.400	A	2	986	0.580	A	1431	0.842	D	2	951	0.559	A	656	0.386	A
30	Vista Del Mar	s/o Grand Avenue	1300	2	2232	0.858	D	419	0.161	A	2	574	0.221	A	1521	0.585	A	2	819	0.315	A	586	0.225	A

* Manchester w/o La Brea has 3 lanes in the eastbound direction and 2 lanes in the westbound direction for the AM Peak Hour and the reverse for PM Peak Hour due to a reversible lane.
Imperial w/o La Brea has 2 lanes in the eastbound direction and 3 lanes in the westbound direction during the AM peak hour due to on-street parking restriction.
Jefferson e/o Lincoln has 4 lanes in the eastbound direction and 3 lanes in the westbound direction during all three peak hours.

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY MAINLINE SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Interstate 405	n/o Venice Blvd.	2,000	5	9058	0.906	D	8892	0.889	D	5	10341	1.034	F(0)	8323	0.832	D	5	11217	1.122	F(0)	10315	1.032	F(0)
		HOV	2,000	1	762	0.381	B	1567	0.784	D	1	1674	0.837	D	1573	0.787	D	1	1699	0.850	D	2595	1.298	F(1)
2	Interstate 405	n/o La Tijera Blvd.	2,000	4	8202	1.025	F(0)	9783	1.223	F(0)	4	9883	1.235	F(0)	9120	1.140	F(0)	4	10492	1.312	F(1)	9267	1.158	F(0)
		HOV	2,000	1	1040	0.520	B	1440	0.720	C	1	1832	0.916	D	1586	0.793	D	1	2009	1.005	E	2455	1.228	F(0)
3	Interstate 405	s/o Rosecrans Ave.	2,000	4	9039	1.130	F(0)	7762	0.970	E	4	8528	1.066	F(0)	9915	1.239	F(0)	4	9690	1.211	F(0)	9499	1.187	F(0)
		HOV	2,000	1	1094	0.547	B	825	0.413	B	1	1231	0.616	C	1324	0.662	C	1	1601	0.801	D	1625	0.813	D
4	Interstate 105	e/o Crenshaw Blvd.	2,000	4	6627	0.828	D	8230	1.029	F(0)	4	7580	0.948	E	7807	0.976	E	4	4761	0.595	C	5168	0.646	C
		HOV	2,000	1	651	0.326	A	992	0.496	B	1	1328	0.664	C	1107	0.554	C	1	1477	0.739	C	1599	0.800	D

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY RAMPS

No.	Freeway Ramps		Cap	No. of Lane	AM Peak Hour			PM Peak Hour			Airport Peak Hour		
					Vol	V/C	LOS	Vol	V/C	LOS	Vol	V/C	LOS
1	405 NB off-ramp	at Sepulveda Blvd.	1,500	1	638	0.425	B	668	0.445	B	1107	0.738	C
2	405 SB off-ramp	at Howard Hughes Pkwy.	1,500	2	845	0.282	A	733	0.244	A	714	0.238	A
3	405 SB on-ramp	at Howard Hughes Pkwy.	1,500	1	880	0.587	C	913	0.609	C	555	0.370	B
4	405 NB off-ramp	at Howard Hughes Pkwy.	1,500	1	287	0.191	A	301	0.201	A	313	0.209	A
5	405 NB on-ramp	at Howard Hughes Pkwy.	1,500	1	784	0.523	B	715	0.477	B	438	0.292	A
6	405 SB off-ramp	at La Tijera Blvd.	1,500	1	569	0.379	B	734	0.489	B	613	0.409	B
7	405 SB on-ramp	at La Tijera Blvd.	1,500	1	582	0.388	B	725	0.483	B	163	0.109	A
8	405 NB off-ramp	at La Tijera Blvd.	1,500	1	558	0.372	B	700	0.467	B	351	0.234	A
9	405 NB on-ramp	at La Tijera Blvd.	1,500	1	690	0.460	B	648	0.432	B	501	0.334	A
10	405 NB on-ramp	at Manchester Blvd. East	1,500	1	629	0.419	B	776	0.517	B	849	0.566	C
11	405 NB on-ramp	at Manchester Blvd. West	1,500	1	467	0.311	A	513	0.342	A	783	0.522	B
12	405 NB off-ramp	at Manchester Blvd.	1,500	1	981	0.654	C	588	0.392	B	948	0.632	C
13	405 SB on-ramp	at Manchester Blvd.	1,500	1	653	0.435	B	1015	0.677	C	738	0.492	B
14	405 SB off-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	1016	0.677	C	942	0.628	C	1387	0.925	D
15	405 SB on-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	87	0.058	A	256	0.171	A	463	0.309	A
16	405 SB off-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	850	0.567	C	982	0.655	C	1049	0.699	C
17	405 SB on-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	423	0.282	A	769	0.513	B	607	0.405	B
18	405 NB off-ramp	at Century Blvd.	1,500	1	952	0.635	C	658	0.439	B	519	0.346	A
19	405 NB on-ramp	at Century Blvd. EB	1,500	1	1000	0.667	C	1555	1.037	F(0)	1081	0.721	C
20	405 NB on-ramp	at Century Blvd. WB	1,500	1	628	0.419	B	478	0.319	A	497	0.331	A
21	405 SB off-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	352	0.235	A	181	0.121	A	330	0.220	A
22	405 SB on-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	13	0.009	A	171	0.114	A	395	0.263	A
23	405 SB off-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	208	0.139	A	263	0.175	A	400	0.267	A
24	405 SB on-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	80	0.053	A	299	0.199	A	300	0.200	A
25	405 SB off-ramp	El Segundo Blvd.	1,500	1	599	0.399	B	334	0.223	A	338	0.225	A
26	405 SB on-ramp	El Segundo Blvd.	1,500	1	462	0.308	A	1591	1.061	F(0)	466	0.311	A
27	405 NB off-ramp	El Segundo Blvd.	1,500	1	1105	0.737	C	834	0.556	C	648	0.432	B
28	405 NB on-ramp	El Segundo Blvd. EB	1,500	1	259	0.173	A	668	0.445	B	329	0.219	A
29	405 NB on-ramp	El Segundo Blvd. WB	1,500	1	395	0.263	A	334	0.223	A	459	0.306	A
30	105 EB on-ramp	Sepulveda Blvd. SB	1,500	2	612	0.204	A	1442	0.481	B	884	0.295	A
31	105 EB on-ramp	Imperial Highway (w/o Sepulveda Blvd.)	1,500	3	1194	0.265	A	2087	0.464	B	1315	0.292	A
32	105 WB off-ramp	Sepulveda Blvd. NB	1,500	2	2608	0.869	D	1953	0.651	C	1945	0.648	C
33	105 WB off-ramp	Sepulveda Blvd. SB	1,500	1	820	0.547	B	568	0.379	B	993	0.662	C
34	105 EB on-ramp	Imperial Highway (e/o Sepulveda Blvd.)	1,500	1	847	0.565	C	995	0.663	C	864	0.576	C
35	105 WB off-ramp	Nash St.	1,500	1	1772	1.181	F(0)	365	0.243	A	1033	0.689	C
36	105 EB on-ramp	Imperial Highway (e/o Hawthorne Blvd.)	1,500	1	876	0.584	C	828	0.552	C	841	0.561	C
37	105 EB on-ramp	Hawthorne Blvd. SB	1,500	1	264	0.176	A	270	0.180	A	532	0.355	A
38	105 WB off-ramp	Hawthorne Blvd.	1,500	1	932	0.621	C	1196	0.797	D	677	0.451	B
39	105 EB On-ramp	Atwood Wy (Bet Nash/Douglas)	1,500	1	175	0.117	A	825	0.550	C	660	0.440	B

2015 Alternative D Mitigated
(With Lennox Interchange)

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.665	B
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.414	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.609	B
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.721	C
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.681	B
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.784	C
7	AVIATION BLVD & 111TH ST	10	AM	0.615	B
8	AVIATION BLVD & CENTURY BLVD	11	AM	0.673	B
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	1.009	F
10	AVIATION BLVD & IMPERIAL HWY	13	AM	0.797	C
11	AVIATION BLVD & MANCHESTER AV	14	AM	0.918	E
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.107	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.949	E
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	1.257	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	1.230	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	0.798	C
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.726	C
18	VISTA DEL MAR & CULVER BLVD	33	AM	0.592	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.323	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	1.148	F
21	VISTA DEL MAR & GRAND AV	36	AM	0.849	D
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	0.767	C
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	1.145	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.604	B
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.651	B
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.336	A
27	MAIN ST & IMPERIAL HWY	47	AM	0.761	C
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.835	D
29	PERSHING DR & IMPERIAL HWY	49	AM	0.573	A
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.884	D
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.936	E
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.692	B
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.685	B
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.653	B
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	1.032	F
36	LA CIENEGA BLVD & 111TH ST	67	AM	0.346	A
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.281	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.279	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.000	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	0.751	C
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.703	C
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.627	B
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.527	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.645	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.798	C
46	LINCOLN BLVD & 83RD ST	87	AM	0.897	D
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.987	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.617	B
49	LINCOLN BLVD & TEALE ST	94	AM	0.828	D
50	PERSHING DR & MANCHESTER AV	98	AM	0.486	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.905	E
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	0.866	D
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.272	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.187	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	1.181	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.790	C
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.781	C
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.715	C
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.687	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.630	B
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.386	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.249	A
2	LINCOLN BLVD & BALI WY	16	AM	0.589	A
3	CENTINELA BLVD & CULVER	17	AM	0.878	D
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.091	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.800	D
6	LINCOLN BLVD & FIJI WY	39	AM	0.714	C
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.643	B
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.773	C
9	LINCOLN BLVD & MARINA EXPWY	89	AM	1.041	F
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.723	C
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.931	E
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.934	E
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	1.084	F
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.381	A
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.574	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.718	C
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.757	C
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.601	B
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.661	B
20	INGLEWOOD & ARBOR VITAE	502	AM	0.703	C
21	INGLEWOOD & CENTURY	503	AM	0.745	C
22	INGLEWOOD & IMPERIAL	505	AM	0.815	D
23	LA BREA & ARBOR VITAE	506	AM	0.644	B
24	PRAIRIE & LENNOX	510	AM	0.777	C

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	PM	0.773	C
2	AIRPORT BLVD & CENTURY BLVD	4	PM	0.683	B
3	AIRPORT BLVD & LA TIJERA BLVD	5	PM	0.637	B
4	AIRPORT BLVD & MANCHESTER AV	6	PM	0.760	C
5	AVIATION BLVD & ARBOR VITAE ST	7	PM	0.804	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	PM	0.851	D
7	AVIATION BLVD & 111TH ST	10	PM	0.612	B
8	AVIATION BLVD & CENTURY BLVD	11	PM	0.769	C
9	AVIATION BLVD & EL SEGUNDO BLVD	12	PM	0.971	E
10	AVIATION BLVD & IMPERIAL HWY	13	PM	1.014	F
11	AVIATION BLVD & MANCHESTER AV	14	PM	0.923	E
12	AVIATION BLVD & ROSECRANS AV	15	PM	1.190	F
13	CENTINELA AV & JEFFERSON BLVD	18	PM	1.027	F
14	SEPULVEDA BLVD & CENTINELA AV	22	PM	1.235	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	PM	1.078	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	PM	0.785	C
17	CULVER BLVD & JEFFERSON BLVD	28	PM	1.214	F
18	VISTA DEL MAR & CULVER BLVD	33	PM	0.509	A
19	DOUGLAS ST & IMPERIAL HWY	34	PM	0.538	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	PM	1.155	F
21	VISTA DEL MAR & GRAND AV	36	PM	0.461	A
22	LA CIENEGA BLVD & FLORENCE AV	40	PM	1.032	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	PM	1.297	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	PM	0.938	E
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	PM	0.718	C
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	PM	0.455	A
27	MAIN ST & IMPERIAL HWY	47	PM	0.854	D
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	PM	0.697	B
29	PERSHING DR & IMPERIAL HWY	49	PM	0.686	B
30	SEPULVEDA BLVD & IMPERIAL HWY	50	PM	1.128	F
31	VISTA DEL MAR & IMPERIAL HWY	51	PM	0.649	B
32	LA CIENEGA BLVD & IMPERIAL HWY	52	PM	0.744	C
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	PM	0.863	D
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	PM	0.722	C
35	LINCOLN BLVD & JEFFERSON BLVD	57	PM	1.186	F
36	LA CIENEGA BLVD & 111TH ST	67	PM	0.259	A
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	PM	0.449	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	PM	0.312	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	PM	0.000	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	PM	0.772	C
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	PM	0.778	C
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	PM	0.791	C
43	LINCOLN BLVD & LA TIJERA BLVD	81	PM	0.720	C
44	LA TIJERA BLVD & MANCHESTER AV	82	PM	0.767	C
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	PM	0.830	D
46	LINCOLN BLVD & 83RD ST	87	PM	1.087	F
47	LINCOLN BLVD & MANCHESTER AV	88	PM	1.409	F
48	SEPULVEDA BLVD & LINCOLN BLVD	93	PM	0.655	B
49	LINCOLN BLVD & TEALE ST	94	PM	1.103	F
50	PERSHING DR & MANCHESTER AV	98	PM	0.603	B
51	SEPULVEDA BLVD & MANCHESTER AV	99	PM	1.127	F
52	SEPULVEDA BLVD & MARIPOSA AV	100	PM	1.007	F
53	PERSHING DR & WESTCHESTER PKWY	101	PM	0.348	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	PM	1.478	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	PM	1.078	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	PM	0.752	C
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	PM	1.019	F
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	PM	0.351	A
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	PM	0.687	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	PM	0.656	B
61	LA CIENEGA BLVD & 120TH ST	313	PM	0.525	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	PM	0.231	A
2	LINCOLN BLVD & BALI WY	16	PM	0.755	C
3	CENTINELA BLVD & CULVER	17	PM	0.897	D
4	LA CIENEGA BLVD & CENTINELA AV	20	PM	1.118	F
5	LA BREA AV & CENTURY BLVD	25	PM	0.900	D
6	LINCOLN BLVD & FIJI WY	39	PM	0.946	E
7	HAWTHORNE BLVD & IMPERIAL HWY	42	PM	0.802	D
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	PM	0.882	D
9	LINCOLN BLVD & MARINA EXPWY	89	PM	1.115	F
10	LINCOLN BLVD & MAXELLA AV	90	PM	0.918	E
11	LINCOLN BLVD & MINDANAO WY	91	PM	0.999	E
12	LINCOLN BLVD & VENICE BLVD	95	PM	1.006	F
13	LINCOLN BLVD & WASHINGTON BLVD	96	PM	0.993	E
14	CENTINELA BLVD & ROUTE 90 EB	118	PM	0.538	A
15	CENTINELA BLVD & ROUTE 90 WB	119	PM	0.570	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	PM	0.924	E
17	SEPULVEDA BLVD & 83RD ST	137	PM	1.021	F
18	HAWTHORNE BLVD & LENNOX BLVD	309	PM	0.677	B
19	INGLEWOOD AV & LENNOX BLVD	310	PM	0.724	C
20	INGLEWOOD & ARBOR VITAE	502	PM	0.727	C
21	INGLEWOOD & CENTURY	503	PM	0.759	C
22	INGLEWOOD & IMPERIAL	505	PM	1.046	F
23	LA BREA & ARBOR VITAE	506	PM	0.680	B
24	PRAIRIE & LENNOX	510	PM	0.942	E

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.856	D
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.771	C
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.753	C
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.923	E
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.811	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.977	E
7	AVIATION BLVD & 111TH ST	10	AM	0.772	C
8	AVIATION BLVD & CENTURY BLVD	11	AM	1.016	F
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	0.989	E
10	AVIATION BLVD & IMPERIAL HWY	13	AM	0.992	E
11	AVIATION BLVD & MANCHESTER AV	14	AM	1.210	F
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.183	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.766	C
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	1.004	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	1.011	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	0.598	A
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.761	C
18	CULVER BLVD & VISTA DEL MAR	33	AM	0.420	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.343	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	0.975	E
21	VISTA DEL MAR & GRAND AV	36	AM	0.461	A
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	1.442	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	0.771	C
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.604	B
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.793	C
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.648	B
27	MAIN ST & IMPERIAL HWY	47	AM	0.548	A
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.459	A
29	PERSHING DR & IMPERIAL HWY	49	AM	0.393	A
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.918	E
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.617	B
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.882	D
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.679	B
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.563	A
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	0.843	D
36	LA CIENEGA BLVD & 111TH ST	67	AM	0.697	B
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.335	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.526	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.000	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	1.179	F
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.431	A
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.371	A
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.419	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.595	A
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.429	A
46	LINCOLN BLVD & 83RD ST	87	AM	0.795	C
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.994	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.392	A
49	LINCOLN BLVD & TEALE ST	94	AM	0.679	B
50	PERSHING DR & MANCHESTER AV	98	AM	0.240	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.682	B
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	1.117	F
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.115	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.352	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	0.871	D
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.693	B
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.493	A
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.613	B
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.533	A
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.466	A
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.440	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.397	A
2	LINCOLN BLVD & BALI WY	16	AM	0.687	B
3	CENTINELA BLVD & CULVER	17	AM	0.722	C
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.004	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.937	E
6	LINCOLN BLVD & FIJI WY	39	AM	0.686	B
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.926	E
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.583	A
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.816	D
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.829	D
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.844	D
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.931	E
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	0.699	B
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.683	B
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.526	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.593	A
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.433	A
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.749	C
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.658	B
20	INGLEWOOD & ARBOR VITAE	502	AM	0.783	C
21	INGLEWOOD & CENTURY	503	AM	0.859	D
22	INGLEWOOD & IMPERIAL	505	AM	0.931	E
23	LA BREA & ARBOR VITAE	506	AM	0.849	D
24	PRAIRIE & LENNOX	510	AM	0.890	D

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WITH LENNOX MITIGATION WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR ROADWAY SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Lincoln Boulevard	s/o Venice Boulevard	1000	2	1610	0.805	D	1889	0.945	E	2	2050	1.025	F	1940	0.970	E	2	1606	0.803	C	1671	0.836	D
2	Centinela Avenue	s/o Venice Boulevard	850	2	1683	0.990	E	1174	0.691	B	2	1512	0.889	D	1620	0.953	E	2	1346	0.792	C	1509	0.888	D
3	Sawtelle Boulevard	s/o Venice Boulevard	850	2	928	0.546	A	1078	0.634	B	2	915	0.538	A	1381	0.812	D	2	1056	0.621	B	1382	0.813	D
4	Sepulveda Boulevard	s/o Venice Boulevard	850	2	1606	0.945	E	1270	0.747	C	2	1931	1.136	F	1637	0.963	E	2	1579	0.929	E	1677	0.986	E
5	Overland Avenue	s/o Venice Boulevard	850	1	1146	1.348	F	1494	1.758	F	1	1268	1.492	F	1565	1.841	F	1	1336	1.572	F	1607	1.891	F
6	Stocker Street	e/o La Brea Avenue	850	2	865	0.509	A	854	0.502	A	2	1084	0.638	B	855	0.503	A	2	992	0.584	A	959	0.564	A
7	Slauson Avenue	e/o La Brea Avenue	850	3	1113	0.436	A	1846	0.724	C	3	1731	0.679	B	1247	0.489	A	3	998	0.391	A	955	0.375	A
8	Centinela Avenue	e/o La Brea Avenue	850	2	789	0.464	A	1665	0.979	E	2	1288	0.758	C	2070	1.218	F	2	1341	0.789	C	1031	0.606	B
9	La Cienega Boulevard	s/o Slauson Avenue	1850	3	3037	0.547	A	3277	0.590	A	3	3678	0.663	B	3445	0.621	B	3	2254	0.406	A	2417	0.435	A
10	Manchester Boulevard	w/o La Brea Avenue	850	3*	1304	0.511	A	973	0.572	A	2*	1119	0.658	B	1604	0.629	B	2	795	0.468	A	924	0.544	A
11	Arbor Vitae	w/o La Brea Avenue	850	2	681	0.401	A	490	0.288	A	2	722	0.425	A	904	0.532	A	2	1084	0.638	B	632	0.372	A
12	Century Boulevard	w/o La Brea Avenue	850	3	1279	0.502	A	1388	0.544	A	3	1686	0.661	B	1223	0.480	A	3	1386	0.544	A	1345	0.527	A
13	Imperial Highway	w/o La Brea Avenue	850	2*	538	0.316	A	1051	0.412	A	3	1615	0.633	B	1041	0.408	A	2	1308	0.769	C	1338	0.787	C
14	Aviation Boulevard	n/o Rosecrans Avenue	1300	3	2686	0.689	B	933	0.239	A	3	1816	0.466	A	3063	0.785	C	3	1660	0.426	A	1361	0.349	A
15	Sepulveda Boulevard	n/o Rosecrans Avenue	1300	4	5053	0.972	E	1429	0.275	A	4	2559	0.492	A	4622	0.889	D	4	2779	0.534	A	2962	0.570	A
16	Pacific Avenue	s/o Venice Boulevard	850	2	601	0.354	A	1006	0.592	A	2	624	0.367	A	911	0.536	A	2	829	0.488	A	945	0.556	A
17	Washington Boulevard	e/o Lincoln Boulevard	850	2	1217	0.716	C	770	0.453	A	2	1082	0.636	B	864	0.508	A	2	615	0.362	A	906	0.533	A
18	Marina Freeway	e/o Lincoln Boulevard	2000	2	1182	0.296	A	1156	0.289	A	2	1312	0.328	A	1285	0.321	A	2	1501	0.375	A	1339	0.335	A
19	Culver Boulevard	e/o Lincoln Boulevard	1850	2	2251	0.608	B	242	0.065	A	2	1243	0.336	A	1546	0.418	A	2	1557	0.421	A	1567	0.424	A
20	Jefferson Avenue	e/o Lincoln Boulevard	850	4*	2901	0.853	D	1373	0.538	A	4*	1933	0.569	A	2906	1.140	F	4*	1077	0.317	A	1199	0.470	A
21	Lincoln Boulevard	s/o Jefferson Avenue	1000	4	3443	0.861	D	1718	0.430	A	4	4061	1.015	F	2954	0.739	C	4	2587	0.647	B	2466	0.617	B
22	Culver Boulevard	w/o Jefferson Avenue	1300	2	1950	0.750	C	881	0.339	A	2	1522	0.585	A	2475	0.952	E	2	1201	0.462	A	1392	0.535	A
23	Vista Del Mar	s/o Culver Boulevard	1300	2	1005	0.387	A	543	0.209	A	2	717	0.276	A	1263	0.486	A	2	788	0.303	A	773	0.297	A
24	La Brea Avenue	s/o Slauson Avenue	1000	2	1406	0.703	B	1008	0.504	A	2	1322	0.661	B	1291	0.646	B	2	1083	0.542	A	1216	0.608	B
25	Jefferson Boulevard	n/o Rodeo Road	850	2	706	0.415	A	1462	0.860	D	2	964	0.567	A	895	0.526	A	2	271	0.159	A	1195	0.703	B
26	Sepulveda Boulevard	s/o Slauson Avenue	1000	3	2766	0.922	E	1331	0.444	A	3	2196	0.732	C	2523	0.841	D	3	1548	0.516	A	1455	0.485	A
27	Centinela Avenue	w/o Sepulveda Boulevard	850	3	1170	0.459	A	2411	0.945	E	3	2254	0.884	D	1835	0.720	C	3	1597	0.626	B	2076	0.814	D
28	El Segundo Boulevard	w/o Hawthorne Boulevard	850	3	488	0.191	A	1413	0.554	A	3	2162	0.848	D	1085	0.425	A	2	1287	0.757	C	1601	0.942	E
29	Inglewood Boulevard	n/o Rosecrans Avenue	850	2	872	0.513	A	672	0.395	A	2	900	0.529	A	1454	0.855	D	2	961	0.565	A	674	0.396	A
30	Vista Del Mar	s/o Grand Avenue	1300	2	2296	0.883	D	439	0.169	A	2	574	0.221	A	1540	0.592	A	2	827	0.318	A	576	0.222	A

* Manchester w/o La Brea has 3 lanes in the eastbound direction and 2 lanes in the westbound direction for the AM Peak Hour and the reverse for PM Peak Hour due to a reversible lane.
Imperial w/o La Brea has 2 lanes in the eastbound direction and 3 lanes in the westbound direction during the AM peak hour due to on-street parking restriction.
Jefferson e/o Lincoln has 4 lanes in the eastbound direction and 3 lanes in the westbound direction during all three peak hours.

Los Angeles International Airport Master Plan

2015 PHASE 3I ALTERNATIVE D WITH LENNOX MITIGATION WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY MAINLINE SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Interstate 405	n/o Venice Blvd.	2,000	5	9138	0.914	D	8849	0.885	D	5	10232	1.023	F(0)	8299	0.830	D	5	11215	1.122	F(0)	10319	1.032	F(0)
		HOV	2,000	1	789	0.395	B	1566	0.783	D	1	1685	0.843	D	1570	0.785	D	1	1692	0.846	D	2555	1.278	F(1)
2	Interstate 405	n/o La Tijera Blvd.	2,000	4	8237	1.030	F(0)	9978	1.247	F(0)	4	9948	1.244	F(0)	9186	1.148	F(0)	4	10485	1.311	F(1)	9430	1.179	F(0)
		HOV	2,000	1	1046	0.523	B	1472	0.736	C	1	1885	0.943	E	1595	0.798	D	1	2016	1.008	E	2454	1.227	F(0)
3	Interstate 405	s/o Rosecrans Ave.	2,000	4	9054	1.132	F(0)	7872	0.984	E	4	8632	1.079	F(0)	10027	1.253	F(0)	4	9973	1.247	F(0)	9668	1.209	F(0)
		HOV	2,000	1	1142	0.571	C	751	0.376	B	1	1283	0.642	C	1293	0.647	C	1	1659	0.830	D	1540	0.770	C
4	Interstate 105	e/o Crenshaw Blvd.	2,000	4	6664	0.833	D	8312	1.039	F(0)	4	7664	0.958	E	7957	0.995	E	4	4792	0.599	C	5210	0.651	C
		HOV	2,000	1	706	0.353	A	1018	0.509	B	1	1370	0.685	C	1158	0.579	C	1	1477	0.739	C	1572	0.786	D

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WITH LENNOX MIT WEEKDAY PEAK HOUR L.O.S. FOR FREEWAY RAMPS

No.		Freeway Ramps	Cap	No. of Lane	AM Peak Hour			PM Peak Hour			Airport Peak Hour		
					Vol	V/C	LOS	Vol	V/C	LOS	Vol	V/C	LOS
1	405 NB off-ramp	at Sepulveda Blvd.	1,500	1	631	0.421	B	685	0.457	B	1109	0.739	C
2	405 SB off-ramp	at Howard Hughes Pkwy.	1,500	2	851	0.284	A	735	0.245	A	677	0.226	A
3	405 SB on-ramp	at Howard Hughes Pkwy.	1,500	1	881	0.587	C	947	0.631	C	582	0.388	B
4	405 NB off-ramp	at Howard Hughes Pkwy.	1,500	1	284	0.189	A	312	0.208	A	323	0.215	A
5	405 NB on-ramp	at Howard Hughes Pkwy.	1,500	1	830	0.553	C	691	0.461	B	431	0.287	A
6	405 SB off-ramp	at La Tijera Blvd.	1,500	1	536	0.357	A	748	0.499	B	591	0.394	B
7	405 SB on-ramp	at La Tijera Blvd.	1,500	1	612	0.408	B	740	0.493	B	214	0.143	A
8	405 NB off-ramp	at La Tijera Blvd.	1,500	1	569	0.379	B	722	0.481	B	430	0.287	A
9	405 NB on-ramp	at La Tijera Blvd.	1,500	1	665	0.443	B	651	0.434	B	497	0.331	A
10	405 NB on-ramp	at Manchester Blvd. East	1,500	1	528	0.352	A	700	0.467	B	677	0.451	B
11	405 NB on-ramp	at Manchester Blvd. West	1,500	1	494	0.329	A	544	0.363	B	743	0.495	B
12	405 NB off-ramp	at Manchester Blvd.	1,500	1	1047	0.698	C	624	0.416	B	924	0.616	C
13	405 SB on-ramp	at Manchester Blvd.	1,500	1	695	0.463	B	1096	0.731	C	835	0.557	C
14	405 SB off-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	1130	0.753	C	753	0.502	B	1202	0.801	D
15	405 SB on-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	89	0.059	A	233	0.155	A	301	0.201	A
16	405 SB off-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	277	0.185	A	117	0.078	A	34	0.023	A
17	405 SB on-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	453	0.302	A	778	0.519	B	482	0.321	A
18	405 NB off-ramp	at Century Blvd.	1,500	1	884	0.589	C	664	0.443	B	341	0.227	A
19	405 NB on-ramp	at Century Blvd. EB	1,500	1	898	0.599	C	1489	0.993	E	857	0.571	C
20	405 NB on-ramp	at Century Blvd. WB	1,500	1	745	0.497	B	510	0.340	A	586	0.391	B
21	405 SB off-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	395	0.263	A	312	0.208	A	274	0.183	A
22	405 SB on-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	157	0.105	A	225	0.150	A	374	0.249	A
23	405 SB off-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	168	0.112	A	252	0.168	A	378	0.252	A
24	405 SB on-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	80	0.053	A	299	0.199	A	81	0.054	A
25	405 SB off-ramp	El Segundo Blvd.	1,500	1	617	0.411	B	310	0.207	A	217	0.145	A
26	405 SB on-ramp	El Segundo Blvd.	1,500	1	366	0.244	A	1565	1.043	F(0)	446	0.297	A
27	405 NB off-ramp	El Segundo Blvd.	1,500	1	910	0.607	C	431	0.287	A	433	0.289	A
28	405 NB on-ramp	El Segundo Blvd. EB	1,500	1	271	0.181	A	663	0.442	B	340	0.227	A
29	405 NB on-ramp	El Segundo Blvd. WB	1,500	1	384	0.256	A	332	0.221	A	486	0.324	A
30	105 EB on-ramp	Sepulveda Blvd. SB	1,500	2	927	0.309	A	1638	0.546	B	824	0.275	A
31	105 EB on-ramp	Imperial Highway (w/o Sepulveda Blvd.)	1,500	3	1327	0.295	A	2175	0.483	B	1568	0.348	A
32	105 WB off-ramp	Sepulveda Blvd. NB	1,500	2	2675	0.892	D	2219	0.740	C	1772	0.591	C
33	105 WB off-ramp	Sepulveda Blvd. SB	1,500	1	714	0.476	B	665	0.443	B	935	0.623	C
34	105 EB on-ramp	Imperial Highway (e/o Sepulveda Blvd.)	1,500	1	833	0.555	C	974	0.649	C	818	0.545	B
35	105 WB off-ramp	Nash St.	1,500	1	1732	1.155	F(0)	357	0.238	A	946	0.631	C
36	105 EB on-ramp	Imperial Highway (e/o Hawthorne Blvd.)	1,500	1	872	0.581	C	767	0.511	B	866	0.577	C
37	105 EB on-ramp	Hawthorne Blvd. SB	1,500	1	236	0.157	A	271	0.181	A	414	0.276	A
38	105 WB off-ramp	Hawthorne Blvd.	1,500	1	909	0.606	C	1168	0.779	C	575	0.383	B
39	105 EB On-ramp	Atwood Wy (Bet Nash/Douglas)	1,500	1	146	0.097	A	814	0.543	B	631	0.421	B

2015 Alternative D with Alternative Mitigation Plan (No Lennox Interchange)

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.730	C
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.405	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.699	B
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.709	C
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.595	A
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.879	D
7	AVIATION BLVD & 111TH ST	10	AM	0.619	B
8	AVIATION BLVD & CENTURY BLVD	11	AM	0.741	C
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	1.003	F
10	AVIATION BLVD & IMPERIAL HWY	13	AM	0.711	C
11	AVIATION BLVD & MANCHESTER AV	14	AM	0.895	D
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.109	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.963	E
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	1.260	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	1.387	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	0.774	C
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.725	C
18	VISTA DEL MAR & CULVER BLVD	33	AM	0.598	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.318	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	1.125	F
21	VISTA DEL MAR & GRAND AV	36	AM	0.852	D
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	0.804	D
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	1.148	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.586	A
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.617	B
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.363	A
27	MAIN ST & IMPERIAL HWY	47	AM	0.762	C
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.825	D
29	PERSHING DR & IMPERIAL HWY	49	AM	0.571	A
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.857	D
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.922	E
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.794	C
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.856	D
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.655	B
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	1.030	F
36	LA CIENEGA BLVD & 111TH ST	67	AM	0.463	A
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.579	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.275	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.377	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	0.750	C
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.699	B
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.635	B
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.520	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.641	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.884	D
46	LINCOLN BLVD & 83RD ST	87	AM	0.897	D
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.963	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.632	B
49	LINCOLN BLVD & TEALE ST	94	AM	0.827	D
50	PERSHING DR & MANCHESTER AV	98	AM	0.463	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.901	E
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	0.876	D
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.275	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.187	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	1.181	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.694	B
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.745	C
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.645	B
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.676	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.654	B
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.450	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.400	A
2	LINCOLN BLVD & BALI WY	16	AM	0.579	A
3	CENTINELA BLVD & CULVER	17	AM	0.873	D
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.097	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.807	D
6	LINCOLN BLVD & FIJI WY	39	AM	0.735	C
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.645	B
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.773	C
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.818	D
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.733	C
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.896	D
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.817	D
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	1.076	F
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.390	A
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.580	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.701	C
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.751	C
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.768	C
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.857	D
20	INGLEWOOD & ARBOR VITAE	502	AM	0.689	B
21	INGLEWOOD & CENTURY	503	AM	0.727	C
22	INGLEWOOD & IMPERIAL	505	AM	0.853	D
23	LA BREA & ARBOR VITAE	506	AM	0.623	B
24	PRAIRIE & LENNOX	510	AM	0.976	E

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	PM	0.797	C
2	AIRPORT BLVD & CENTURY BLVD	4	PM	0.600	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	PM	0.718	C
4	AIRPORT BLVD & MANCHESTER AV	6	PM	0.777	C
5	AVIATION BLVD & ARBOR VITAE ST	7	PM	0.842	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	PM	0.942	E
7	AVIATION BLVD & 111TH ST	10	PM	0.679	B
8	AVIATION BLVD & CENTURY BLVD	11	PM	1.026	F
9	AVIATION BLVD & EL SEGUNDO BLVD	12	PM	0.971	E
10	AVIATION BLVD & IMPERIAL HWY	13	PM	1.099	F
11	AVIATION BLVD & MANCHESTER AV	14	PM	0.939	E
12	AVIATION BLVD & ROSECRANS AV	15	PM	1.202	F
13	CENTINELA AV & JEFFERSON BLVD	18	PM	1.046	F
14	SEPULVEDA BLVD & CENTINELA AV	22	PM	1.002	F
15	LA CIENEGA BLVD & CENTURY BLVD	26	PM	1.181	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	PM	0.798	C
17	CULVER BLVD & JEFFERSON BLVD	28	PM	1.239	F
18	VISTA DEL MAR & CULVER BLVD	33	PM	0.510	A
19	DOUGLAS ST & IMPERIAL HWY	34	PM	0.564	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	PM	1.166	F
21	VISTA DEL MAR & GRAND AV	36	PM	0.464	A
22	LA CIENEGA BLVD & FLORENCE AV	40	PM	1.087	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	PM	1.296	F
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	PM	0.946	E
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	PM	0.693	B
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	PM	0.455	A
27	MAIN ST & IMPERIAL HWY	47	PM	0.857	D
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	PM	0.708	C
29	PERSHING DR & IMPERIAL HWY	49	PM	0.687	B
30	SEPULVEDA BLVD & IMPERIAL HWY	50	PM	1.150	F
31	VISTA DEL MAR & IMPERIAL HWY	51	PM	0.654	B
32	LA CIENEGA BLVD & IMPERIAL HWY	52	PM	0.768	C
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	PM	0.886	D
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	PM	0.739	C
35	LINCOLN BLVD & JEFFERSON BLVD	57	PM	1.316	F
36	LA CIENEGA BLVD & 111TH ST	67	PM	0.334	A
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	PM	0.557	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	PM	0.317	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	PM	0.552	A
40	LA CIENEGA BLVD & MANCHESTER AV	72	PM	0.807	D
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	PM	0.771	C
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	PM	0.797	C
43	LINCOLN BLVD & LA TIJERA BLVD	81	PM	0.723	C
44	LA TIJERA BLVD & MANCHESTER AV	82	PM	0.769	C
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	PM	0.785	C
46	LINCOLN BLVD & 83RD ST	87	PM	1.078	F
47	LINCOLN BLVD & MANCHESTER AV	88	PM	1.401	F
48	SEPULVEDA BLVD & LINCOLN BLVD	93	PM	0.683	B
49	LINCOLN BLVD & TEALE ST	94	PM	1.082	F
50	PERSHING DR & MANCHESTER AV	98	PM	0.599	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	PM	1.020	F
52	SEPULVEDA BLVD & MARIPOSA AV	100	PM	1.056	F
53	PERSHING DR & WESTCHESTER PKWY	101	PM	0.343	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	PM	1.489	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	PM	1.083	F
56	SEPULVEDA BLVD & 76TH/77TH ST	106	PM	0.752	C
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	PM	0.923	E
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	PM	0.418	A
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	PM	0.642	B
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	PM	0.625	B
61	LA CIENEGA BLVD & 120TH ST	313	PM	0.461	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	PM	0.275	A
2	LINCOLN BLVD & BALI WY	16	PM	0.753	C
3	CENTINELA BLVD & CULVER	17	PM	0.959	E
4	LA CIENEGA BLVD & CENTINELA AV	20	PM	1.112	F
5	LA BREA AV & CENTURY BLVD	25	PM	0.862	D
6	LINCOLN BLVD & FIJI WY	39	PM	0.842	D
7	HAWTHORNE BLVD & IMPERIAL HWY	42	PM	0.771	C
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	PM	0.891	D
9	LINCOLN BLVD & MARINA EXPWY	89	PM	0.933	E
10	LINCOLN BLVD & MAXELLA AV	90	PM	0.919	E
11	LINCOLN BLVD & MINDANAO WY	91	PM	0.940	E
12	LINCOLN BLVD & VENICE BLVD	95	PM	0.968	E
13	LINCOLN BLVD & WASHINGTON BLVD	96	PM	0.995	E
14	CENTINELA BLVD & ROUTE 90 EB	118	PM	0.547	A
15	CENTINELA BLVD & ROUTE 90 WB	119	PM	0.575	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	PM	0.934	E
17	SEPULVEDA BLVD & 83RD ST	137	PM	1.013	F
18	HAWTHORNE BLVD & LENNOX BLVD	309	PM	0.955	E
19	INGLEWOOD AV & LENNOX BLVD	310	PM	0.951	E
20	INGLEWOOD & ARBOR VITAE	502	PM	0.722	C
21	INGLEWOOD & CENTURY	503	PM	0.797	C
22	INGLEWOOD & IMPERIAL	505	PM	1.083	F
23	LA BREA & ARBOR VITAE	506	PM	0.620	B
24	PRAIRIE & LENNOX	510	PM	1.253	F

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	AIRPORT BLVD & ARBOR VITAE ST	3	AM	0.852	D
2	AIRPORT BLVD & CENTURY BLVD	4	AM	0.453	A
3	AIRPORT BLVD & LA TIJERA BLVD	5	AM	0.739	C
4	AIRPORT BLVD & MANCHESTER AV	6	AM	0.928	E
5	AVIATION BLVD & ARBOR VITAE ST	7	AM	0.885	D
6	LA CIENEGA BLVD & ARBOR VITAE ST	8	AM	0.898	D
7	AVIATION BLVD & 111TH ST	10	AM	0.683	B
8	AVIATION BLVD & CENTURY BLVD	11	AM	1.046	F
9	AVIATION BLVD & EL SEGUNDO BLVD	12	AM	1.023	F
10	AVIATION BLVD & IMPERIAL HWY	13	AM	0.926	E
11	AVIATION BLVD & MANCHESTER AV	14	AM	1.220	F
12	AVIATION BLVD & ROSECRANS AV	15	AM	1.215	F
13	CENTINELA AV & JEFFERSON BLVD	18	AM	0.766	C
14	SEPULVEDA BLVD & CENTINELA AV	22	AM	0.970	E
15	LA CIENEGA BLVD & CENTURY BLVD	26	AM	1.399	F
16	SEPULVEDA BLVD & CENTURY BLVD	27	AM	0.603	B
17	CULVER BLVD & JEFFERSON BLVD	28	AM	0.755	C
18	CULVER BLVD & VISTA DEL MAR	33	AM	0.419	A
19	DOUGLAS ST & IMPERIAL HWY	34	AM	0.321	A
20	SEPULVEDA BLVD & EL SEGUNDO BLVD	35	AM	0.970	E
21	VISTA DEL MAR & GRAND AV	36	AM	0.459	A
22	LA CIENEGA BLVD & FLORENCE AV	40	AM	1.425	F
23	HIGHLAND AV/VISTA DEL MAR & ROSECRANS AV	43	AM	0.759	C
24	SEPULVEDA BLVD & HOWARD HUGHES PKWY	44	AM	0.603	B
25	I-105 FWY/CONTINENTAL CITY DR & IMPERIAL HWY	45	AM	0.737	C
26	I-405 FWY NB RAMPS & IMPERIAL HWY	46	AM	0.741	C
27	MAIN ST & IMPERIAL HWY	47	AM	0.535	A
28	I-105 FWY W/B OFF/NASH ST & IMPERIAL HWY	48	AM	0.478	A
29	PERSHING DR & IMPERIAL HWY	49	AM	0.393	A
30	SEPULVEDA BLVD & IMPERIAL HWY	50	AM	0.869	D
31	VISTA DEL MAR & IMPERIAL HWY	51	AM	0.616	B
32	LA CIENEGA BLVD & IMPERIAL HWY	52	AM	0.886	D
33	I-405 N/B RAMPS & JEFFERSON BLVD	54	AM	0.682	B
34	I-405 S/B RAMPS & JEFFERSON BLVD	55	AM	0.566	A
35	LINCOLN BLVD & JEFFERSON BLVD	57	AM	0.829	D
36	LA CIENEGA BLVD & 111TH ST	67	AM	0.659	B
37	LA CIENEGA BLVD & I-405 RAMPS S/O CENTURY BL	68	AM	0.593	A
38	LA CIENEGA BLVD & I-405 FWY SB N/O IMPERIAL	69	AM	0.538	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
39	LA CIENEGA BLVD & LENNOX BLVD	71	AM	0.759	C
40	LA CIENEGA BLVD & MANCHESTER AV	72	AM	1.156	F
41	I-405 N/B RAMPS & LA TIJERA BLVD	78	AM	0.551	A
42	I-405 S/B RAMPS & LA TIJERA BLVD	79	AM	0.473	A
43	LINCOLN BLVD & LA TIJERA BLVD	81	AM	0.419	A
44	LA TIJERA BLVD & MANCHESTER AV	82	AM	0.603	B
45	SEPULVEDA BLVD & LA TIJERA BLVD	83	AM	0.468	A
46	LINCOLN BLVD & 83RD ST	87	AM	0.699	B
47	LINCOLN BLVD & MANCHESTER AV	88	AM	0.995	E
48	SEPULVEDA BLVD & LINCOLN BLVD	93	AM	0.391	A
49	LINCOLN BLVD & TEALE ST	94	AM	0.684	B
50	PERSHING DR & MANCHESTER AV	98	AM	0.234	A
51	SEPULVEDA BLVD & MANCHESTER AV	99	AM	0.672	B
52	SEPULVEDA BLVD & MARIPOSA AV	100	AM	1.129	F
53	PERSHING DR & WESTCHESTER PKWY	101	AM	0.115	A
54	SEPULVEDA BLVD & ROSECRANS AV	103	AM	1.347	F
55	SEPULVEDA BLVD & I-105 OFF RAMP N/O IMPERIAL HW	105	AM	0.883	D
56	SEPULVEDA BLVD & 76TH/77TH ST	106	AM	0.696	B
57	SEPULVEDA BLVD & WESTCHESTER PKWY	109	AM	0.496	A
58	LA CIENEGA BLVD & I-405 SB RAMPS N/O CENTURY	111	AM	0.755	C
59	I-405 NB OFF-RAMP & CENTURY BLVD	307	AM	0.484	A
60	LA CIENEGA BLVD & EL SEGUNDO BLVD	312	AM	0.504	A
61	LA CIENEGA BLVD & 120TH ST	313	AM	0.422	A

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.659	B
2	LINCOLN BLVD & BALI WY	16	AM	0.539	A
3	CENTINELA BLVD & CULVER	17	AM	0.716	C
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	0.979	E
5	LA BREA AV & CENTURY BLVD	25	AM	0.895	D
6	LINCOLN BLVD & FIJI WY	39	AM	0.615	B
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.908	E
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.602	B
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.661	B
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.819	D
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.875	D
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.868	D
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	0.734	C
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.675	B
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.520	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.595	A
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.435	A
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	1.092	F
19	INGLEWOOD AV & LENNOX BLVD	310	AM	1.114	F
20	INGLEWOOD & ARBOR VITAE	502	AM	0.751	C
21	INGLEWOOD & CENTURY	503	AM	0.894	D
22	INGLEWOOD & IMPERIAL	505	AM	0.994	E
23	LA BREA & ARBOR VITAE	506	AM	0.856	D
24	PRAIRIE & LENNOX	510	AM	1.277	F

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR ROADWAY SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Lincoln Boulevard	s/o Venice Boulevard	1000	2	1612	0.806	D	1890	0.945	E	2	2047	1.024	F	1938	0.969	E	2	1607	0.804	C	1657	0.829	D
2	Centinela Avenue	s/o Venice Boulevard	850	2	1684	0.991	E	1174	0.691	B	2	1517	0.892	D	1633	0.961	E	2	1340	0.788	C	1507	0.886	D
3	Sawtelle Boulevard	s/o Venice Boulevard	850	2	1004	0.591	A	1100	0.647	B	2	910	0.535	A	1451	0.854	D	2	1076	0.633	B	1377	0.810	D
4	Sepulveda Boulevard	s/o Venice Boulevard	850	2	1635	0.962	E	1300	0.765	C	2	2014	1.185	F	1709	1.005	F	2	1613	0.949	E	1772	1.042	F
5	Overland Avenue	s/o Venice Boulevard	850	1	800	0.941	E	894	1.052	F	1	817	0.961	E	1064	1.252	F	1	804	0.946	E	931	1.095	F
6	Stocker Street	e/o La Brea Avenue	850	2	859	0.505	A	857	0.504	A	2	1069	0.629	B	846	0.498	A	2	994	0.585	A	964	0.567	A
7	Slauson Avenue	e/o La Brea Avenue	850	3	1119	0.439	A	1837	0.720	C	3	1698	0.666	B	1260	0.494	A	3	997	0.391	A	958	0.376	A
8	Centinela Avenue	e/o La Brea Avenue	850	2	817	0.481	A	1678	0.987	E	2	1274	0.749	C	2057	1.210	F	2	1352	0.795	C	1033	0.608	B
9	La Cienega Boulevard	s/o Slauson Avenue	1850	3	3041	0.548	A	3172	0.572	A	3	3674	0.662	B	3361	0.606	B	3	2252	0.406	A	2442	0.440	A
10	Manchester Boulevard	w/o La Brea Avenue	850	3*	1292	0.507	A	961	0.565	A	2*	1104	0.649	B	1577	0.618	B	2	796	0.468	A	913	0.537	A
11	Arbor Vitae	w/o La Brea Avenue	850	2	672	0.395	A	484	0.285	A	2	691	0.406	A	887	0.522	A	2	1084	0.638	B	648	0.381	A
12	Century Boulevard	w/o La Brea Avenue	850	3	1185	0.465	A	1282	0.503	A	3	1610	0.631	B	1106	0.434	A	3	1254	0.492	A	1200	0.471	A
13	Imperial Highway	w/o La Brea Avenue	850	2*	562	0.331	A	1008	0.395	A	3	1528	0.599	A	1015	0.398	A	2	1285	0.756	C	1342	0.789	C
14	Aviation Boulevard	n/o Rosecrans Avenue	1300	3	2654	0.681	B	944	0.242	A	3	1895	0.486	A	2955	0.758	C	3	1782	0.457	A	1408	0.361	A
15	Sepulveda Boulevard	n/o Rosecrans Avenue	1300	4	4950	0.952	E	1388	0.267	A	4	2575	0.495	A	4562	0.877	D	4	2752	0.529	A	2851	0.548	A
16	Pacific Avenue	s/o Venice Boulevard	850	2	591	0.348	A	1019	0.599	A	2	618	0.364	A	913	0.537	A	2	823	0.484	A	976	0.574	A
17	Washington Boulevard	e/o Lincoln Boulevard	850	2	1217	0.716	C	723	0.425	A	2	1121	0.659	B	860	0.506	A	2	604	0.355	A	901	0.530	A
18	Marina Freeway	e/o Lincoln Boulevard	2000	2	1156	0.289	A	1158	0.290	A	2	1349	0.337	A	1263	0.316	A	2	1503	0.376	A	1335	0.334	A
19	Culver Boulevard	e/o Lincoln Boulevard	1850	2	2321	0.627	B	294	0.079	A	2	1242	0.336	A	1582	0.428	A	2	1584	0.428	A	1652	0.446	A
20	Jefferson Avenue	e/o Lincoln Boulevard	850	4*	2873	0.845	D	1418	0.556	A	4*	1885	0.554	A	2977	1.167	F	4*	1014	0.298	A	1101	0.432	A
21	Lincoln Boulevard	s/o Jefferson Avenue	1000	4	3443	0.861	D	1688	0.422	A	4	4076	1.019	F	2939	0.735	C	4	2578	0.645	B	2435	0.609	B
22	Culver Boulevard	w/o Jefferson Avenue	1300	2	1983	0.763	C	865	0.333	A	2	1489	0.573	A	2486	0.956	E	2	1178	0.453	A	1378	0.530	A
23	Vista Del Mar	s/o Culver Boulevard	1300	2	1089	0.419	A	503	0.193	A	2	705	0.271	A	1275	0.490	A	2	786	0.302	A	784	0.302	A
24	La Brea Avenue	s/o Slauson Avenue	1000	2	1385	0.693	B	981	0.491	A	2	1318	0.659	B	1263	0.632	B	2	1088	0.544	A	1209	0.605	A
25	Jefferson Boulevard	n/o Rodeo Road	850	2	716	0.421	A	1475	0.868	D	2	980	0.576	A	898	0.528	A	2	267	0.157	A	1181	0.695	B
26	Sepulveda Boulevard	s/o Slauson Avenue	1000	3	2727	0.909	E	1394	0.465	A	3	2183	0.728	C	2514	0.838	D	3	1552	0.517	A	1478	0.493	A
27	Centinela Avenue	w/o Sepulveda Boulevard	850	3	1153	0.452	A	2395	0.939	E	3	2264	0.888	D	1837	0.720	C	3	1569	0.615	B	2048	0.803	C
28	El Segundo Boulevard	w/o Hawthorne Boulevard	850	3	484	0.190	A	1357	0.532	A	3	2096	0.822	D	1072	0.420	A	2	1252	0.736	C	1589	0.935	E
29	Inglewood Boulevard	n/o Rosecrans Avenue	850	2	860	0.506	A	680	0.400	A	2	986	0.580	A	1431	0.842	D	2	951	0.559	A	656	0.386	A
30	Vista Del Mar	s/o Grand Avenue	1300	2	2232	0.858	D	419	0.161	A	2	574	0.221	A	1521	0.585	A	2	819	0.315	A	586	0.225	A

* Manchester w/o La Brea has 3 lanes in the eastbound direction and 2 lanes in the westbound direction for the AM Peak Hour and the reverse for PM Peak Hour due to a reversible lane.
Imperial w/o La Brea has 2 lanes in the eastbound direction and 3 lanes in the westbound direction during the AM peak hour due to on-street parking restriction.
Jefferson e/o Lincoln has 4 lanes in the eastbound direction and 3 lanes in the westbound direction during all three peak hours.

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY MAINLINE SEGMENTS

No.		Link Location	Lane Cap	AM Peak Hour						PM Peak Hour						AP Peak Hour					
				No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS	No. of Lanes	NB/EB Vol	NB/EB V/C	NB/EB LOS	SB/WB Vol	SB/WB V/C	SB/WB LOS
1	Interstate 405	n/o Venice Blvd.	2,000	5	9058	0.906	D	8892	0.889	D	5	10341	1.034	F(0)	8323	0.832	D	5	11217	1.122	F(0)	10315	1.032	F(0)
		HOV	2,000	1	762	0.381	B	1567	0.784	D	1	1674	0.837	D	1573	0.787	D	1	1699	0.850	D	2595	1.298	F(1)
2	Interstate 405	n/o La Tijera Blvd.	2,000	4	8202	1.025	F(0)	9783	1.223	F(0)	4	9883	1.235	F(0)	9120	1.140	F(0)	4	10492	1.312	F(1)	9267	1.158	F(0)
		HOV	2,000	1	1040	0.520	B	1440	0.720	C	1	1832	0.916	D	1586	0.793	D	1	2009	1.005	E	2455	1.228	F(0)
3	Interstate 405	s/o Rosecrans Ave.	2,000	4	9039	1.130	F(0)	7762	0.970	E	4	8528	1.066	F(0)	9915	1.239	F(0)	4	9690	1.211	F(0)	9499	1.187	F(0)
		HOV	2,000	1	1094	0.547	B	825	0.413	B	1	1231	0.616	C	1324	0.662	C	1	1601	0.801	D	1625	0.813	D
4	Interstate 105	e/o Crenshaw Blvd.	2,000	4	6627	0.828	D	8230	1.029	F(0)	4	7580	0.948	E	7807	0.976	E	4	4761	0.595	C	5168	0.646	C
		HOV	2,000	1	651	0.326	A	992	0.496	B	1	1328	0.664	C	1107	0.554	C	1	1477	0.739	C	1599	0.800	D

Los Angeles International Airport Master Plan

2015 PHASE 3I -- ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY RAMPS

No.	Freeway Ramps		Cap	No. of Lane	AM Peak Hour			PM Peak Hour			Airport Peak Hour		
					Vol	V/C	LOS	Vol	V/C	LOS	Vol	V/C	LOS
1	405 NB off-ramp	at Sepulveda Blvd.	1,500	1	638	0.425	B	668	0.445	B	1107	0.738	C
2	405 SB off-ramp	at Howard Hughes Pkwy.	1,500	2	845	0.282	A	733	0.244	A	714	0.238	A
3	405 SB on-ramp	at Howard Hughes Pkwy.	1,500	1	880	0.587	C	913	0.609	C	555	0.370	B
4	405 NB off-ramp	at Howard Hughes Pkwy.	1,500	1	287	0.191	A	301	0.201	A	313	0.209	A
5	405 NB on-ramp	at Howard Hughes Pkwy.	1,500	1	784	0.523	B	715	0.477	B	438	0.292	A
6	405 SB off-ramp	at La Tijera Blvd.	1,500	1	569	0.379	B	734	0.489	B	613	0.409	B
7	405 SB on-ramp	at La Tijera Blvd.	1,500	1	582	0.388	B	725	0.483	B	163	0.109	A
8	405 NB off-ramp	at La Tijera Blvd.	1,500	1	558	0.372	B	700	0.467	B	351	0.234	A
9	405 NB on-ramp	at La Tijera Blvd.	1,500	1	690	0.460	B	648	0.432	B	501	0.334	A
10	405 NB on-ramp	at Manchester Blvd. East	1,500	1	629	0.419	B	776	0.517	B	849	0.566	C
11	405 NB on-ramp	at Manchester Blvd. West	1,500	1	467	0.311	A	513	0.342	A	783	0.522	B
12	405 NB off-ramp	at Manchester Blvd.	1,500	1	981	0.654	C	588	0.392	B	948	0.632	C
13	405 SB on-ramp	at Manchester Blvd.	1,500	1	653	0.435	B	1015	0.677	C	738	0.492	B
14	405 SB off-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	1016	0.677	C	942	0.628	C	1387	0.925	D
15	405 SB on-ramp	at La Cienega Blvd. (n/o Century Blvd.)	1,500	1	87	0.058	A	256	0.171	A	463	0.309	A
16	405 SB off-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	850	0.567	C	982	0.655	C	1049	0.699	C
17	405 SB on-ramp	at La Cienega Blvd. (s/o Century Blvd.)	1,500	1	423	0.282	A	769	0.513	B	607	0.405	B
18	405 NB off-ramp	at Century Blvd.	1,500	1	952	0.635	C	658	0.439	B	519	0.346	A
19	405 NB on-ramp	at Century Blvd. EB	1,500	1	1000	0.667	C	1555	1.037	F(0)	1081	0.721	C
20	405 NB on-ramp	at Century Blvd. WB	1,500	1	628	0.419	B	478	0.319	A	497	0.331	A
21	405 SB off-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	352	0.235	A	181	0.121	A	330	0.220	A
22	405 SB on-ramp	at La Cienega Blvd. (n/o Imperial Hwy.)	1,500	1	13	0.009	A	171	0.114	A	395	0.263	A
23	405 SB off-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	208	0.139	A	263	0.175	A	400	0.267	A
24	405 SB on-ramp	at La Cienega Blvd. (n/o El Segundo Blvd.)	1,500	1	80	0.053	A	299	0.199	A	300	0.200	A
25	405 SB off-ramp	El Segundo Blvd.	1,500	1	599	0.399	B	334	0.223	A	338	0.225	A
26	405 SB on-ramp	El Segundo Blvd.	1,500	1	462	0.308	A	1591	1.061	F(0)	466	0.311	A
27	405 NB off-ramp	El Segundo Blvd.	1,500	1	1105	0.737	C	834	0.556	C	648	0.432	B
28	405 NB on-ramp	El Segundo Blvd. EB	1,500	1	259	0.173	A	668	0.445	B	329	0.219	A
29	405 NB on-ramp	El Segundo Blvd. WB	1,500	1	395	0.263	A	334	0.223	A	459	0.306	A
30	105 EB on-ramp	Sepulveda Blvd. SB	1,500	2	612	0.204	A	1442	0.481	B	884	0.295	A
31	105 EB on-ramp	Imperial Highway (w/o Sepulveda Blvd.)	1,500	3	1194	0.265	A	2087	0.464	B	1315	0.292	A
32	105 WB off-ramp	Sepulveda Blvd. NB	1,500	2	2608	0.869	D	1953	0.651	C	1945	0.648	C
33	105 WB off-ramp	Sepulveda Blvd. SB	1,500	1	820	0.547	B	568	0.379	B	993	0.662	C
34	105 EB on-ramp	Imperial Highway (e/o Sepulveda Blvd.)	1,500	1	847	0.565	C	995	0.663	C	864	0.576	C
35	105 WB off-ramp	Nash St.	1,500	1	1772	1.181	F(0)	365	0.243	A	1033	0.689	C
36	105 EB on-ramp	Imperial Highway (e/o Hawthorne Blvd.)	1,500	1	876	0.584	C	828	0.552	C	841	0.561	C
37	105 EB on-ramp	Hawthorne Blvd. SB	1,500	1	264	0.176	A	270	0.180	A	532	0.355	A
38	105 WB off-ramp	Hawthorne Blvd.	1,500	1	932	0.621	C	1196	0.797	D	677	0.451	B
39	105 EB On-ramp	Atwood Wy (Bet Nash/Douglas)	1,500	1	175	0.117	A	825	0.550	C	660	0.440	B

Attachment D

Alternative D Transportation Impacts (RTP Assumptions)

INTERSECTIONS	BA ID	Significant Impact	AM PEAK				PM PEAK				AIRPORT PEAK			
			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	---	0.587	0.700	0.113	---	0.929	0.767	-0.162	---	0.959	0.822	-0.137	---
AIRPORT BLVD at CENTURY BLVD*	4	Yes	0.456	0.494	0.037	---	0.571	0.660	0.089	---	0.504	0.726	0.222	X
AIRPORT BLVD at LA TIJERA BLVD*	5	---	0.554	0.669	0.115	---	0.586	0.688	0.102	---	0.671	0.709	0.038	---
AIRPORT BLVD at MANCHESTER AV*	6	Yes	0.695	0.745	0.050	X	0.813	0.791	-0.022	---	0.944	0.898	-0.046	---
AVIATION BLVD at ARBOR VITAE ST *	7	Yes	0.651	0.709	0.058	X	0.915	0.811	-0.104	---	0.875	0.799	-0.076	---
LA CIENEGA BLVD at ARBOR VITAE ST*	8	Yes	0.855	1.031	0.176	X	0.899	1.069	0.170	X	0.921	1.014	0.093	X
AVIATION BLVD at 111TH ST*	10	Yes	0.323	0.629	0.306	---	0.418	0.761	0.343	X	0.821	0.830	0.009	---
AVIATION BLVD at CENTURY BLVD*	11	Yes	0.803	0.893	0.090	X	1.022	1.109	0.087	X	1.630	1.078	-0.553	---
AVIATION BLVD at EL SEGUNDO BLVD	12	Yes	1.031	1.018	-0.013	---	1.025	1.134	0.109	X	1.010	1.027	0.017	X
AVIATION BLVD at IMPERIAL HWY*	13	Yes	0.750	0.868	0.118	X	1.131	1.105	-0.026	---	1.273	1.046	-0.228	---
AVIATION BLVD at MANCHESTER AV	14	Yes	1.052	1.112	0.060	X	0.994	1.115	0.121	X	1.591	1.412	-0.179	---
AVIATION BLVD at ROSECRANS AV	15	Yes	1.114	1.109	-0.005	---	1.194	1.210	0.016	X	1.234	1.300	0.066	X
CENTINELA AV at JEFFERSON BLVD*	18	Yes	0.945	0.934	-0.012	---	1.103	1.130	0.027	X	0.723	0.736	0.013	---
SEPULVEDA BLVD at CENTINELA AV*	22	Yes	1.276	1.361	0.085	X	1.288	1.180	-0.108	---	1.108	1.002	-0.106	---
LA CIENEGA BLVD at CENTURY BLVD*	26	Yes	0.726	1.358	0.632	X	0.798	1.151	0.353	X	0.546	1.369	0.823	X
SEPULVEDA BLVD at CENTURY BLVD*	27	Yes	0.772	0.837	0.065	X	0.845	0.897	0.052	X	0.675	0.659	-0.016	---
CULVER BLVD at JEFFERSON BLVD*	28	---	0.705	0.695	-0.010	---	1.209	1.209	0.000	---	0.691	0.725	0.034	---
VISTA DEL MAR at CULVER BLVD*	33	---	0.670	0.568	-0.102	---	0.473	0.480	0.007	---	0.422	0.388	-0.034	---
DOUGLAS ST at IMPERIAL HWY*	34	Yes	0.449	0.381	-0.068	---	0.638	0.867	0.229	X	0.566	0.494	-0.072	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	Yes	1.190	1.195	0.005	---	1.222	1.302	0.080	X	1.039	1.089	0.050	X
VISTA DEL MAR at GRAND AV*	36	Yes	0.888	0.913	0.025	X	0.488	0.439	-0.049	---	0.569	0.489	-0.080	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	0.798	0.941	0.143	X	1.119	1.244	0.125	X	1.608	1.732	0.124	X
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	Yes	1.211	1.258	0.047	X	1.316	1.337	0.021	X	0.916	0.927	0.011	X
SEPULVEDA BLVD at HOWARD HUGHES PKWY*	44	Yes	0.641	0.563	-0.079	---	0.860	0.916	0.056	X	0.617	0.573	-0.044	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	Yes	0.724	1.353	0.629	X	0.747	1.590	0.843	X	0.790	2.084	1.294	X
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	0.273	0.543	0.270	---	0.302	0.639	0.337	---	0.648	0.999	0.351	X
MAIN ST at IMPERIAL HWY *	47	Yes	0.748	0.906	0.158	X	1.035	1.190	0.155	X	0.562	0.617	0.054	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY*	48	---	1.005	0.795	-0.210	---	0.572	0.678	0.106	---	0.420	0.448	0.028	---
PERSHING DR at IMPERIAL HWY*	49	Yes	0.987	1.069	0.082	X	0.781	0.809	0.028	X	0.498	0.595	0.097	---
SEPULVEDA BLVD at IMPERIAL HWY*	50	Yes	1.032	0.827	-0.205	---	1.107	1.251	0.144	X	0.809	0.917	0.108	X
VISTA DEL MAR at IMPERIAL HWY*	51	Yes	0.909	0.959	0.050	X	0.634	0.711	0.077	X	0.656	0.586	-0.070	---
LA CIENEGA BLVD at IMPERIAL HWY*	52	Yes	0.659	0.764	0.105	X	0.547	0.738	0.191	X	0.544	0.856	0.312	X
I-405 N/B RAMPS at JEFFERSON BLVD*	54	---	0.853	0.826	-0.027	---	0.853	0.856	0.003	---	0.691	0.652	-0.039	---
I-405 S/B RAMPS at JEFFERSON BLVD*	55	---	0.652	0.625	-0.027	---	0.773	0.619	-0.154	---	0.536	0.536	0.000	---
LINCOLN BLVD at JEFFERSON BLVD*	57	Yes	1.064	1.000	-0.064	---	1.075	1.286	0.211	X	0.761	0.799	0.038	---
LA CIENEGA BLVD at 111TH ST*	67	Yes	0.223	0.634	0.411	---	0.218	0.468	0.250	---	0.593	1.062	0.469	X
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL*	68	---	0.354	0.549	0.195	---	0.506	0.527	0.021	---	0.565	0.563	-0.002	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL*	69	---	0.297	0.245	-0.052	---	0.207	0.287	0.080	---	0.335	0.508	0.173	---
LA CIENEGA BLVD at LENNOX BLVD*	71	Yes	0.398	0.343	-0.055	---	0.586	0.819	0.233	X	0.741	0.709	-0.032	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	0.732	0.778	0.046	X	0.791	0.852	0.061	X	1.196	1.285	0.089	X
I-405 N/B RAMPS at LA TIJERA BLVD*	78	---	0.823	0.669	-0.154	---	0.898	0.741	-0.157	---	0.646	0.521	-0.125	---
I-405 S/B RAMPS at LA TIJERA BLVD*	79	---	0.725	0.605	-0.120	---	0.937	0.767	-0.170	---	0.515	0.443	-0.073	---
LINCOLN BLVD at LA TIJERA BLVD*	81	---	0.478	0.490	0.012	---	0.502	0.693	0.191	---	0.350	0.390	0.040	---
LA TIJERA BLVD at MANCHESTER AV*	82	Yes	0.619	0.611	-0.009	---	0.720	0.800	0.080	X	0.647	0.594	-0.053	---
SEPULVEDA BLVD at LA TIJERA BLVD*	83	Yes	0.829	0.880	0.051	X	0.800	0.825	0.025	X	0.426	0.438	0.012	---
LINCOLN BLVD at 83RD ST*	87	Yes	1.024	1.104	0.080	X	1.128	1.280	0.152	X	0.904	0.885	-0.019	---
LINCOLN BLVD at MANCHESTER AV*	88	Yes	0.795	0.934	0.139	X	1.166	1.371	0.205	X	0.790	0.966	0.176	X
SEPULVEDA BLVD at LINCOLN BLVD*	93	---	0.498	0.602	0.104	---	0.539	0.653	0.114	---	0.362	0.361	-0.001	---
LINCOLN BLVD at TEALE ST*	94	Yes	0.732	0.797	0.065	X	0.907	1.052	0.145	X	0.588	0.654	0.066	---
PERSHING DR at MANCHESTER AV*	98	---	0.390	0.433	0.043	---	0.515	0.569	0.054	---	0.267	0.204	-0.063	---
SEPULVEDA BLVD at MANCHESTER AV*	99	Yes	0.837	0.832	-0.005	---	0.991	1.174	0.183	X	0.744	0.643	-0.102	---
SEPULVEDA BLVD at MARIPOSA AV	100	Yes	0.772	0.946	0.174	X	1.132	1.126	-0.006	---	1.193	1.199	0.006	---
PERSHING DR at WESTCHESTER PKWY *	101	---	0.306	0.245	-0.061	---	0.270	0.313	0.043	---	0.113	0.085	-0.028	---
SEPULVEDA BLVD at ROSECRANS AV	103	Yes	1.275	1.257	-0.018	---	1.515	1.559	0.044	X	1.398	1.417	0.019	X
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	Yes	1.345	1.251	-0.094	---	1.021	1.153	0.132	X	1.016	0.953	-0.063	---
SEPULVEDA BLVD at 76TH/77TH ST*	106	Yes	0.712	0.673	-0.039	---	0.677	0.722	0.045	X	0.678	0.666	-0.012	---
SEPULVEDA BLVD at WESTCHESTER PKW*	109	---	0.883	0.721	-0.162	---	0.986	0.897	-0.089	---	0.490	0.466	-0.024	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY*	111	Yes	0.706	0.764	0.058	X	0.570	0.447	-0.123	---	0.734	0.917	0.183	X
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.727	0.676	-0.051	---	0.598	0.642	0.044	---	0.409	0.484	0.075	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	Yes	0.632	0.724	0.092	X	0.667	0.695	0.028	---	0.461	0.574	0.113	---
LA CIENEGA BLVD at 120TH ST	313	---	0.309	0.450	0.141	---	0.453	0.461	0.008	---	0.455	0.422	-0.033	---
# IMPACTS		43				25				32				17

* ATSAC & ATCS benefit applied to intersection.

Impact Analysis 2015 - Phase 3I
Alternative D Unmitigated Impacts
Supplemental Intersections

SUPPLEMENTAL INTERSECTIONS	BA ID	Significant Impact	AM PEAK				PM PEAK				AIRPORT PEAK			
			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	---	0.479	0.370	-0.109	---	0.603	0.245	-0.358	---	0.846	0.629	-0.217	---
LINCOLN BLVD at BALI WY*	16	Yes	0.554	0.547	-0.007	---	0.826	0.922	0.096	X	0.477	0.577	0.100	---
CENTINELA BLVD at CULVER BLVD*	17	Yes	0.903	0.927	0.024	X	0.889	0.982	0.093	X	0.668	0.694	0.026	---
LA CIENEGA BLVD at CENTINELA AV*	20	Yes	1.128	1.237	0.108	X	1.136	1.160	0.024	X	1.000	1.159	0.159	X
LA BREA AV at CENTURY BLVD	25	Yes	0.855	0.876	0.021	X	0.974	0.935	-0.039	---	0.979	0.988	0.009	---
LINCOLN BLVD at FIJI WY*	39	Yes	0.586	0.707	0.121	X	0.770	0.823	0.053	X	0.621	0.588	-0.033	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	0.668	0.715	0.047	X	0.889	0.891	0.002	---	0.916	1.058	0.143	X
LA CIENEGA BLVD at LA TIJERA BLVD*	70	---	0.725	0.743	0.017	---	1.107	0.861	-0.246	---	0.678	0.572	-0.106	---
LINCOLN BLVD at MARINA EXPWY*	89	Yes	0.942	0.956	0.014	X	1.050	1.068	0.018	X	0.622	0.760	0.138	X
LINCOLN BLVD at MAXELLA AV*	90	Yes	0.838	0.782	-0.055	---	0.978	0.981	0.003	---	0.819	0.839	0.020	X
LINCOLN BLVD at MINDANOA WY*	91	Yes	0.964	0.951	-0.013	---	1.178	0.992	-0.186	---	0.853	0.936	0.083	X
LINCOLN BLVD at VENICE BLVD*	95	---	0.907	0.787	-0.120	---	1.005	0.938	-0.067	---	0.926	0.838	-0.088	---
LINCOLN BLVD at WASHINGTON BLVD*	96	Yes	1.046	1.046	0.001	---	1.022	1.065	0.043	X	0.881	0.762	-0.119	---
CENTINELA BLVD at ROUTE 90 EB*	118	---	0.354	0.360	0.006	---	0.520	0.517	-0.004	---	0.643	0.645	0.003	---
CENTINELA BLVD at ROUTE 90 WB*	119	---	0.494	0.550	0.056	---	0.396	0.545	0.149	---	0.365	0.490	0.126	---
SEPULVEDA BLVD at 79TH/80TH ST*	136	Yes	0.695	0.671	-0.023	---	0.731	0.904	0.173	X	0.434	0.565	0.131	---
SEPULVEDA BLVD at 83RD ST*	137	Yes	0.780	0.721	-0.059	---	0.833	0.983	0.151	X	0.439	0.405	-0.035	---
HAWTHORNE BLVD at LENNOX BLVD	309	Yes	0.816	0.838	0.022	X	1.069	1.042	-0.028	---	1.136	1.191	0.055	X
INGLEWOOD AV at LENNOX BLVD	310	Yes	0.904	0.921	0.017	X	1.143	1.148	0.005	---	1.115	1.251	0.135	X
INGLEWOOD AV at ARBOR VITAE ST	502	Yes	0.780	0.833	0.053	X	0.831	0.903	0.071	X	0.829	0.922	0.093	X
INGLEWOOD AV at CENTURY BLVD	503	---	0.711	0.727	0.017	---	0.800	0.797	-0.003	---	0.907	0.894	-0.013	---
INGLEWOOD AV at IMPERIAL HWY	505	---	0.936	0.853	-0.083	---	1.093	1.083	-0.010	---	0.990	0.994	0.004	---
LA BREA AV at ARBOR VITAE ST	506	Yes	0.697	0.719	0.022	---	0.712	0.715	0.003	---	0.903	0.926	0.023	X
PRAIRIE AV at LENNOX BLVD	510		1.029	0.976	-0.053	---	1.323	1.253	-0.069	---	1.280	1.277	-0.003	---
# IMPACTS		16				9				9				9

* ATSAC & ATCS benefit applied to intersection.

Alternative D Unmitigaged Impacts

Los Angeles International Airport Master Plan

2015 PHASE 31 - ALTERNATIVE D VS ADJUSTED ENVIRONMENTAL BASELINE -- ARTERIAL LINK LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM PEAK HOUR								PM PEAK HOUR								AP PEAK HOUR							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	Yes	0.743	0.806	0.063	X	0.886	0.945	0.059	X	0.950	1.024	0.074	X	0.891	0.969	0.078	X	0.743	0.804	0.061	X	0.781	0.829	0.047	X
2	Centinela Avenue	s/o Venice Boulevard**	Yes	0.914	0.991	0.077	X	0.649	0.691	0.041	—	0.832	0.892	0.060	X	0.882	0.961	0.078	X	0.728	0.788	0.060	—	0.837	0.886	0.049	X
3	Sawtelle Boulevard	s/o Venice Boulevard**	Yes	0.527	0.591	0.063	—	0.609	0.647	0.038	—	0.495	0.535	0.040	—	0.788	0.854	0.066	X	0.543	0.633	0.090	—	0.749	0.810	0.061	X
4	Sepulveda Boulevard	s/o Venice Boulevard**	Yes	0.890	0.962	0.072	X	0.707	0.765	0.058	—	1.093	1.185	0.092	X	0.925	1.005	0.081	X	0.877	0.949	0.071	X	0.965	1.042	0.077	X
5	Overland Avenue	s/o Venice Boulevard**	Yes	0.857	0.941	0.084	X	0.953	1.052	0.099	X	0.888	0.961	0.073	X	1.165	1.252	0.087	X	0.851	0.946	0.095	X	1.033	1.095	0.062	X
6	Stocker Street	e/o La Brea Avenue	-	0.485	0.505	0.021	—	0.503	0.504	0.001	—	0.636	0.629	-0.008	—	0.486	0.498	0.012	—	0.569	0.585	0.015	—	0.561	0.567	0.006	—
7	Slauson Avenue	e/o La Brea Avenue	-	0.425	0.439	0.014	—	0.716	0.720	0.004	—	0.671	0.666	-0.005	—	0.488	0.494	0.006	—	0.382	0.391	0.009	—	0.373	0.376	0.003	—
8	Centinela Avenue	e/o La Brea Avenue	Yes	0.459	0.481	0.022	—	0.963	0.987	0.024	X	0.745	0.749	0.004	—	1.215	1.210	-0.005	—	0.790	0.795	0.005	—	0.621	0.608	-0.013	—
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.537	0.548	0.011	—	0.562	0.572	0.010	—	0.654	0.662	0.008	—	0.594	0.606	0.012	—	0.391	0.406	0.015	—	0.429	0.440	0.011	—
10	Manchester Boulevard	w/o La Brea Avenue	-	0.489	0.507	0.018	—	0.548	0.565	0.018	—	0.633	0.649	0.016	—	0.623	0.618	-0.005	—	0.472	0.468	-0.004	—	0.530	0.537	0.007	—
11	Arbor Vitae	w/o La Brea Avenue	-	0.385	0.395	0.011	—	0.281	0.285	0.004	—	0.395	0.406	0.011	—	0.459	0.522	0.062	—	0.582	0.638	0.055	—	0.352	0.381	0.029	—
12	Century Boulevard	w/o La Brea Avenue	-	0.444	0.465	0.020	—	0.511	0.503	-0.008	—	0.642	0.631	-0.010	—	0.489	0.434	-0.055	—	0.510	0.492	-0.018	—	0.456	0.471	0.015	—
13	Imperial Highway	w/o La Brea Avenue	Yes	0.292	0.331	0.038	—	0.378	0.395	0.018	—	0.590	0.599	0.009	—	0.348	0.398	0.050	—	0.476	0.756	0.280	X	0.667	0.789	0.122	X
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.687	0.681	-0.006	—	0.238	0.242	0.004	—	0.458	0.486	0.028	—	0.759	0.758	-0.002	—	0.409	0.457	0.048	—	0.316	0.361	0.045	—
15	Sepulveda Boulevard	n/o Rosecrans Avenue	-	0.938	0.952	0.014	—	0.268	0.267	-0.001	—	0.471	0.495	0.024	—	0.873	0.877	0.004	—	0.515	0.529	0.014	—	0.541	0.548	0.008	—
16	Pacific Avenue	s/o Venice Boulevard**	-	0.305	0.348	0.043	—	0.560	0.599	0.039	—	0.322	0.364	0.042	—	0.493	0.537	0.044	—	0.438	0.484	0.046	—	0.534	0.574	0.041	—
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.663	0.716	0.053	—	0.413	0.425	0.013	—	0.591	0.659	0.068	—	0.464	0.506	0.042	—	0.341	0.355	0.014	—	0.492	0.530	0.038	—
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.267	0.289	0.022	—	0.271	0.290	0.019	—	0.327	0.337	0.010	—	0.296	0.316	0.020	—	0.348	0.376	0.028	—	0.312	0.334	0.022	—
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.633	0.627	-0.005	—	0.074	0.079	0.006	—	0.331	0.336	0.004	—	0.426	0.428	0.002	—	0.431	0.428	-0.002	—	0.450	0.446	-0.004	—
20	Jefferson Avenue	e/o Lincoln Boulevard**	Yes	0.762	0.845	0.083	X	0.458	0.556	0.098	—	0.492	0.554	0.062	—	1.091	1.167	0.076	X	0.279	0.298	0.019	—	0.412	0.432	0.020	—
21	Lincoln Boulevard	s/o Jefferson Avenue**	Yes	0.763	0.861	0.097	X	0.393	0.422	0.029	—	0.911	1.019	0.108	X	0.652	0.735	0.083	X	0.572	0.645	0.073	—	0.572	0.609	0.036	—
22	Culver Boulevard	w/o Jefferson Avenue**	Yes	0.731	0.763	0.032	—	0.292	0.333	0.041	—	0.519	0.573	0.054	—	0.894	0.956	0.062	X	0.427	0.453	0.026	—	0.490	0.530	0.040	—
23	Vista Del Mar	s/o Culver Boulevard**	-	0.413	0.419	0.005	—	0.183	0.193	0.011	—	0.259	0.271	0.012	—	0.459	0.490	0.032	—	0.319	0.302	-0.017	—	0.280	0.302	0.022	—
24	La Brea Avenue	s/o Slauson Avenue	-	0.675	0.693	0.018	—	0.463	0.491	0.028	—	0.657	0.659	0.003	—	0.629	0.632	0.003	—	0.525	0.544	0.020	—	0.596	0.605	0.009	—
25	Jefferson Boulevard	n/o Rodeo Road	-	0.409	0.421	0.012	—	0.861	0.868	0.007	—	0.580	0.576	-0.004	—	0.530	0.528	-0.002	—	0.149	0.157	0.008	—	0.687	0.695	0.008	—
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.909	0.909	0.000	—	0.408	0.465	0.057	—	0.738	0.728	-0.010	—	0.830	0.838	0.008	—	0.539	0.517	-0.021	—	0.497	0.493	-0.004	—
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.401	0.452	0.051	—	0.956	0.939	-0.017	—	0.873	0.888	0.015	—	0.680	0.720	0.040	—	0.603	0.615	0.013	—	0.816	0.803	-0.013	—
28	El Segundo Boulevard	w/o Hawthorne Boulevard	Yes	0.194	0.190	-0.004	—	0.518	0.532	0.014	—	0.794	0.822	0.028	—	0.398	0.420	0.022	—	0.706	0.736	0.031	—	0.891	0.935	0.044	X
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.489	0.506	0.016	—	0.380	0.400	0.020	—	0.505	0.580	0.075	—	0.829	0.842	0.013	—	0.509	0.559	0.050	—	0.341	0.386	0.045	—
30	Vista Del Mar	s/o Grand Avenue	-	0.857	0.858	0.002	—	0.155	0.161	0.007	—	0.220	0.221	0.000	—	0.584	0.585	0.001	—	0.317	0.315	-0.002	—	0.223	0.225	0.003	—
# IMPACTS			11																								

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Alternative D Unmitigated Impacts

Los Angeles International Airport Master Plan

2015 PHASE 3 - ALTERNATIVE D VS. ADJUSTED ENVIRONMENTAL BASELINE -- FREEWAY LEVEL OF SERVICE COMPARISONS

No.	Link Location		Total Impacts	AM PEAK HOUR								PM Peak Hour								AP Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.877	0.906	0.029	---	0.885	0.889	0.004	---	1.028	1.034	0.006	---	0.824	0.832	0.008	---	1.091	1.122	0.031	X	1.022	1.032	0.010	---
		HOV	Yes	0.372	0.381	0.009	---	0.782	0.784	0.001	---	0.847	0.837	-0.010	---	0.773	0.787	0.014	---	0.821	0.850	0.029	---	1.273	1.298	0.025	X
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.008	1.025	0.017	X	1.174	1.223	0.049	X	1.225	1.235	0.010	---	1.137	1.140	0.003	---	1.255	1.312	0.057	X	1.127	1.158	0.031	X
		HOV	Yes	0.461	0.520	0.059	---	0.702	0.720	0.018	---	0.882	0.916	0.034	---	0.767	0.793	0.026	---	0.934	1.005	0.070	X	1.177	1.228	0.051	X
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.116	1.130	0.014	---	0.936	0.970	0.034	---	1.061	1.066	0.005	---	1.223	1.239	0.016	X	1.205	1.211	0.006	---	1.140	1.187	0.047	X
		HOV	-	0.566	0.547	-0.019	---	0.413	0.413	-0.001	---	0.614	0.616	0.002	---	0.713	0.662	-0.051	---	0.821	0.801	-0.021	---	0.820	0.813	-0.007	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.815	0.828	0.013	---	1.025	1.029	0.004	---	0.946	0.948	0.002	---	0.964	0.976	0.012	---	0.577	0.595	0.018	---	0.628	0.646	0.018	---
		HOV	-	0.336	0.326	-0.011	---	0.508	0.496	-0.012	---	0.703	0.664	-0.039	---	0.554	0.554	-0.001	---	0.692	0.739	0.047	---	0.800	0.800	-0.001	---
	# IMPACTS		**5**																								

Alternative D Unmitigated Impacts

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALT 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 Len V/C	AltD Len - Adj.Env.	Pk Hr Impact	Adj. Env. V/C	Alt D Len V/C	AltD Len - Adj.Env.	Pk Hr Impact	Adj. Env. V/C	Alt D Len V/C	AltD Len - Adj.Env.	Pk Hr Impact Impact
1	405 NB off- at Sepulveda Blvd.	-	0.453	0.425	-0.028	---	0.459	0.445	-0.014	---	0.841	0.738	-0.103	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.221	0.282	0.061	---	0.263	0.244	-0.019	---	0.285	0.238	-0.047	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.274	0.587	0.313	---	0.639	0.609	-0.030	---	0.432	0.370	-0.062	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.188	0.191	0.003	---	0.207	0.201	-0.006	---	0.222	0.209	-0.013	---
5	405 NB on- at Howard Hughes Pkwy.	-	0.585	0.523	-0.062	---	0.493	0.477	-0.016	---	0.374	0.292	-0.082	---
6	405 SB off-r at La Tijera Blvd.	-	0.360	0.379	0.019	---	0.479	0.489	0.010	---	0.438	0.409	-0.029	---
7	405 SB on-r at La Tijera Blvd.	-	0.416	0.388	-0.028	---	0.523	0.483	-0.040	---	0.184	0.109	-0.075	---
8	405 NB off- at La Tijera Blvd.	-	0.402	0.372	-0.030	---	0.485	0.467	-0.018	---	0.274	0.234	-0.040	---
9	405 NB on- at La Tijera Blvd.	-	0.431	0.460	0.029	---	0.421	0.432	0.011	---	0.318	0.334	0.016	---
10	405 NB on- at Manchester Blvd. East	-	0.369	0.419	0.050	---	0.446	0.517	0.071	---	0.329	0.566	0.237	---
11	405 NB on- at Manchester Blvd. West	-	0.317	0.311	-0.006	---	0.368	0.342	-0.026	---	0.421	0.522	0.101	---
12	405 NB off- at Manchester Blvd.	-	0.720	0.654	-0.066	---	0.447	0.392	-0.055	---	0.635	0.632	-0.003	---
13	405 SB on-r at Manchester Blvd.	-	0.460	0.435	-0.025	---	0.741	0.677	-0.064	---	0.447	0.492	0.045	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.688	0.677	-0.011	---	0.675	0.628	-0.047	---	0.789	0.925	0.136	---
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.150	0.058	-0.092	---	0.281	0.171	-0.110	---	0.262	0.309	0.047	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.270	0.567	0.297	---	0.375	0.655	0.280	---	0.211	0.699	0.488	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.373	0.282	-0.091	---	0.569	0.513	-0.056	---	0.377	0.405	0.028	---
18	405 NB off- at Century Blvd.	-	0.735	0.635	-0.100	---	0.476	0.439	-0.037	---	0.311	0.346	0.035	---
19	405 NB on- at Century Blvd. EB	Yes	0.285	0.667	0.382	---	0.573	1.037	0.464	X	0.157	0.721	0.564	---
20	405 NB on- at Century Blvd. WB	-	0.456	0.419	-0.037	---	0.330	0.319	-0.011	---	0.369	0.331	-0.038	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.247	0.235	-0.012	---	0.112	0.121	0.009	---	0.179	0.220	0.041	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.075	0.009	-0.066	---	0.089	0.114	0.025	---	0.155	0.263	0.108	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.119	0.139	0.020	---	0.168	0.175	0.007	---	0.251	0.267	0.016	---
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	0.200	0.200	---
25	405 SB off-r El Segundo Blvd.	-	0.329	0.399	0.070	---	0.142	0.223	0.081	---	0.131	0.225	0.094	---
26	405 SB on-r El Segundo Blvd.	Yes	0.187	0.308	0.121	---	0.993	1.061	0.068	X	0.288	0.311	0.023	---
27	405 NB off- El Segundo Blvd.	-	0.557	0.737	0.180	---	0.407	0.556	0.149	---	0.324	0.432	0.108	---
28	405 NB on- El Segundo Blvd. EB	-	0.158	0.173	0.015	---	0.441	0.445	0.004	---	0.219	0.219	0.000	---
29	405 NB on- El Segundo Blvd. WB	-	0.256	0.263	0.007	---	0.221	0.223	0.002	---	0.312	0.306	-0.006	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.421	0.204	-0.217	---	0.796	0.481	-0.315	---	0.546	0.295	-0.251	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.236	0.265	0.029	---	0.431	0.464	0.033	---	0.306	0.292	-0.014	---
32	105 WB off Sepulveda Blvd. NB	-	0.964	0.869	-0.095	---	0.721	0.651	-0.070	---	0.819	0.648	-0.171	---
33	105 WB off Sepulveda Blvd. SB	-	0.533	0.547	0.014	---	0.341	0.379	0.038	---	0.573	0.662	0.089	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.519	0.565	0.046	---	0.636	0.663	0.027	---	0.559	0.576	0.017	---
35	105 WB off Nash St.	Yes	1.136	1.181	0.045	X	0.217	0.243	0.026	---	0.515	0.689	0.174	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.584	0.001	---	0.558	0.552	-0.006	---	0.580	0.561	-0.019	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.193	0.176	-0.017	---	0.183	0.180	-0.003	---	0.154	0.355	0.201	---
38	105 WB off Hawthorne Blvd.	-	0.607	0.621	0.014	---	0.793	0.797	0.004	---	0.407	0.451	0.044	---
39	105 EB On- Atwood Wy (Bet Nash/Douglas)	-	0.089	0.117	0.028	---	0.484	0.550	0.066	---	0.360	0.440	0.080	---
# IMPACTS		3												

Impact Analysis 2015 - Phase 3I
2015 Alternative D Vs. No Action/No Project Alternative

			AM PEAK				PM PEAK				AIRPORT PEAK			
INTERSECTIONS	BA ID	Significant Impact	NANP V/C	Alt D V/C	Alt D - NANP	Pk-Hr Impact	NANP V/C	Alt D V/C	Alt D - NANP	Pk-Hr Impact	NANP V/C	Alt D V/C	Alt D - NANP	Pk-Hr Impact
AIRPORT BLVD at ARBOR VITAE ST*	3	---	0.803	0.700	-0.103	---	0.994	0.767	-0.227	---	1.025	0.822	-0.203	---
AIRPORT BLVD at CENTURY BLVD*	4	Yes	0.544	0.494	-0.051	---	0.686	0.660	-0.026	---	0.659	0.726	0.067	X
AIRPORT BLVD at LA TIJERA BLVD*	5	---	0.714	0.675	-0.039	---	0.840	0.731	-0.108	---	0.814	0.819	0.006	---
AIRPORT BLVD at MANCHESTER AV*	6	---	0.919	0.745	-0.175	---	0.943	0.791	-0.151	---	0.982	0.898	-0.084	---
AVIATION BLVD at ARBOR VITAE ST *	7	---	0.902	0.709	-0.193	---	0.997	0.811	-0.185	---	0.862	0.799	-0.063	---
LA CIENEGA BLVD at ARBOR VITAE ST*	8	Yes	1.035	1.031	-0.005	---	0.885	1.069	0.184	X	0.933	1.014	0.081	X
AVIATION BLVD at 111TH ST*	10	Yes	0.568	0.629	0.061	---	0.668	0.761	0.093	X	0.819	0.830	0.011	---
AVIATION BLVD at CENTURY BLVD*	11	---	1.177	0.893	-0.284	---	1.149	1.109	-0.040	---	1.982	1.078	-0.905	---
AVIATION BLVD at EL SEGUNDO BLVD	12	---	1.216	1.018	-0.198	---	1.154	1.134	-0.020	---	1.165	1.027	-0.138	---
AVIATION BLVD at IMPERIAL HWY*	13	Yes	0.987	0.868	-0.119	---	1.067	1.105	0.038	X	1.180	1.046	-0.135	---
AVIATION BLVD at MANCHESTER AV	14	---	1.546	1.112	-0.434	---	1.222	1.115	-0.107	---	1.666	1.412	-0.254	---
AVIATION BLVD at ROSECRANS AV	15	---	1.288	1.109	-0.179	---	1.357	1.210	-0.147	---	1.489	1.300	-0.189	---
CENTINELA AV at JEFFERSON BLVD*	18	---	1.045	0.934	-0.111	---	1.212	1.130	-0.082	---	0.817	0.736	-0.081	---
SEPULVEDA BLVD at CENTINELA AV*	22	---	1.500	1.361	-0.139	---	1.321	1.180	-0.141	---	1.052	1.002	-0.050	---
LA CIENEGA BLVD at CENTURY BLVD*	26	Yes	0.912	1.358	0.446	X	0.925	1.151	0.226	X	0.623	1.369	0.746	X
SEPULVEDA BLVD at CENTURY BLVD*	27	Yes	0.804	0.837	0.033	X	0.883	0.897	0.014	---	0.806	0.659	-0.147	---
CULVER BLVD at JEFFERSON BLVD*	28	---	0.935	0.695	-0.241	---	1.379	1.209	-0.171	---	0.852	0.725	-0.127	---
VISTA DEL MAR at CULVER BLVD*	33	---	0.606	0.568	-0.038	---	0.528	0.480	-0.047	---	0.456	0.388	-0.068	---
DOUGLAS ST at IMPERIAL HWY*	34	Yes	0.472	0.381	-0.091	---	0.780	0.867	0.087	X	0.618	0.494	-0.124	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	---	1.295	1.195	-0.100	---	1.293	1.302	0.009	---	1.122	1.089	-0.034	---
VISTA DEL MAR at GRAND AV*	36	---	1.102	0.913	-0.189	---	0.537	0.439	-0.098	---	0.631	0.489	-0.143	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	0.969	0.941	-0.028	---	1.245	1.244	-0.002	---	1.656	1.732	0.076	X
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	---	1.291	1.258	-0.034	---	1.343	1.337	-0.006	---	0.938	0.927	-0.011	---
SEPULVEDA BLVD at HOWARD HUGHES PKWY*	44	---	0.964	0.563	-0.401	---	1.009	0.916	-0.093	---	0.737	0.573	-0.164	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	---	0.677	0.564	-0.113	---	0.823	0.679	-0.144	---	0.833	0.835	0.002	---
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	0.368	0.543	0.175	---	0.343	0.639	0.296	---	0.693	0.999	0.307	X
MAIN ST at IMPERIAL HWY *	47	---	0.916	0.906	-0.010	---	1.218	1.190	-0.027	---	0.665	0.617	-0.048	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY*	48	---	1.154	0.795	-0.359	---	0.759	0.678	-0.081	---	0.408	0.448	0.040	---
PERSHING DR at IMPERIAL HWY*	49	---	1.500	1.069	-0.431	---	0.974	0.809	-0.165	---	0.665	0.595	-0.070	---
SEPULVEDA BLVD at IMPERIAL HWY*	50	Yes	0.927	0.827	-0.100	---	1.204	1.251	0.047	X	1.319	0.917	-0.402	---
VISTA DEL MAR at IMPERIAL HWY*	51	---	1.251	0.959	-0.292	---	0.845	0.711	-0.135	---	1.093	0.586	-0.507	---
LA CIENEGA BLVD at IMPERIAL HWY*	52	Yes	1.046	0.764	-0.282	---	0.527	0.738	0.211	X	0.588	0.856	0.268	X
I-405 N/B RAMPS at JEFFERSON BLVD*	54	---	0.860	0.826	-0.034	---	0.947	0.856	-0.091	---	0.694	0.652	-0.043	---
I-405 S/B RAMPS at JEFFERSON BLVD*	55	---	0.593	0.625	0.032	---	0.675	0.619	-0.056	---	0.517	0.536	0.019	---
LINCOLN BLVD at JEFFERSON BLVD*	57	---	1.538	1.000	-0.538	---	1.752	1.371	-0.381	---	0.942	0.799	-0.144	---
LA CIENEGA BLVD at 111TH ST*	67	Yes	0.472	0.634	0.162	---	0.271	0.468	0.197	---	0.655	1.062	0.407	X
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL*	68	---	0.383	0.549	0.165	---	0.550	0.527	-0.023	---	0.619	0.563	-0.056	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL*	69	---	0.217	0.245	0.028	---	0.146	0.287	0.141	---	0.370	0.508	0.138	---
LA CIENEGA BLVD at LENNOX BLVD*	71	Yes	0.521	0.413	-0.108	---	0.726	0.889	0.163	X	0.967	0.779	-0.188	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	0.840	0.778	-0.063	---	0.885	0.852	-0.033	---	1.259	1.285	0.026	X
I-405 N/B RAMPS at LA TIJERA BLVD*	78	---	0.826	0.669	-0.157	---	0.887	0.741	-0.147	---	0.656	0.521	-0.135	---
I-405 S/B RAMPS at LA TIJERA BLVD*	79	---	0.740	0.605	-0.135	---	0.949	0.767	-0.182	---	0.441	0.443	0.001	---
LINCOLN BLVD at LA TIJERA BLVD*	81	---	0.630	0.490	-0.141	---	0.649	0.693	0.043	---	0.456	0.390	-0.066	---
LA TIJERA BLVD at MANCHESTER AV*	82	---	0.730	0.611	-0.119	---	0.881	0.800	-0.081	---	0.698	0.594	-0.104	---
SEPULVEDA BLVD at LA TIJERA BLVD*	83	---	0.933	0.880	-0.053	---	1.028	0.825	-0.203	---	0.525	0.438	-0.088	---
LINCOLN BLVD at 83RD ST*	87	---	1.110	1.104	-0.006	---	1.862	1.280	-0.583	---	1.461	0.885	-0.576	---
LINCOLN BLVD at MANCHESTER AV*	88	Yes	1.015	0.934	-0.081	---	1.996	1.371	-0.626	---	0.880	0.966	0.086	X
SEPULVEDA BLVD at LINCOLN BLVD*	93	---	0.267	0.602	0.335	---	0.261	0.345	0.083	---	0.219	0.361	0.142	---
LINCOLN BLVD at TEALE ST*	94	Yes	0.755	0.797	0.042	X	1.870	1.052	-0.818	---	0.762	0.654	-0.107	---
PERSHING DR at MANCHESTER AV*	98	---	0.419	0.433	0.015	---	0.681	0.569	-0.112	---	0.274	0.204	-0.070	---
SEPULVEDA BLVD at MANCHESTER AV*	99	Yes	0.961	0.832	-0.129	---	1.085	1.174	0.090	X	0.890	0.643	-0.248	---
SEPULVEDA BLVD at MARIPOSA AV	100	Yes	0.922	0.946	0.025	X	1.133	1.126	-0.007	---	1.218	1.199	-0.018	---
PERSHING DR at WESTCHESTER PKWY *	101	---	0.436	0.245	-0.192	---	0.405	0.313	-0.091	---	0.161	0.085	-0.077	---
SEPULVEDA BLVD at ROSECRANS AV	103	---	1.487	1.257	-0.231	---	1.562	1.559	-0.003	---	1.442	1.417	-0.025	---
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	Yes	1.442	1.251	-0.191	---	1.121	1.153	0.031	X	1.281	0.953	-0.327	---
SEPULVEDA BLVD at 76TH/77TH ST*	106	Yes	0.678	0.673	-0.005	---	0.659	0.722	0.063	X	0.723	0.666	-0.057	---
SEPULVEDA BLVD at WESTCHESTER PKW*	109	---	0.865	0.721	-0.144	---	0.997	0.897	-0.100	---	0.537	0.466	-0.071	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY*	111	Yes	0.751	0.764	0.013	---	0.632	0.447	-0.185	---	0.789	0.917	0.128	X
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.842	0.676	-0.166	---	0.727	0.642	-0.085	---	0.383	0.484	0.101	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	---	0.775	0.724	-0.051	---	0.778	0.695	-0.083	---	0.513	0.574	0.061	---
LA CIENEGA BLVD at 120TH ST	313	---	0.453	0.450	-0.003	---	0.479	0.461	-0.018	---	0.494	0.422	-0.072	---
# IMPACTS		**21**				**7**				**11**				**13**

* ATSAC & ATCS benefit applied to intersection.

Impact Analysis 2015 - Phase 3I
2015 Alternative D Vs. No Action/No Project Alternative
Supplemental Intersections

INTERSECTIONS	BA ID	Significant Impact	AM PEAK				PM PEAK				AIRPORT PEAK			
			NANP V/C	Alt D V/C	Alt D - NANP	Pk-Hr Impact	NANP V/C	Alt D V/C	Alt D - NANP	Pk-Hr Impact	NANP V/C	Alt D V/C	Alt D - NANP	Pk-Hr Impact
LA CIENEGA BLVD at 104TH ST*	0	---	0.626	0.370	-0.256	---	0.751	0.245	-0.507	---	0.969	0.629	-0.340	---
LINCOLN BLVD at BALI WY*	16	Yes	0.655	0.622	-0.033	---	1.102	1.141	0.038	X	0.740	0.577	-0.162	---
CENTINELA BLVD at CULVER BLVD*	17	---	0.993	0.927	-0.066	---	1.056	0.982	-0.074	---	0.767	0.694	-0.073	---
LA CIENEGA BLVD at CENTINELA AV*	20	Yes	1.310	2.112	0.802	X	1.153	1.160	0.006	---	1.132	1.159	0.027	X
LA BREA AV at CENTURY BLVD	25	---	1.006	0.707	-0.299	---	1.060	0.935	-0.125	---	1.004	0.988	-0.017	---
LINCOLN BLVD at FIJI WY*	39	---	0.752	0.715	-0.037	---	0.857	0.823	-0.034	---	0.647	0.588	-0.058	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	0.766	0.743	-0.023	---	0.980	0.891	-0.090	---	0.934	1.058	0.124	X
LA CIENEGA BLVD at LA TIJERA BLVD*	70	Yes	0.804	1.024	0.220	X	0.951	0.861	-0.090	---	0.654	0.572	-0.082	---
LINCOLN BLVD at MARINA EXPWY*	89	Yes	0.766	1.024	0.258	X	0.948	1.122	0.174	X	0.784	0.760	-0.024	---
LINCOLN BLVD at MAXELLA AV*	90	Yes	0.777	0.782	0.005	---	0.905	0.981	0.075	X	0.922	0.839	-0.083	---
LINCOLN BLVD at MINDANOA WY*	91	---	1.002	0.951	-0.051	---	1.089	0.992	-0.097	---	0.998	0.936	-0.063	---
LINCOLN BLVD at VENICE BLVD*	95	---	0.849	0.787	-0.062	---	1.004	0.938	-0.066	---	0.845	0.838	-0.007	---
LINCOLN BLVD at WASHINGTON BLVD*	96	Yes	0.967	1.094	0.127	X	1.115	1.385	0.270	X	0.654	0.762	0.107	X
CENTINELA BLVD at ROUTE 90 EB*	118	---	0.446	0.360	-0.085	---	0.615	0.517	-0.098	---	0.795	0.645	-0.150	---
CENTINELA BLVD at ROUTE 90 WB*	119	---	0.626	0.550	-0.076	---	0.618	0.545	-0.074	---	0.576	0.490	-0.086	---
SEPULVEDA BLVD at 79TH/80TH ST*	136	---	0.765	0.671	-0.093	---	0.924	0.904	-0.020	---	0.709	0.565	-0.144	---
SEPULVEDA BLVD at 83RD ST*	137	Yes	0.809	0.721	-0.087	---	0.947	0.983	0.037	X	0.559	0.405	-0.155	---
HAWTHORNE BLVD at LENNOX BLVD	309	Yes	0.964	0.838	-0.126	---	1.145	1.042	-0.103	---	1.161	1.191	0.031	X
INGLEWOOD AV at LENNOX BLVD	310	Yes	1.052	0.921	-0.131	---	1.289	1.148	-0.141	---	1.166	1.251	0.085	X
INGLEWOOD AV at ARBOR VITAE ST	502	Yes	0.941	0.833	-0.108	---	0.926	0.903	-0.023	---	0.909	0.922	0.013	X
INGLEWOOD AV at CENTURY BLVD	503	---	0.768	0.727	-0.041	---	0.821	0.797	-0.025	---	0.928	0.894	-0.034	---
INGLEWOOD AV at IMPERIAL HWY	505	---	0.988	0.853	-0.135	---	1.182	1.083	-0.099	---	0.992	0.994	0.002	---
LA BREA AV at ARBOR VITAE ST	506	---	0.740	0.719	-0.021	---	0.834	0.715	-0.119	---	0.950	0.926	-0.024	---
PRAIRIE AV at LENNOX BLVD	510	---	1.086	0.976	-0.110	---	1.347	1.253	-0.094	---	1.299	1.277	-0.022	---
# IMPACTS		11				4				5				6

* ATSAC & ATCS benefit applied to intersection.

4/28/03 11:39 AM

Impact Analysis 2015 - Phase 3I
Alternative D with Lennox Interchange, I-105 Ramps, No Other 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	---	0.587	0.635	0.048	---	0.929	0.743	-0.186	---	0.959	0.826	-0.133	---
AIRPORT BLVD at CENTURY BLVD*	4	Yes	0.403	0.471	0.068	---	0.583	0.936	0.353	X	0.690	0.741	0.051	X
AIRPORT BLVD at LA TIJERA BLVD*	5	---	0.558	0.553	-0.005	---	0.567	0.653	0.086	---	0.699	0.725	0.026	---
AIRPORT BLVD at MANCHESTER AV*	6	Yes	0.695	0.762	0.067	X	0.813	0.783	-0.029	---	0.944	0.893	-0.051	---
AVIATION BLVD at ARBOR VITAE ST *	7	---	0.651	0.545	-0.106	---	0.915	0.774	-0.141	---	0.875	0.801	-0.074	---
LA CIENEGA BLVD at ARBOR VITAE ST*	8	Yes	0.885	0.895	0.010	---	0.929	1.079	0.150	X	0.951	1.011	0.060	X
AVIATION BLVD at 111TH ST*	10	Yes	0.323	0.585	0.262	---	0.465	0.676	0.211	---	0.821	1.037	0.216	X
AVIATION BLVD at CENTURY BLVD*	11	---	0.803	0.715	-0.088	---	1.022	0.829	-0.193	---	1.630	1.040	-0.590	---
AVIATION BLVD at EL SEGUNDO BLVD	12	Yes	1.031	1.023	-0.009	---	1.025	1.090	0.065	X	1.009	1.059	0.050	X
AVIATION BLVD at IMPERIAL HWY*	13	Yes	0.750	0.945	0.195	X	1.131	1.081	-0.050	---	1.273	1.084	-0.189	---
AVIATION BLVD at MANCHESTER AV	14	Yes	1.052	1.135	0.083	X	0.994	1.093	0.099	X	1.591	1.423	-0.168	---
AVIATION BLVD at ROSECRANS AV	15	Yes	1.114	1.107	-0.007	---	1.194	1.209	0.015	X	1.234	1.264	0.031	X
CENTINELA AV at JEFFERSON BLVD*	18	---	0.945	0.919	-0.026	---	1.103	1.105	0.002	---	0.723	0.736	0.013	---
SEPULVEDA BLVD at CENTINELA AV*	22	Yes	1.211	1.344	0.133	X	1.254	1.277	0.023	X	0.953	1.009	0.056	X
LA CIENEGA BLVD at CENTURY BLVD*	26	Yes	0.726	1.200	0.474	X	0.798	1.048	0.251	X	0.546	0.981	0.435	X
SEPULVEDA BLVD at CENTURY BLVD*	27	Yes	0.772	0.873	0.101	X	0.845	0.879	0.033	X	0.675	0.652	-0.023	---
CULVER BLVD at JEFFERSON BLVD*	28	---	0.705	0.696	-0.009	---	1.297	1.267	-0.030	---	0.739	0.756	0.017	---
VISTA DEL MAR at CULVER BLVD*	33	---	0.670	0.569	-0.101	---	0.473	0.493	0.020	---	0.422	0.402	-0.020	---
DOUGLAS ST at IMPERIAL HWY*	34	Yes	0.449	0.393	-0.056	---	0.638	0.847	0.209	X	0.566	0.499	-0.066	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	Yes	1.190	1.218	0.028	X	1.222	1.294	0.072	X	1.039	1.079	0.040	X
VISTA DEL MAR at GRAND AV*	36	Yes	0.888	0.909	0.021	X	0.488	0.437	-0.051	---	0.569	0.489	-0.080	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	0.798	0.933	0.135	X	1.119	1.231	0.113	X	1.608	1.767	0.159	X
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	Yes	1.211	1.255	0.044	X	1.316	1.337	0.021	X	0.916	0.934	0.018	X
SEPULVEDA BLVD at HOWARD HUGHES PKWY*	44	Yes	0.641	0.581	-0.060	---	0.860	0.923	0.063	X	0.617	0.583	-0.034	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	Yes	0.624	0.415	-0.209	---	0.647	0.662	0.015	---	0.690	0.872	0.182	X
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	0.273	0.481	0.207	---	0.302	0.520	0.218	---	0.648	0.848	0.200	X
MAIN ST at IMPERIAL HWY *	47	Yes	0.748	0.833	0.086	X	1.035	1.114	0.079	X	0.562	0.633	0.071	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY*	48	---	1.005	0.805	-0.200	---	0.572	0.667	0.095	---	0.420	0.429	0.009	---
PERSHING DR at IMPERIAL HWY*	49	Yes	0.987	1.067	0.080	X	0.781	0.806	0.025	X	0.498	0.595	0.097	---
SEPULVEDA BLVD at IMPERIAL HWY*	50	Yes	1.032	0.854	-0.178	---	1.107	1.229	0.122	X	0.809	0.935	0.126	X
VISTA DEL MAR at IMPERIAL HWY*	51	Yes	0.909	0.959	0.050	X	0.634	0.704	0.070	X	0.656	0.587	-0.069	---
LA CIENEGA BLVD at IMPERIAL HWY*	52	Yes	0.659	0.662	0.003	---	0.547	0.773	0.226	X	0.544	0.931	0.387	X
I-405 N/B RAMPS at JEFFERSON BLVD*	54	---	0.853	0.654	-0.199	---	0.853	0.833	-0.020	---	0.691	0.649	-0.042	---
I-405 S/B RAMPS at JEFFERSON BLVD*	55	---	0.652	0.623	-0.029	---	0.773	0.692	-0.081	---	0.536	0.533	-0.003	---
LINCOLN BLVD at JEFFERSON BLVD*	57	Yes	1.064	1.003	-0.061	---	1.075	1.156	0.081	X	0.761	0.813	0.052	X
LA CIENEGA BLVD at 111TH ST*	67	Yes	0.223	0.525	0.302	---	0.218	0.380	0.162	---	0.593	0.965	0.372	X
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL*	68	---	0.354	0.251	-0.103	---	0.506	0.419	-0.087	---	0.565	0.305	-0.260	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL*	69	---	0.292	0.249	-0.043	---	0.207	0.282	0.075	---	0.335	0.496	0.161	---
LA CIENEGA BLVD at LENNOX BLVD*	71	---	0.368	0.000	-0.368	---	0.556	0.000	-0.556	---	0.711	N/A	N/A	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	0.732	0.759	0.027	---	0.791	0.849	0.057	X	1.196	1.292	0.096	X
I-405 N/B RAMPS at LA TIJERA BLVD*	78	---	0.677	0.673	-0.004	---	0.740	0.748	0.008	---	0.528	0.401	-0.127	---
I-405 S/B RAMPS at LA TIJERA BLVD*	79	---	0.595	0.597	0.002	---	0.773	0.761	-0.012	---	0.419	0.341	-0.078	---
LINCOLN BLVD at LA TIJERA BLVD*	81	---	0.478	0.497	0.019	---	0.502	0.690	0.188	---	0.350	0.399	0.050	---
LA TIJERA BLVD at MANCHESTER AV*	82	Yes	0.619	0.615	-0.004	---	0.720	0.792	0.072	X	0.647	0.597	-0.050	---
SEPULVEDA BLVD at LA TIJERA BLVD*	83	Yes	0.829	0.849	0.020	X	0.800	0.840	0.040	X	0.426	0.451	0.025	---
LINCOLN BLVD at 83RD ST*	87	Yes	1.024	1.106	0.082	X	1.128	1.300	0.172	X	0.758	0.896	0.138	X
LINCOLN BLVD at MANCHESTER AV*	88	Yes	0.795	0.957	0.163	X	1.166	1.379	0.214	X	0.790	0.964	0.175	X
SEPULVEDA BLVD at LINCOLN BLVD*	93	---	0.498	0.587	0.089	---	0.539	0.625	0.086	---	0.362	0.362	0.000	---
LINCOLN BLVD at TEALE ST*	94	Yes	0.732	0.816	0.084	X	0.907	1.082	0.175	X	0.588	0.665	0.077	---
PERSHING DR at MANCHESTER AV*	98	---	0.390	0.456	0.066	---	0.515	0.574	0.058	---	0.267	0.210	-0.058	---
SEPULVEDA BLVD at MANCHESTER AV*	99	Yes	0.837	0.838	0.001	---	0.991	1.271	0.281	X	0.744	0.652	-0.092	---
SEPULVEDA BLVD at MARIPOSA AV	100	Yes	0.772	0.940	0.168	X	1.132	1.116	-0.016	---	1.193	1.231	0.038	X
PERSHING DR at WESTCHESTER PKWY *	101	---	0.306	0.243	-0.063	---	0.270	0.318	0.048	---	0.113	0.085	-0.027	---
SEPULVEDA BLVD at ROSECRANS AV	103	Yes	1.275	1.227	-0.048	---	1.515	1.548	0.033	X	1.398	1.422	0.024	X
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	Yes	1.345	1.257	-0.088	---	1.021	1.147	0.126	X	1.016	0.935	-0.081	---
SEPULVEDA BLVD at 76TH/77TH ST*	106	Yes	0.712	0.760	0.048	X	0.677	0.722	0.045	X	0.678	0.663	-0.015	---
SEPULVEDA BLVD at WESTCHESTER PKW*	109	---	0.883	0.751	-0.131	---	0.986	0.989	0.003	---	0.490	0.463	-0.027	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY*	111	---	0.706	0.702	-0.004	---	0.570	0.404	-0.166	---	0.734	0.716	-0.018	---
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.727	0.687	-0.040	---	0.598	0.687	0.089	---	0.409	0.533	0.124	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	Yes	0.632	0.700	0.069	X	0.667	0.726	0.060	X	0.461	0.536	0.075	---
LA CIENEGA BLVD at 120TH ST	313	---	0.309	0.386	0.077	---	0.453	0.525	0.072	---	0.455	0.440	-0.015	---
# IMPACTS		**38**				**20**				**30**				**21**

* ATSAC & ATCS benefit applied to intersection.

4/28/03 11:41 AM

Impact Analysis 2015 - Phase 3I
Alternative D with Lennox Interchange, I-105 Ramps, No Other Mitigations
Supplemental Intersections

SUPPLEMENTAL INTERSECTIONS	BA ID	Significant Impact	AM PEAK				PM PEAK				AIRPORT PEAK			
			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	---	0.479	0.219	-0.260	---	0.603	0.201	-0.402	---	0.846	0.367	-0.479	---
LINCOLN BLVD at BALI WY*	16	Yes	0.554	0.629	0.075	---	0.826	1.117	0.291	X	0.477	0.661	0.184	---
CENTINELA BLVD at CULVER BLVD*	17	Yes	0.903	0.933	0.031	X	0.889	0.974	0.085	X	0.668	0.692	0.024	---
LA CIENEGA BLVD at CENTINELA AV*	20	Yes	1.128	1.224	0.096	X	1.193	1.157	-0.036	---	1.045	1.195	0.150	X
LA BREA AV at CENTURY BLVD	25	Yes	0.855	0.867	0.012	---	0.974	0.964	-0.010	---	0.979	1.031	0.052	X
LINCOLN BLVD at FIJI WY*	39	Yes	0.586	0.678	0.092	---	0.770	0.931	0.161	X	0.621	0.658	0.037	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	0.668	0.714	0.046	X	0.889	0.931	0.042	X	0.916	1.090	0.175	X
LA CIENEGA BLVD at LA TIJERA BLVD*	70	---	0.735	0.753	0.018	---	1.107	0.870	-0.237	---	0.678	0.553	-0.125	---
LINCOLN BLVD at MARINA EXPWY*	89	Yes	0.942	0.990	0.048	X	1.050	0.844	-0.206	---	0.622	0.707	0.085	X
LINCOLN BLVD at MAXELLA AV*	90	Yes	0.838	0.780	-0.058	---	0.978	0.827	-0.151	---	0.819	0.860	0.042	X
LINCOLN BLVD at MINDANOA WY*	91	Yes	0.964	0.961	-0.003	---	1.178	1.000	-0.178	---	0.853	0.937	0.084	X
LINCOLN BLVD at VENICE BLVD*	95	---	0.907	0.776	-0.131	---	0.984	0.922	-0.062	---	0.926	0.837	-0.089	---
LINCOLN BLVD at WASHINGTON BLVD*	96	Yes	1.046	1.124	0.079	X	1.022	1.386	0.364	X	0.881	0.577	-0.304	---
CENTINELA BLVD at ROUTE 90 EB*	118	---	0.354	0.351	-0.003	---	0.520	0.508	-0.012	---	0.643	0.653	0.011	---
CENTINELA BLVD at ROUTE 90 WB*	119	---	0.494	0.544	0.051	---	0.396	0.540	0.144	---	0.365	0.496	0.131	---
SEPULVEDA BLVD at 79TH/80TH ST*	136	Yes	0.679	0.688	0.009	---	0.731	0.894	0.163	X	0.434	0.563	0.129	---
SEPULVEDA BLVD at 83RD ST*	137	Yes	0.780	0.727	-0.053	---	0.833	0.991	0.158	X	0.439	0.403	-0.036	---
HAWTHORNE BLVD at LENNOX BLVD**	309	---	0.716	0.502	-0.214	---	0.969	0.639	-0.330	---	1.036	0.717	-0.319	---
INGLEWOOD AV at LENNOX BLVD	310	---	0.904	0.661	-0.243	---	1.143	0.724	-0.419	---	1.115	0.658	-0.457	---
INGLEWOOD AV at ARBOR VITAE ST	502	Yes	0.780	0.843	0.063	X	0.831	0.909	0.077	X	0.829	0.956	0.127	X
INGLEWOOD AV at CENTURY BLVD	503	Yes	0.711	0.815	0.104	X	0.800	0.829	0.029	X	0.907	0.929	0.022	X
INGLEWOOD AV at IMPERIAL HWY	505	Yes	0.936	0.948	0.012	X	1.093	1.169	0.077	X	0.990	1.087	0.097	X
LA BREA AV at ARBOR VITAE ST	506	Yes	0.697	0.714	0.018	---	0.712	0.750	0.038	---	0.903	0.953	0.050	X
PRAIRIE AV at LENNOX BLVD	510	---	1.029	0.777	-0.252	---	1.323	0.943	-0.380	---	1.280	0.890	-0.390	---
# IMPACTS		16				8				10				10

* ATSAC & ATCS benefit applied to intersection.

** This intersection is programmed for an ATSAC & ATCS equivalent improvement

4/28/03 11:42 AM

Alternative D with Lennox Interchange, I-105 Ramps, No Other Mitigations

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALTERNATIVE D WITH LENNOX VS ADJUSTED ENVIRONMENTAL BASELINE -- ARTERIAL LINK LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM PEAK HOUR								PM PEAK HOUR								AP PEAK HOUR							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D - Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	Yes	0.743	0.805	0.062	X	0.886	0.945	0.058	X	0.950	1.025	0.075	X	0.891	0.970	0.079	X	0.743	0.803	0.060	X	0.781	0.836	0.054	X
2	Centinela Avenue	s/o Venice Boulevard**	Yes	0.914	0.990	0.076	X	0.649	0.691	0.041	---	0.832	0.889	0.058	X	0.882	0.953	0.071	X	0.728	0.792	0.064	---	0.837	0.888	0.050	X
3	Sawtelle Boulevard	s/o Venice Boulevard**	Yes	0.527	0.546	0.018	---	0.609	0.634	0.025	---	0.495	0.538	0.043	---	0.788	0.812	0.024	---	0.543	0.621	0.078	---	0.749	0.813	0.064	X
4	Sepulveda Boulevard	s/o Venice Boulevard**	Yes	0.890	0.945	0.055	X	0.707	0.747	0.040	---	1.093	1.136	0.043	X	0.925	0.963	0.038	X	0.877	0.929	0.051	X	0.965	0.986	0.021	X
5	Overland Avenue	s/o Venice Boulevard**	Yes	0.857	1.348	0.491	X	0.953	1.758	0.805	X	0.888	1.492	0.604	X	1.165	1.841	0.676	X	0.851	1.572	0.721	X	1.033	1.891	0.858	X
6	Stocker Street	e/o La Brea Avenue	-	0.485	0.509	0.024	---	0.503	0.502	-0.001	---	0.636	0.638	0.001	---	0.486	0.503	0.017	---	0.569	0.584	0.014	---	0.561	0.564	0.004	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.425	0.436	0.011	---	0.716	0.724	0.008	---	0.671	0.679	0.008	---	0.488	0.489	0.001	---	0.382	0.391	0.009	---	0.373	0.375	0.002	---
8	Centinela Avenue	e/o La Brea Avenue	-	0.459	0.464	0.005	---	0.963	0.979	0.016	---	0.745	0.758	0.012	---	1.215	1.218	0.003	---	0.790	0.789	-0.001	---	0.621	0.606	-0.014	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.537	0.547	0.010	---	0.562	0.590	0.029	---	0.654	0.663	0.008	---	0.594	0.621	0.027	---	0.391	0.406	0.015	---	0.429	0.435	0.007	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.489	0.511	0.023	---	0.548	0.572	0.025	---	0.633	0.658	0.025	---	0.623	0.629	0.006	---	0.472	0.468	-0.005	---	0.530	0.544	0.014	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.385	0.401	0.016	---	0.281	0.288	0.007	---	0.395	0.425	0.029	---	0.459	0.532	0.072	---	0.582	0.638	0.055	---	0.352	0.372	0.019	---
12	Century Boulevard	w/o La Brea Avenue	-	0.444	0.502	0.057	---	0.511	0.544	0.034	---	0.642	0.661	0.020	---	0.489	0.480	-0.009	---	0.510	0.544	0.033	---	0.456	0.527	0.071	---
13	Imperial Highway	w/o La Brea Avenue	Yes	0.292	0.316	0.024	---	0.378	0.412	0.035	---	0.590	0.633	0.044	---	0.348	0.408	0.060	---	0.476	0.769	0.294	X	0.667	0.787	0.120	X
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.687	0.689	0.002	---	0.238	0.239	0.001	---	0.458	0.466	0.008	---	0.759	0.785	0.026	---	0.409	0.426	0.017	---	0.316	0.349	0.033	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	Yes	0.938	0.972	0.033	X	0.268	0.275	0.007	---	0.471	0.492	0.021	---	0.873	0.889	0.016	---	0.515	0.534	0.019	---	0.541	0.570	0.029	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.305	0.354	0.049	---	0.560	0.592	0.031	---	0.322	0.367	0.045	---	0.493	0.536	0.042	---	0.438	0.488	0.050	---	0.534	0.556	0.022	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.663	0.716	0.053	---	0.413	0.453	0.040	---	0.591	0.636	0.045	---	0.464	0.508	0.044	---	0.341	0.362	0.021	---	0.492	0.533	0.041	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.267	0.296	0.028	---	0.271	0.289	0.018	---	0.327	0.328	0.001	---	0.296	0.321	0.025	---	0.348	0.375	0.027	---	0.312	0.335	0.023	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.633	0.608	-0.024	---	0.074	0.065	-0.008	---	0.331	0.336	0.005	---	0.426	0.418	-0.008	---	0.431	0.421	-0.010	---	0.450	0.424	-0.026	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	Yes	0.762	0.853	0.091	X	0.458	0.538	0.080	---	0.492	0.569	0.076	---	1.091	1.140	0.048	X	0.279	0.317	0.038	---	0.412	0.470	0.058	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	Yes	0.763	0.861	0.097	X	0.393	0.430	0.036	---	0.911	1.015	0.104	X	0.652	0.739	0.086	X	0.572	0.647	0.075	---	0.572	0.617	0.044	---
22	Culver Boulevard	w/o Jefferson Avenue**	Yes	0.731	0.750	0.019	---	0.292	0.339	0.047	---	0.519	0.585	0.066	---	0.894	0.952	0.058	X	0.427	0.462	0.035	---	0.490	0.535	0.045	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.413	0.387	-0.027	---	0.183	0.209	0.026	---	0.259	0.276	0.017	---	0.459	0.486	0.027	---	0.319	0.303	-0.016	---	0.280	0.297	0.017	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.675	0.703	0.028	---	0.463	0.504	0.042	---	0.657	0.661	0.005	---	0.629	0.646	0.017	---	0.525	0.542	0.017	---	0.596	0.608	0.013	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.409	0.415	0.006	---	0.861	0.860	-0.001	---	0.580	0.567	-0.013	---	0.530	0.526	-0.004	---	0.149	0.159	0.011	---	0.687	0.703	0.016	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.909	0.922	0.013	---	0.408	0.444	0.036	---	0.738	0.732	-0.006	---	0.830	0.841	0.011	---	0.539	0.516	-0.023	---	0.497	0.485	-0.012	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.401	0.459	0.058	---	0.956	0.945	-0.011	---	0.873	0.884	0.011	---	0.680	0.720	0.040	---	0.603	0.626	0.024	---	0.816	0.814	-0.002	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	Yes	0.194	0.191	-0.002	---	0.518	0.554	0.036	---	0.794	0.848	0.054	X	0.398	0.425	0.027	---	0.706	0.757	0.051	---	0.891	0.942	0.051	X
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.489	0.513	0.024	---	0.380	0.395	0.015	---	0.505	0.529	0.024	---	0.829	0.855	0.026	---	0.509	0.565	0.056	---	0.341	0.396	0.055	---
30	Vista Del Mar	s/o Grand Avenue	-	0.857	0.883	0.027	---	0.155	0.169	0.014	---	0.220	0.221	0.000	---	0.584	0.592	0.008	---	0.317	0.318	0.001	---	0.223	0.222	-0.001	---
# IMPACTS			11																								

** Intersections at both ends of these links have ATSAC. the capacities of these links have been increased by 7 percent to reflect ATSAC.

Alternative D with Lennox Interchange, I-105 Ramps, No Other Mitigations

Los Angeles International Airport Master Plan

2015 PHASE II - ALTERNATIVE D W/ LENNOX VS. ADJUSTED ENVIRONMENTAL BASELINE -- FREEWAY LEVEL OF SERVICE COMPARISONS

No.	Link Location		Total Impacts	AM PEAK HOUR								PM Peak Hour								AP Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alt'D Len V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D Len V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	Yes	0.877	0.914	0.037	---	0.885	0.885	0.000	---	1.028	1.023	-0.005	---	0.824	0.830	0.006	---	1.091	1.122	0.031	X	1.022	1.032	0.010	---
		HOV	-	0.372	0.395	0.023	---	0.782	0.783	0.001	---	0.847	0.843	-0.004	---	0.773	0.785	0.012	---	0.821	0.846	0.025	---	1.273	1.278	0.005	---
2	Interstate 405	n/o La Tijera Blvd.	Yes	1.008	1.030	0.022	X	1.174	1.247	0.073	X	1.225	1.244	0.019	X	1.137	1.148	0.011	---	1.255	1.311	0.056	X	1.127	1.179	0.052	X
		HOV	Yes	0.461	0.523	0.062	---	0.702	0.736	0.034	---	0.882	0.943	0.061	---	0.767	0.798	0.031	---	0.934	1.008	0.074	X	1.177	1.227	0.050	X
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.116	1.132	0.016	X	0.936	0.984	0.048	---	1.061	1.079	0.018	X	1.223	1.253	0.030	X	1.205	1.247	0.042	X	1.140	1.209	0.069	X
		HOV	-	0.566	0.571	0.005	---	0.413	0.376	-0.038	---	0.614	0.642	0.028	---	0.713	0.647	-0.067	---	0.821	0.830	0.009	---	0.820	0.770	-0.050	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.815	0.833	0.018	---	1.025	1.039	0.014	---	0.946	0.958	0.012	---	0.964	0.995	0.031	---	0.577	0.599	0.022	---	0.628	0.651	0.023	---
		HOV	-	0.336	0.353	0.017	---	0.508	0.509	0.001	---	0.703	0.685	-0.018	---	0.554	0.579	0.025	---	0.692	0.739	0.047	---	0.800	0.786	-0.014	---
	# IMPACTS		**4**																								

Alternative D with Lennox Interchange, I-105 Ramps, No Other Mitigations

Los Angeles International Airport Master Plan

2015 PHASE 3I - ALT D WITH LENNOX 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 Len V/C	AltD Len - Adj.Env.	Pk Hr Impact	Adj. Env. V/C	Alt D Len V/C	AltD Len - Adj.Env.	Pk Hr Impact	Adj. Env. V/C	Alt D Len V/C	AltD Len - Adj.Env.	Pk Hr Impact
1	405 NB off- at Sepulveda Blvd.	-	0.453	0.421	-0.032	---	0.459	0.457	-0.002	---	0.841	0.739	-0.102	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.221	0.284	0.063	---	0.263	0.245	-0.018	---	0.285	0.226	-0.059	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.274	0.587	0.313	---	0.639	0.631	-0.008	---	0.432	0.388	-0.044	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.188	0.189	0.001	---	0.207	0.208	0.001	---	0.222	0.215	-0.007	---
5	405 NB on- at Howard Hughes Pkwy.	-	0.585	0.553	-0.032	---	0.493	0.461	-0.032	---	0.374	0.287	-0.087	---
6	405 SB off-r at La Tijera Blvd.	-	0.360	0.357	-0.003	---	0.479	0.499	0.020	---	0.438	0.394	-0.044	---
7	405 SB on-r at La Tijera Blvd.	-	0.416	0.408	-0.008	---	0.523	0.493	-0.030	---	0.184	0.143	-0.041	---
8	405 NB off- at La Tijera Blvd.	-	0.402	0.379	-0.023	---	0.485	0.481	-0.004	---	0.274	0.287	0.013	---
9	405 NB on- at La Tijera Blvd.	-	0.431	0.443	0.012	---	0.421	0.434	0.013	---	0.318	0.331	0.013	---
10	405 NB on- at Manchester Blvd. East	-	0.369	0.352	-0.017	---	0.446	0.467	0.021	---	0.329	0.451	0.122	---
11	405 NB on- at Manchester Blvd. West	-	0.317	0.329	0.012	---	0.368	0.363	-0.005	---	0.421	0.495	0.074	---
12	405 NB off- at Manchester Blvd.	-	0.720	0.698	-0.022	---	0.447	0.416	-0.031	---	0.635	0.616	-0.019	---
13	405 SB on-r at Manchester Blvd.	-	0.460	0.463	0.003	---	0.741	0.731	-0.010	---	0.447	0.557	0.110	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.688	0.753	0.065	---	0.675	0.502	-0.173	---	0.789	0.801	0.012	---
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.150	0.059	-0.091	---	0.281	0.155	-0.126	---	0.262	0.201	-0.061	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.270	0.185	-0.085	---	0.375	0.078	-0.297	---	0.211	0.023	-0.188	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.373	0.302	-0.071	---	0.569	0.519	-0.050	---	0.377	0.321	-0.056	---
18	405 NB off- at Century Blvd.	-	0.735	0.589	-0.146	---	0.476	0.443	-0.033	---	0.311	0.227	-0.084	---
19	405 NB on- at Century Blvd. EB	-	0.285	0.599	0.314	---	0.573	0.993	0.420	---	0.157	0.571	0.414	---
20	405 NB on- at Century Blvd. WB	-	0.456	0.497	0.041	---	0.330	0.340	0.010	---	0.369	0.391	0.022	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.247	0.263	0.016	---	0.112	0.208	0.096	---	0.179	0.183	0.004	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.075	0.105	0.030	---	0.089	0.150	0.061	---	0.155	0.249	0.094	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.119	0.112	-0.007	---	0.168	0.168	0.000	---	0.251	0.252	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	0.054	0.054	---
25	405 SB off-r El Segundo Blvd.	-	0.329	0.411	0.082	---	0.142	0.207	0.065	---	0.131	0.145	0.014	---
26	405 SB on-r El Segundo Blvd.	Yes	0.187	0.244	0.057	---	0.993	1.043	0.050	X	0.288	0.297	0.009	---
27	405 NB off- El Segundo Blvd.	-	0.557	0.607	0.050	---	0.407	0.287	-0.120	---	0.324	0.289	-0.035	---
28	405 NB on- El Segundo Blvd. EB	-	0.158	0.181	0.023	---	0.441	0.442	0.001	---	0.219	0.227	0.008	---
29	405 NB on- El Segundo Blvd. WB	-	0.256	0.256	0.000	---	0.221	0.221	0.000	---	0.312	0.324	0.012	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.421	0.309	-0.112	---	0.796	0.546	-0.250	---	0.546	0.275	-0.271	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.236	0.295	0.059	---	0.431	0.483	0.052	---	0.306	0.348	0.042	---
32	105 WB off Sepulveda Blvd. NB	-	0.964	0.892	-0.072	---	0.721	0.740	0.019	---	0.819	0.591	-0.228	---
33	105 WB off Sepulveda Blvd. SB	-	0.533	0.476	-0.057	---	0.341	0.443	0.102	---	0.573	0.623	0.050	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.519	0.555	0.036	---	0.636	0.649	0.013	---	0.559	0.545	-0.014	---
35	105 WB off Nash St.	Yes	1.136	1.155	0.019	X	0.217	0.238	0.021	---	0.515	0.631	0.116	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.583	0.581	-0.002	---	0.558	0.511	-0.047	---	0.580	0.577	-0.003	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.193	0.157	-0.036	---	0.183	0.181	-0.002	---	0.154	0.276	0.122	---
38	105 WB off Hawthorne Blvd.	-	0.607	0.606	-0.001	---	0.793	0.779	-0.014	---	0.407	0.383	-0.024	---
39	105 EB On- Atwood Wy (Bet Nash/Douglas)	-	0.089	0.097	0.008	---	0.484	0.543	0.059	---	0.360	0.421	0.061	---
# IMPACTS		2												

Attachment E

Proposed Transportation Improvements for Alternative D

Alternative D Mitigation Plan - With Lennox Interchange

LAX Master Plan - Proposed Final Mitigations With Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT W/ LENNOX V/C	2015 ALT D FIN MIT W/ LENNOX LOS	JURISDICTION	SIGNAL
4	Airport Blvd and Century Blvd	AM	0.403	A	0.494	A	Restripe WB approach from 4 THRU, 1 RT to 3 THRU, 1 THRU/RT, 1 RT.	0.387	A	LA	ATSAC
		PM	0.583	B	0.660	B		0.668	B		
		AP	0.690	B	0.726	C		0.741	C		
6	Airport Blvd and Manchester Ave	AM	0.695	B	0.745	C	Mitigation for this impact involves restriping to install an additional westbound through lane on Manchester Avenue. Resulting lane configuration is: WB - 1 LT, 3 TH, 1 RT	0.691	B	LA	ATSAC
		PM	0.813	D	0.791	C		0.730	C		
		AP	0.944	E	0.898	D		0.893	D		
7	Aviation Boulevard and Arbor Vitae Street	AM	0.581	A	0.639	B	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	0.581	A	Inglewood / LA	ATSAC
		PM	0.845	D	0.741	C		0.704	C		
		AP	0.805	D	0.729	C		0.711	C		
8	Arbor Vitae Street and La Cienega Blvd	AM	0.885	D	1.031	F	The Arbor Vitae Street bridge (east leg of 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. The traffic mitigation involves the addition of an eastbound right-turn lane and widening the east side of La Cienega Boulevard by construction of retaining walls in Caltrans right-of-way to provide an additional northbound through lane. Resulting lane configuration is: N/B - 1 LT, 1 THRU, 1 THRU/RT; S/B - 1 LT, 1 THRU, 1 THRU/RT; E/B - 1 LT, 3 THRU, 1 RT; W/B - 1 LT, 2 THRU, 1 THRU/RT, 1 RT.	0.754	C	Inglewood / LA	ATSAC
		PM	0.929	E	1.069	F		0.821	D		
		AP	0.951	E	1.014	F		0.947	E		
10	Aviation Boulevard and 111th Street	AM	0.323	A	0.629	B	Project Component Improvements call for widening the east side of Aviation Boulevard north and south of 111th Street to achieve standard City of LA street widths. The traffic mitigation involves the addition of a second southbound left-turn lane and a second westbound right-turn lane. Resulting lane configuration is: N/B - 1 LT, 3 THRU, 1 RT; S/B - 2 LT, 2 THRU, 1 THRU/RT; E/B - 1 LT, 1 THRU/RT; W/B - 1 LT, 1 THRU/RT, 2 RT	0.585	A	LA	ATSAC
		PM	0.465	A	0.761	C		0.582	A		
		AP	0.821	D	0.830	D		0.742	C		
11	Aviation Boulevard and Century Boulevard	AM	0.733	C	0.823	D	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	0.573	A	LA	ATSAC
		PM	0.952	E	1.039	F		0.669	B		
		AP	1.560	F	1.008	F		0.916	E		
12	Aviation Blvd and El Segundo Blvd	AM	1.031	F	1.018	F	Intersectional analysis assumed proposed improvement by County of LA is completed as separate project. Mitigation for this impact involves 1) restriping the EB approach from 1 LT, 3 TH, 1 RT to 1 LT, 3 TH, 1 TH/RT, 2) restriping the SB approach from 1 LT, 3 TH, 1 RT to 2 LT, 2 TH, 1 TH/RT and 3) upgrading the signal to ATSAC/ATCS equivalent.	0.979	E	El Segundo	
		PM	1.025	F	1.134	F		0.972	E		
		AP	1.009	F	1.027	F		0.959	E		
13	Aviation Boulevard and Imperial Highway	AM	0.750	C	0.868	D	Project Component Improvements calls for widening the east side of Aviation Boulevard north of Imperial Highway to achieve City of LA standard street widths. Mitigation of this impact involves restriping the NB approach from 2 LT, 2 TH, 1 RT to 2 LT, 3 TH, 1 RT.	0.767	C	LA	ATSAC
		PM	1.131	F	1.105	F		0.984	E		
		AP	1.273	F	1.046	F		0.962	E		
14	Aviation Blvd and Manchester Blvd	AM	1.052	F	1.112	F	Mitigation for this impact involves 1) restriping both EB and WB 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.	0.888	D	Inglewood	
		PM	0.994	E	1.115	F		0.893	D		
		AP	1.591	F	1.412	F		1.180	F		
15	Aviation Blvd and Rosecrans Ave	AM	1.114	F	1.109	F	Intersectional analysis assumed proposed improvement by the City of Hawthorne is completed. Mitigation for this impact would be to change the NB RTOR from Auto to OLA.	1.107	F	El Segundo / Manhattan Beach / Hawthorne	
		PM	1.194	F	1.210	F		1.190	F		
		AP	1.234	F	1.300	F		1.183	F		
18	Centinela Avenue and Jefferson Boulevard	AM	0.875	D	0.864	D	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	0.849	D	LA County / LA	ATSAC
		PM	1.033	F	1.060	F		1.035	F		
		AP	0.653	B	0.666	B		0.666	B		

Alternative D Mitigation Plan - With Lennox Interchange

LAX Master Plan - Proposed Final Mitigations With Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT W/ LENNOX V/C	2015 ALT D FIN MIT W/ LENNOX LOS	JURISDICTION	SIGNAL
22	Centinela Avenue and Sepulveda Blvd	AM	1.211	F	1.361	F	Mitigation for this impact involves the removal of the median island on the east leg from the intersection to the underpass of the I-405 Freeway in order to install a westbound right-turn lane. The WB approach would be restriped from 2 LT, 1 TH, 1 TH/RT to 2 LT, 2 TH, 1 RT.	1.227	F	Culver City / LA	ATSAC
		PM	1.254	F	1.180	F		1.205	F		
		AP	0.953	E	1.002	F		0.974	E		
26	Century Blvd and La Cienega Blvd	AM	0.726	C	1.358	F	Project Component Improvements call for restriping the intersection to provide the following lane configuration: N/B - 1 LT, 2 THRU, 1 THRU/RT, 1 RT; S/B - 1 LT, 3 THRU, 1 RT; E/B - 1 LT, 3 THRU, 2 RT; W/B - 1 LT, 3 THRU, 1 THRU/RT. This intersection is partially mitigated in all three time periods.	1.200	F	LA County / Inglewood / LA	ATSAC
		PM	0.798	C	1.151	F		1.048	F		
		AP	0.546	A	1.369	F		0.981	E		
27	Century Blvd and Sepulveda Blvd	AM	0.772	C	0.837	D	Mitigation for 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.	0.768	C	LA	ATSAC
		PM	0.845	D	0.897	D		0.755	C		
		AP	0.675	B	0.659	B		0.568	A		
34	Douglas Street and Imperial Highway	AM	0.449	A	0.381	A	Mitigation for this impact involves changing the NB RTOR from Auto to Free. To accommodate this movement, one EB through lane will be removed from Imperial Highway between Nash Street and Douglas Street.	0.293	A	El Segundo / LA	ATSAC
		PM	0.638	B	0.867	D		0.508	A		
		AP	0.566	A	0.494	A		0.313	A		
35	El Segundo Blvd and Sepulveda Blvd	AM	1.190	F	1.195	F	Mitigation for this impact involves 1) changing the EB RTOR from Auto to OLA, and 2) upgrading the signal to ATSAC/ATCS equivalent.	1.118	F	Caltrans / El Segundo	
		PM	1.222	F	1.302	F		1.125	F		
		AP	1.039	F	1.089	F		0.945	E		
36	Grand Ave and Vista Del Mar	AM	0.888	D	0.913	E	Mitigation for this impact involves restriping the WB approach from 1 LT, 1 LT/TH, 1 RT to 1 LT, 1 LTR, 1 RT.	0.819	D	LA	ATSAC
		PM	0.488	A	0.439	A		0.431	A		
		AP	0.569	A	0.489	A		0.430	A		
40	Florence Ave and La Cienega Blvd	AM	0.798	C	0.941	E	Mitigation for this impact involves 1) changing the NB/SB phasing from Split to Prot-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.	0.737	C	Inglewood	
		PM	1.119	F	1.244	F		1.002	F		
		AP	1.608	F	1.732	F		1.412	F		
43	Highland/Vista del Mar and Rosecrans Ave	AM	1.211	F	1.258	F	Mitigation for this impact involves changing the WB RTOR from Auto to OLA.	1.145	F	Manhattan Beach	
		PM	1.316	F	1.337	F		1.297	F		
		AP	0.916	E	0.927	E		0.771	C		
44	Howard Hughes Pkwy and Sepulveda Bl	AM	0.641	B	0.563	A	Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. To mitigate this intersection, these enhancements must reduce the critical hourly demand by J11140 vehicles in the PM peak hour.	0.574	A	LA	ATSAC
		PM	0.860	D	0.916	E		0.919	E		
		AP	0.617	B	0.573	A		0.583	A		
45	I-105/Continental City and Imperial Hwy	AM	0.554	A	1.283	F	Project Component Improvements call for the installation of a north leg of this at-grade intersection. The SB approach will be planned as 3 LT, 2RT. 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 for this intersection 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 EB lane configuration will be changed from 3 TH, 1 RT to 2 TH, 1 TH/RT and the WB lane configuration will be changed from 2 LT, 3 TH to 2 LT, 3 TH, 2 RT. While the mitigation does result in an LOS C for the AP peak hour, the significant impact would remain partially mitigated. The signal will be upgraded from ATSAC to ATCS equivalent.	0.451	A	LA	ATSAC
		PM	0.577	A	1.520	F		0.533	A		
		AP	0.620	B	2.014	F		0.652	B		
46	I-405 NB Ramps and Imperial Hwy	AM	0.273	A	0.543	A	Mitigation for this impact calls for widening the off-ramp to change the northbound lane configuration from 1 LT, 1 RT to 2 LT, 1 LT/RT and upgrading the signal to ATSAC/ATCS equivalent.	0.306	A	Caltrans / Hawthorne	
		PM	0.302	A	0.639	B		0.425	A		
		AP	0.648	B	0.999	E		0.618	B		
47	Imperial Hwy and Main Street	AM	0.748	C	0.906	E	Mitigation for this impact involves changing the WB approach from 1 LT, 2 TH to 2 LT, 2 TH and changing the NB RTOR from Auto to OLA.	0.730	C	El Segundo/ LA	ATSAC
		PM	1.035	F	1.190	F		0.824	D		
		AP	0.562	A	0.617	B		0.518	A		

Alternative D Mitigation Plan - With Lennox Interchange

LAX Master Plan - Proposed Final Mitigations With Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT W/ LENNOX V/C	2015 ALT D FIN MIT W/ LENNOX LOS	JURISDICTION	SIGNAL
49	Imperial Hwy and Pershing Drive	AM	0.987	E	1.069	F	Mitigation for this impact involves widening the north side of Imperial Highway east of Pershing Drive to install either a second right-turn lane or a free right-turn for westbound traffic. Also, the median 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 LTR, 1 RT to 2 LT, 1 LT/TH, 1 RT.	0.543	A	LA	ATSAC
		PM	0.781	C	0.809	D		0.656	B		
		AP	0.498	A	0.595	A		0.363	A		
50	Imperial Hwy and Sepulveda Blvd	AM	1.032	F	0.827	D	To mitigate this intersection, both the NB and WB RTOR should be changed from Auto to OLA. To mitigate the AP period impact, provide fair-share contribution to MTA's Metro Rapid Bus Program or other transit enhancement - this service would need to reduce the critical hourly demand by 330 vehicles.	0.845	D	Caltrans / El Segundo / LA	ATSAC
		PM	1.107	F	1.251	F		1.098	F		
		AP	0.809	D	0.917	E		0.888	D		
51	Imperial Highway and Vista del Mar	AM	0.909	E	0.959	E	Mitigation for this impact involves 1) changing the WB phasing from Perm to Split, and 2) changing the NB RTOR from Auto to OLA.	0.906	E	LA	ATSAC
		PM	0.634	B	0.711	C		0.619	B		
		AP	0.656	B	0.586	A		0.587	A		
52	Imperial Highway and La Cienega Blvd	AM	0.659	B	0.764	C	This intersection remains unmitigated.	0.662	B	LA	ATSAC
		PM	0.547	A	0.738	C		0.714	C		
		AP	0.544	A	0.856	D		0.853	D		
57	Jefferson Blvd and Lincoln Blvd	AM	1.064	F	1.000	E	Intersectional analysis assumed full build out of the intersection per Playa Vista mitigation plans. Provide contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements will partially mitigate the impact at this intersection.	1.003	F	Caltrans / LA	ATSAC
		PM	1.075	F	1.286	F		1.156	F		
		AP	0.761	C	0.799	C		0.813	D		
67	La Cienega Blvd and 111th Street	AM	0.223	A	0.634	B	Project Component Improvement calls for widening the south side of 111th Street west of La Cienega Blvd and the removal of the median island on La Cienega Bvd south of 111th Street. Resulting lane configuration is N/B - 2 LT, 3 TH; S/B - 3 TH, 1 RT; E/B - 2 LT, 2 RT. The EB signal phasing needs to be changed from Perm to Split. The SB RTOR changed from Auto to OLA. The NB phasing will be changed from Perm to Prot-Fix.	0.338	A	LA County/ LA	ATSAC
		PM	0.218	A	0.468	A		0.247	A		
		AP	0.593	A	1.062	F		0.701	C		
71	L;a Cienega Boulevard and Lennox Boulevard	AM	0.298	A	0.273	A	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	N/A	N/A	LA County / LA	ATSAC
		PM	0.486	A	0.749	C		N/A	N/A		
		AP	0.641	B	0.639	B		N/A	N/A		
72	La Cienega Blvd and Manchester Blvd	AM	0.732	C	0.778	C	Mitigation for this impact involves changing the NB/SB phasing from Split to Prot-Var and restriping La Cienega Boulevard 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.	0.751	C	Inglewood	
		PM	0.791	C	0.852	D		0.772	C		
		AP	1.196	F	1.285	F		1.179	F		
82	La Tijera Blvd and Manchester Ave	AM	0.619	B	0.611	B	Mitigation for this impact involves changing the eastbound RT lane to a TH/RT lane on Manchester Avenue. This may require the removal of parking on Manchester Avenue, east of La Tijera Boulevard during the PM peak hour.	0.615	B	LA	ATSAC
		PM	0.720	C	0.800	C		0.737	C		
		AP	0.647	B	0.594	A		0.565	A		
83	Sepulveda Blvd and La Tijera Blvd	AM	0.759	C	0.810	D	Mitigation for this intersection consists of the following changes to the existing lane configuration: WB from 1 LT, 1 THRU, 1 THRU/RT to 1 LT, 2 THRU, 1 RT and EB from 1 LT, 2 THRU, 1 RT to 1 LT, 2 THRU, 1 THRU/RT. This will require the removal of parking from both the north and south sides of La Tijera Boulevard east of Sepulveda Boulevard during the AM and PM peak periods. Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by 66 vehicles in the PM peak hour.	0.698	B	LA	ATSAC
		PM	0.730	C	0.755	C		0.730	C		
		AP	0.356	A	0.368	A		0.329	A		

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LAX Master Plan - Proposed Final Mitigations With Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT W/ LENNOX V/C	2015 ALT D FIN MIT W/ LENNOX LOS	JURISDICTION	SIGNAL
87	Lincoln Blvd and 83rd St	AM	1.024	F	1.104	F	Mitigation for this impact involves widening and restriping the EB approach from 1 LT, 1 TH/RT to 2 LT, 1 TH/RT and changing the WB RTOR from Auto to OLA.	0.867	D	Caltrans / LA	ATSAC
		PM	1.128	F	1.280	F		1.057	F		
		AP	0.758	C	0.885	D		0.765	C		
88	Lincoln Blvd and Manchester Blvd	AM	0.795	C	0.934	E	Intersectional analysis assumed Playa Vista development mitigation already in place. Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 196 vehicles in the AM peak hour, 281 vehicles in the PM peak hour and 213 vehicles in the AP peak hour.	0.957	E	Caltrans / LA	ATSAC
		PM	1.166	F	1.371	F		1.379	F		
		AP	0.790	C	0.966	E		0.964	E		
94	Lincoln Blvd and Teale St	AM	0.732	C	0.797	C	Intersectional analysis assumed Playa Vista development mitigation already in place. Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 64 vehicles in the AM peak hour and 237 vehicles in the PM peak hour.	0.816	D	Caltrans / LA	ATSAC
		PM	0.907	E	1.052	F		1.082	F		
		AP	0.588	A	0.654	B		0.665	B		
99	Manchester Ave and Sepulveda Blvd	AM	0.837	D	0.832	D	Mitigation for this intersection involves restriping the WB approach from 1 LT, 1 THRU, 1 THRU/RT to 1 LT, 2 THRU, 1 RT and changing the WB RTOR from Auto to OLA. Also, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 27 vehicles in the AM peak hour and 138 vehicles in the PM peak hour.	0.875	D	LA	ATSAC
		PM	0.991	E	1.174	F		1.097	F		
		AP	0.744	C	0.643	B		0.652	B		
100	Mariposa Ave and Sepulveda Blvd	AM	0.772	C	0.946	E	Mitigation of this impact involves a signal upgrade to ATSAC/ATCS equivalent. Also, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 52 vehicles in the AM peak hour.	0.836	D	El Segundo / Caltrans	
		PM	1.132	F	1.126	F		0.977	E		
		AP	1.193	F	1.199	F		1.087	F		
103	Sepulveda Blvd and Rosecrans Ave	AM	1.275	F	1.257	F	Mitigation of this impact involves a signal upgrade to ATSAC/ATCS equivalent.	1.157	F	El Segundo / Manhattan Beach / Caltrans	
		PM	1.515	F	1.559	F		1.448	F		
		AP	1.398	F	1.417	F		1.322	F		
105	Sepulveda Blvd and I-105 Ramp N/O Imperial	AM	1.345	F	1.251	F	Mitigation of this impact involves a signal upgrade to ATSAC/ATCS equivalent. Also, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancementswould need to reduce the critical hourly demand by a minimum of 71 vehicles in the PM peak hour	1.187	F	Caltrans / LA	
		PM	1.021	F	1.153	F		1.077	F		
		AP	1.016	F	0.953	E		0.865	D		
106	Sepulveda Blvd and 76th/77th Sts	AM	0.712	C	0.673	B	Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 12 vehicles in the AM peak hour and 9 vehicles in the PM peak hour.	0.760	C	Caltrans / LA	ATSAC
		PM	0.677	B	0.722	C		0.722	C		
		AP	0.678	B	0.666	B		0.663	B		
111	La Cienega Boulevard and I-405 Ramps N/O Century Boulevard	AM	0.636	B	0.694	B	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	0.615	B	LA / Inglewood / Caltrans	ATSAC
		PM	0.500	A	0.377	A		0.251	A		
		AP	0.664	B	0.847	D		0.513	A		
312	El Segundo Blvd and La Cienega Blvd	AM	0.632	B	0.724	C	Mitigation of this impact involves an upgrade to the traffic signal to a ATSC/ATCS equivalent.	0.600	A	Hawthorne / LA County	
		PM	0.667	B	0.695	B		0.626	B		
		AP	0.461	A	0.574	A		0.436	A		
16	Bali Way and Lincoln Blvd	AM	0.554	A	0.547	A	Provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way.	0.559	A	Caltrans / LA County	ATSAC
		PM	0.826	D	0.922	E		0.726	C		
		AP	0.477	A	0.577	A		0.657	B		
17	Centinela Avenue and Culver Blvd	AM	0.903	E	0.927	E	Mitigation for this impact involves changing the SB lane configuration from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT.	0.848	D	LA	ATSAC
		PM	0.889	D	0.982	E		0.867	D		
		AP	0.668	B	0.694	B		0.692	B		

Alternative D Mitigation Plan - With Lennox Interchange

LAX Master Plan - Proposed Final Mitigations With Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT W/ LENNOX V/C	2015 ALT D FIN MIT W/ LENNOX LOS	JURISDICTION	SIGNAL
20	Centinela Avenue and La Cienega Blvd	AM	1.128	F	1.237	F	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 & SB lane configurations from 1 LT, 2 TH, 1 TH/RT to 2 LT, 2 TH, 1 TH/RT. The WB lane configuration should be changed from 1 LT, 3 THRU, 1 RT to 2 LT, 2 TH, 1 THRU/RT.	1.062	F	Inglewood / LA	ATCS
		PM	1.193	F	1.160	F		1.088	F		
		AP	1.045	F	1.159	F		0.974	E		
25	La Brea Ave/Hawthorne Bl and Century Bl	AM	0.855	D	0.876	D	Mitigation for this impact involves removal of the raised median islands on La Brea Ave/ Hawthorne Blvd and installing additional left-turn lanes for NB and SB traffic. The NB lane configuration would change from 1 LT, 3 TH, 1 TH/RT to 2 LT, 3 TH, 1 TH/RT; the SB lane configuration would change from 1 LT, 3 TH, 1 RT to 2 LT, 3 TH, 1 RT.	0.800	C	Inglewood	
		PM	0.974	E	0.935	E		0.900	D		
		AP	0.979	E	0.988	E		0.937	E		
39	Fiji Way and Lincoln Blvd	AM	0.586	A	0.707	C	Provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way. Also, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 168 vehicles in the PM peak period.	0.684	B	Caltrans / LA County	ATSAC
		PM	0.770	C	0.823	D		0.916	E		
		AP	0.621	B	0.588	A		0.656	B		
42	Hawthorne Blvd and Imperial Highway	AM	0.668	B	0.715	C	Mitigation for this impact involves 1) changing the SB lane configuration from 1 LT, 2 TH, 1 TH/RT to 1 LT, 3 TH, 1 RT, and 2) upgrading the signal to ATSAC/ATCS equivalent. The removal of a short stretch of parking on the west side of Hawthorne Blvd north of Imperial Hwy is required. Should the ATSAC/ATCS mitigation not be acceptable to the City of Hawthorne, a substitute mitigation would be a fair-share contribution to MTA's proposed Metro Rapid Bus Line along Hawthorne Blvd.	0.613	B	Hawthorne	
		PM	0.889	D	0.891	D		0.772	C		
		AP	0.916	E	1.058	F		0.896	D		
89	Lincoln Blvd and Marina Expressway	AM	0.942	E	0.956	E	Provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way. Also, Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 82 vehicles the AM peak hour, 67 in the PM peak hour and 118 vehicles in the AP peak hour.	1.011	F	Caltrans / LA County	ATSAC
		PM	1.050	F	1.068	F		1.085	F		
		AP	0.622	B	0.760	C		0.786	C		
90	Lincoln Blvd and Maxella Ave	AM	0.838	D	0.782	C	Provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way.	0.693	B	Caltrans / LA	ATSAC
		PM	0.978	E	0.981	E		0.888	D		
		AP	0.819	D	0.839	D		0.799	C		
91	Lincoln Blvd and Mindanao Way	AM	0.964	E	0.951	E	Provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way.	0.901	E	Caltrans / LA	ATSAC
		PM	1.178	F	0.992	E		0.969	E		
		AP	0.853	D	0.936	E		0.814	D		
96	Lincoln Blvd and Washington Blvd	AM	1.046	F	1.046	F	Provide a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Blvd. to Admiralty Way.	1.054	F	Caltrans / LA	ATSAC
		PM	1.022	F	1.065	F		0.963	E		
		AP	0.881	D	0.762	C		0.669	B		
136	Sepulveda Blvd and 79th/80th Streets	AM	0.679	B	0.671	B	Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 186 vehicles in the PM peak hour.	0.688	B	LA	ATSAC
		PM	0.731	C	0.904	E		0.894	D		
		AP	0.434	A	0.565	A		0.563	A		
137	Sepulveda Blvd and 83rd Street	AM	0.780	C	0.721	C	Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to reduce the critical hourly demand by a minimum of 208 vehicles in the PM peak hour.	0.727	C	LA	ATSAC
		PM	0.833	D	0.983	E		0.991	E		
		AP	0.439	A	0.405	A		0.403	A		
309	Hawthorne Boulevare and Lennox Boulevard	AM	0.716	C	0.838	D	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	0.502	A	LA County	
		PM	0.969	E	1.042	F		0.639	B		
		AP	1.036	F	1.191	F		0.717	C		

Alternative D Mitigation Plan - With Lennox Interchange

LAX Master Plan - Proposed Final Mitigations With Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT W/ LENNOX V/C	2015 ALT D FIN MIT W/ LENNOX LOS	JURISDICTION	SIGNAL
310	Inglewood Avenue and Lennox Boulevard	AM	0.904	E	0.921	E	The impact at this intersection is mitigated through the construction of the proposed Lennox Boulevard Interchange.	0.661	B	LA County	
		PM	1.143	F	1.148	F		0.724	C		
		AP	1.115	F	1.251	F		0.658	B		
502	Arbor Vitae Street and Inglewood Avenue	AM	0.780	C	0.833	D	Mitigation of this impact involves restriping the SB lane configuration from 1 LTR to 1 LT, 1 TH, 1 RT. This would require the removal of parking on the west side of Inglewood Blvd, north of Arbor Vitae St.	0.703	C	Inglewood	
		PM	0.831	D	0.903	E		0.727	C		
		AP	0.829	D	0.922	E		0.783	C		
503	Century Blvd. and Inglewood Ave.	AM	0.711	C	0.727	C	Mitigation of this impact involves an upgrade of the traffic signal to ATSAC/ATCS equivalent.	0.715	C	Inglewood	
		PM	0.800	C	0.797	C		0.729	C		
		AP	0.907	E	0.894	D		0.829	D		
505	Imperial Hwy. and Inglewood Ave.	AM	0.936	E	0.853	D	Mitigation for this impact involves 1) restriping the SB lanes from 1 LT, 1 LT/TH to 1 LT, 1 TH, 1 RT and 2) upgrading the signal to ATSAC/ATCS equivalent.	0.785	C	Inglewood	
		PM	1.093	F	1.083	F		1.016	F		
		AP	0.990	E	0.994	E		0.901	E		
506	Arbor Vitae Street and La Brea Avenue	AM	0.697	B	0.719	C	Mitigation of this impact involves an upgrade of the traffic signal to ATSAC/ATCS equivalent.	0.614	B	Inglewood	
		PM	0.712	C	0.715	C		0.650	B		
		AP	0.903	E	0.926	E		0.819	D		

Alternative D Mitigation Plan - With Lennox Interchange

Los Angeles International Airport Master Plan

2015 ALT D MITIGATION PLAN FINAL TRANSPORTATION IMPROVEMENTS

Facility Number	Facility Name	Peak Hour	Adj. Env. V/C LOS	Alt D V/C LOS	Pk Hr Impact	Mit. Alt D V/C LOS	Pk Hr Impact	Improvements	Final V/C LOS	Comments
Link 1	Lincoln s/o Venice**	AM NB/EB	0.743	0.806	Yes	0.805	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.775	*Regional transit contribution equivalent to removal of 64 southbound trips in the PM peak hour will achieve targeted V/C.
		SB/WB PM	0.886	0.945	Yes	0.945	Yes		0.915	
		NB/EB	0.950	1.024	Yes	1.025	Yes		0.969*	
		SB/WB AP	0.891	0.969	Yes	0.970	Yes		0.910*	
		NB/EB	0.743	0.804	Yes	0.803	Yes		0.773	
		SB/WB	0.781	0.829	Yes	0.836	Yes		0.806	
Link 2	Centinela s/o Venice**	AM NB/EB	0.914	0.991	Yes	0.990	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.933*	*Regional transit contribution equivalent to removal of 49 northbound trips in the AM peak hour will achieve target V/C.
		SB/WB PM	0.649	0.691	No	0.691	No		0.661	
		NB/EB	0.832	0.892	Yes	0.889	Yes		0.859	
		SB/WB AP	0.882	0.961	Yes	0.953	Yes		0.901*	
		NB/EB	0.728	0.788	No	0.792	No		0.762	
		SB/WB	0.837	0.886	Yes	0.888	Yes		0.858	
Link 3	Sawtelle s/o Venice**	AM NB/EB	0.527	0.591	No	0.546	No	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.561	---
		SB/WB PM	0.609	0.647	No	0.634	No		0.617	
		NB/EB	0.495	0.535	No	0.538	No		0.505	
		SB/WB AP	0.788	0.854	Yes	0.812	No		0.824	
		NB/EB	0.543	0.633	No	0.621	No		0.603	
		SB/WB	0.749	0.810	Yes	0.813	Yes		0.780	
Link 4	Sepulveda s/o Venice**	AM NB/EB	0.890	0.962	Yes	0.945	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.909*	*Regional transit contribution equivalent to removal of 11 northbound trips in the PM peak hour will achieve targeted V/C.
		SB/WB PM	0.707	0.765	No	0.747	No		0.717	
		NB/EB	1.093	1.185	Yes	1.136	Yes		1.106	
		SB/WB AP	0.925	1.005	Yes	0.963	Yes		0.933	
		NB/EB	0.877	0.949	Yes	0.929	Yes		0.896*	
		SB/WB	0.965	1.042	Yes	0.986	Yes		0.956	
Link 5	Overland s/o Venice**	AM NB/EB	0.857	0.941	Yes		Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.		*Regional transit contribution equivalent to removal of __ northbound trips in the PM peak hour.
		SB/WB PM	0.953	1.052	Yes		Yes			
		NB/EB	0.888	0.961	Yes		Yes			
		SB/WB AP	1.165	1.252	Yes		Yes			
		NB/EB	0.851	0.946	Yes		Yes			
		SB/WB	1.033	1.095	Yes		Yes			
Link 8	Centinela e/o La Brea	AM NB/EB	0.459	0.481	No	0.464	No	Integration of an ATSAC-equivalent improvement will mitigate the impacts of this link.	0.394	---
		SB/WB PM	0.963	0.987	Yes	0.979	No		0.909	
		NB/EB	0.745	0.749	No	0.758	No		0.688	
		SB/WB AP	1.215	1.210	No	1.218	No		1.148	
		NB/EB	0.790	0.795	No	0.789	No		0.719	
		SB/WB	0.621	0.608	No	0.606	No		0.536	
Link 13	Imperial w/o La Brea	AM NB/EB	0.292	0.331	No	0.316	No	Integration of an ATSAC-equivalent improvement will mitigate the impacts of this link.	0.246	---
		SB/WB PM	0.378	0.395	No	0.412	No		0.342	
		NB/EB	0.590	0.599	No	0.633	No		0.563	
		SB/WB AP	0.348	0.398	No	0.408	No		0.338	
		NB/EB	0.476	0.756	Yes	0.769	Yes		0.699	
		SB/WB	0.667	0.789	Yes	0.787	Yes		0.717	
Link 20	Jefferson e/o Lincoln**	AM NB/EB	0.762	0.845	Yes	0.853	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.799*	*Regional transit contribution equivalent to removal of 87 westbound trips in the PM peak hour will achieve target V/C.
		SB/WB PM	0.458	0.556	No	0.538	No		0.508	
		NB/EB	0.492	0.554	No	0.569	No		0.539	
		SB/WB AP	1.091	1.167	Yes	1.140	Yes		1.110	
		NB/EB	0.279	0.298	No	0.317	No		0.287	
		SB/WB	0.412	0.432	No	0.470	No		0.440	
Link 21	Lincoln s/o Jefferson**	AM NB/EB	0.763	0.861	Yes	0.861	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.802*	*Regional transit contribution equivalent to removal of 235 northbound trips in the PM peak hour.
		SB/WB PM	0.393	0.422	No	0.430	No		0.400	
		NB/EB	0.911	1.019	Yes	1.015	Yes		0.930*	
		SB/WB AP	0.652	0.735	Yes	0.739	Yes		0.709	
		NB/EB	0.572	0.645	No	0.647	No		0.617	
		SB/WB	0.572	0.609	No	0.617	No		0.587	
Link 22	Culver w/o Jefferson**	AM NB/EB	0.731	0.763	No	0.750	No	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.720	*Regional transit contribution equivalent to removal of 25 westbound trips in the PM peak hour.
		SB/WB PM	0.292	0.333	No	0.339	No		0.309	
		NB/EB	0.519	0.573	No	0.585	No		0.555	
		SB/WB AP	0.894	0.956	Yes	0.952	Yes		0.913*	
		NB/EB	0.427	0.453	No	0.462	No		0.432	
		SB/WB	0.490	0.530	No	0.535	No		0.505	
Link 28	El Segundo w/o Hawthorne	AM NB/EB	0.194	0.190	No	0.191	No	Integration of an ATSAC-equivalent improvement will mitigate the impacts of this link.	0.171	---
		SB/WB PM	0.518	0.532	No	0.554	No		0.484	
		NB/EB	0.794	0.822	No	0.848	Yes		0.778	
		SB/WB AP	0.398	0.420	No	0.425	No		0.355	
		NB/EB	0.706	0.736	No	0.757	No		0.687	
		SB/WB	0.891	0.935	Yes	0.942	Yes		0.872	

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Alternative D Mitigation Plan - With Lennox Interchange

Los Angeles International Airport Master Plan

2015 ALT D MITIGATION PLAN FINAL TRANSPORTATION IMPROVEMENTS

Facility Number	Facility Name	Peak Hour	Adj. Env. V/C LOS	Alt D V/C LOS	Pk Hr Impact*	Mit. Alt D V/C LOS	Pk Hr Impact*	Improvements	Final V/C LOS	Comments
Ramp 19	405 NB on at Century EB	AM	0.285	0.667	No	0.599	No No	Addition of Lennox Interchange and I-105 ramps fully mitigates this impact.	0.599	
		PM	0.573	1.037	Yes	0.933	No		0.933	
		AP	0.157	0.721	No	0.571			0.571	
Ramp 26	405 SB on at El Segundo	AM	0.187	0.308	No	0.244	No	Addition of Lennox Interchange and I-105 ramps partially mitigates this impact.	0.244	Fair-share contribution toward a future widening of this ramp would complete mitigation.
		PM	0.993	1.061	Yes	1.043	Yes		1.043	
		AP	0.288	0.311	No	0.297	No		0.297	
Ramp 35	105 WB off at Nash	AM	1.136	1.181	Yes	1.155	No	Addition of Lennox Interchange and I-105 ramps fully mitigates this impact.	1.155	
		PM	0.217	0.243	No	0.238	No		0.238	
		AP	0.515	0.689	No	0.631	No		0.631	

* Freeway ramp impacts are defined using CMP criteria (0.02 or greater increase in V/C and LOS F).

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Attachment F

Alternative Mitigation Plan for Alternative D (No Lennox Interchange or I-105 Ramps)

Alternative D Mitigation Plan - Without Lennox Interchange

LAX Master Plan - Proposed Final Mitigations Without Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT V/C	2015 ALT D FIN MIT LOS	JURISDICTION	SIGNAL
4	Airport Blvd and Century Blvd	AM	0.456	A	0.494	A	Restripe WB approach from 4 THRU, 1 RT to 3 THRU, 1 THRU/RT, 1 RT.	0.375	A	LA	ATSAC
		PM	0.644	B	0.660	B		0.570	A		
		AP	0.736	C	0.726	C		0.423	A		
6	Airport Blvd and Manchester Ave	AM	0.695	B	0.745	C	Mitigation for this impact involves restriping to install an additional westbound through lane on Machester Avenue. Resulting lane configuration is: WB - 1 LT, 3 TH, 1 RT	0.679	B	LA	ATSAC
		PM	0.813	D	0.791	C		0.747	C		
		AP	0.944	E	0.898	D		0.898	D		
7	Arbor Vitae Street and Aviation Blvd	AM	0.651	B	0.709	C	Project Component Improvements call for widening the south side of Arbor Vitae Street east and west of Aviation Blvd and widening both sides of Aviation Boulevard south of Arbor Vitae Street in order to achieve standard City street widths. The traffic mitigation measure involves adding a second WB 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.	0.565	A	Inglewood / LA	ATSAC
		PM	0.915	E	0.811	D		0.812	D		
		AP	0.875	D	0.799	C		0.855	D		
8	Arbor Vitae Street and La Cienega Blvd	AM	0.855	D	1.031	F	~~The Arbor Vitae Street bridge (east leg of 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. The traffic mitigation involves the addition of an eastbound right-turn lane and widening the east side of La Cienega Boulevard by construction of retaining walls in Caltrans right-of-way to provide an additional northbound through lane. Resulting lane configuration is: N/B - 1 LT, 2 THRU, 1 THRU/RT; S/B - 1 LT, 1 THRU, 1 THRU/RT; E/B - 1 LT, 3 THRU, 1 RT; W/B - 1 LT, 2 THRU, 1 THRU/RT, 1 RT. ~~This intersection is partially mitigated in the PM period.~~	0.849	D	Inglewood / LA	ATSAC
		PM	0.899	D	1.069	F		0.912	E		
		AP	0.921	E	1.014	F		0.868	D		
10	Aviation Boulevard and 111th Street	AM	0.323	A	0.629	B	Project Component Improvements call for widening the east side of Aviation Boulevard north and south of 111th Street to achieve standard City of LA street widths. The traffic mitigation involves the addition of a second southbound left-turn lane and a second westbound right-turn lane. Resulting lane configuration is: N/B - 1 LT, 3 THRU, 1 RT; S/B - 2 LT, 2 THRU, 1 THRU/RT; E/B - 1 LT, 1 THRU/RT; W/B - 1 LT, 1 THRU/RT, 2 RT	0.589	A	LA	ATSAC
		PM	0.418	A	0.761	C		0.649	B		
		AP	0.821	D	0.830	D		0.653	B		
11	Aviation Boulevard and Century Boulevard	AM,	0.803	D	0.893	D	Project Component Improvements call for widening the east side of Aviation Blvd north and south of Century Boulevard to achieve standard City of LA street widths. The traffic mitigation measure involves adding right-turn only lanes for northbound and westbound traffic and a second left-turn lane for westbound traffic. The 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 THRU, 1 RT	0.711	C	LA	ATSAC
		PM	1.022	F	1.109	F		0.996	E		
		AP	1.630	F	1.078	F		1.016	F		
12	Aviation Blvd and El Segundo Blvd	AM	1.031	F	1.018	F	Intersectional analysis assumed proposed improvement by County of LA is completed as separate project. Mitigation for this impact involves 1) restriping the EB approach from 1 LT, 3 TH, 1 RT to 1 LT, 3 TH, 1 TH/RT, 2) restriping the SB approach from 1 LT, 3 TH, 1 RT to 2 LT, 2 TH, 1 TH/RT and 3) upgrading the signal to ATSAC/ATCS equivalent.	0.973	E	El Segundo	
		PM	1.025	F	1.134	F		0.942	E		
		AP	1.010	F	1.027	F		0.993	E		
13	Aviation Boulevard and Imperial Highway	AM	0.750	C	0.868	D	Project Component Improvements calls for widening the east side of Aviation Boulevard north of Imperial Highway to achieve City of LA standard street widths. Mitigation of this impact involves restriping the NB approach from 2 LT, 2 TH, 1 RT to 2 LT, 3 TH, 1 RT.	0.681	B	LA	ATSAC
		PM	1.131	F	1.105	F		1.069	F		
		AP	1.273	F	1.046	F		0.896	D		
14	Aviation Blvd and Manchester Blvd	AM	1.052	F	1.112	F	Mitigation for this impact involves 1) restriping both EB and WB 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.	0.865	D	Inglewood	
		PM	0.994	E	1.115	F		0.909	E		
		AP	1.591	F	1.412	F		1.190	F		
15	Aviation Blvd and Rosecrans Ave	AM	1.114	F	1.109	F	Intersectional analysis assumed proposed improvement by the City of Hawthorne is completed. Mitigation for this impact would be to change the NB RTOR from Auto to OLA.	1.109	F	El Segundo / Manhattan Beach / Hawthorne	
		PM	1.194	F	1.210	F		1.202	F		
		AP	1.234	F	1.300	F		1.215	F		
18	Centinela Ave and Jefferson Blvd	AM	0.945	E	0.934	E	Intersectional analysis assumed Playa Vista development mitigation already in place. Mitigation for this intersection consists of changing the SB RTOR from Auto to OLA.	0.934	E	LA County / LA	ATSAC
		PM	1.103	F	1.130	F		1.016	F		
		AP	0.723	C	0.736	C		0.736	C		

Alternative D Mitigation Plan - Without Lennox Interchange

LAX Master Plan - Proposed Final Mitigations Without Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT V/C	2015 ALT D FIN MIT LOS	JURISDICTION	SIGNAL
22	Centinela Avenue and Sepulveda Blvd	AM	1.276	F	1.361	F	Mitigation for this impact involves the removal of the median island on the east leg from the intersection to the underpass of the I-405 Freeway in order to install a westbound right-turn lane. The WB approach would be restriped from 2 LT, 1 TH, 1 TH/RT to 2 LT, 2 TH, 1 RT.	1.230	F	Culver City / LA	ATSAC
		PM	1.258	F	1.180	F		0.972	E		
		AP	1.078	F	1.002	F		0.940	E		
26	Century Blvd and La Cienega Blvd	AM	0.726	C	1.358	F	Project Component Improvements call for restriping the intersection to provide the following lane configuration: N/B - 1 LT, 2 THRU, 1 THRU/RT, 1 RT; S/B - 1 LT, 3 THRU, 1 RT; E/B - 1 LT, 3 THRU, 2 RT; W/B - 1 LT, 3 THRU, 1 THRU/RT. This intersection remains unmitigated.	1.358	F	LA County / Inglewood / LA	ATSAC
		PM	0.798	C	1.151	F		1.151	F		
		AP	0.546	A	1.369	F		1.369	F		
27	Century Blvd and Sepulveda Blvd	AM	0.772	C	0.837	D	Mitigation for 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.	0.744	C	LA	ATSAC
		PM	0.845	D	0.897	D		0.768	C		
		AP	0.675	B	0.659	B		0.573	A		
34	Douglas Street and Imperial Highway	AM	0.449	A	0.381	A	Mitigation for this impact involves changing the NB RTOR from Auto to Free. To accommodate this movement, one EB through lane will be removed from Imperial Highway between Nash Street and Douglas Street.	0.288	A	El Segundo / LA	ATSAC
		PM	0.638	B	0.867	D		0.534	A		
		AP	0.566	A	0.494	A		0.291	A		
35	El Segundo Blvd and Sepulveda Blvd	AM	1.190	F	1.195	F	Mitigation for this impact involves 1) changing the EB RTOR from Auto to OLA, and 2) upgrading the signal to ATSAC/ATCS equivalent.	1.095	F	Caltrans / El Segundo	
		PM	1.222	F	1.302	F		1.136	F		
		AP	1.039	F	1.089	F		0.940	E		
36	Grand Ave and Vista Del Mar	AM	0.888	E	0.913	E	Mitigation for this impact involves restriping the WB approach from 1 LT, 1 LT/TH, 1 RT to 1 LT, 1 LTR, 1 RT.	0.822	D	LA	ATSAC
		PM	0.488	A	0.439	A		0.434	A		
		AP	0.569	A	0.489	A		0.429	A		
40	Florence Ave and La Cienega Blvd	AM	0.798	C	0.941	E	Mitigation for this impact involves 1) changing the NB/SB phasing from Split to Prot-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.	0.774	C	Inglewood	
		PM	1.119	F	1.244	F		1.057	F		
		AP	1.608	F	1.732	F		1.395	F		
43	Highland/Vista del Mar and Rosecrans Ave	AM	1.211	F	1.258	F	Mitigation for this impact involves changing the WB RTOR from Auto to OLA.	1.148	F	Manhattan Beach	
		PM	1.316	F	1.337	F		1.296	F		
		AP	0.916	E	0.927	E		0.759	C		
44	Howard Hughes Pkwy and Sepulveda Bl	AM	0.641	B	0.563	A	Provide a fair share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. To mitigate this intersection, these enhancements must reduce the critical hourly demand by 67 vehicles in the PM period.	0.556	A	LA	ATSAC
		PM	0.860	D	0.916	E		0.909	E		
		AP	0.617	B	0.573	A		0.573	A		
45	I-105/Continental City and Imperial Hwy	AM	0.724	C	1.353	F	Project Component Improvements call for the installation of a north leg of this at-grade intersection. The SB approach will be planned as 3 LT, 3 THRU, 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 for this intersection 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 EB lane configuration will be changed from 3 TH, 1 RT to 2 TH, 1 TH/RT and the WB lane configuration is changed from 2 LT, 3 TH to 2 LT, 3 TH, 2 RT. During peak hours as needed, signs will be provided to shift vehicles to other exits in order to complete mitigation of this intersection.	0.673	B	LA	
		PM	0.747	C	1.59	F		0.787	C		
		AP	0.790	C	2.084	F		0.810	D		
46	I-405 NB Ramps and Imperial Hwy	AM	0.273	A	0.543	A	Mitigation for this impact calls for widening the off-ramp to change the northbound lane configuration from 1 LT, 1 RT to 2 LT, 1 LT/RT and upgrading the signal to ATSAC/ATCS equivalent. This intersection is partially mitigated in the AP period.	0.333	A	Caltrans / Hawthorne	
		PM	0.302	A	0.639	B		0.425	A		
		AP	0.648	B	0.999	E		0.711	C		
47	Imperial Hwy and Main Street	AM	0.748	C	0.906	E	Mitigation for this impact involves changing the WB approach from 1 LT, 2 TH to 2 LT, 2 TH and changing the NB RTOR from Auto to OLA.	0.732	C	El Segundo / LA	ATSAC
		PM	1.035	F	1.190	F		0.827	D		
		AP	0.562	A	0.617	B		0.505	A		
49	Imperial Hwy and Pershing Drive	AM	0.987	E	1.069	F	Mitigation for this impact involves widening the north side of Imperial Highway east of Pershing Drive to install either a second right-turn lane or a free right-turn for westbound traffic. Also, the median 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 LTR, 1 RT to 2 LT, 1 LT/TH, 1 RT.	0.541	A	LA	ATSAC
		PM	0.781	C	0.809	D		0.657	B		
		AP	0.498	A	0.595	A		0.363	A		

Alternative D Mitigation Plan - Without Lennox Interchange

LAX Master Plan - Proposed Final Mitigations Without Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT V/C	2015 ALT D FIN MIT LOS	JURISDICTION	SIGNAL
50	Imperial Hwy and Sepulveda Blvd	AM	1.102	F	0.827	D	To mitigate this intersection, both the NB and WB RTOR should be changed from Auto to OLA. This mitigation package would still require the Metro Rapid Program, or other enhancements developed to benefit transit traveling to and from LAX, to remove a minimum of 5 vehicles in the PM period and 15 vehicles in the AP period.	0.827	D	Caltrans / El Segundo / LA	ATSAC
		PM	1.177	F	1.251	F		1.120	F		
		AP	0.809	D	0.917	E		0.839	D		
51	Imperial Highway and Vista del Mar	AM	0.909	E	0.959	E	Mitigation for this impact involves 1) changing the WB phasing from Perm to Split, and 2) changing the NB RTOR from Auto to OLA.	0.892	D	LA	ATSAC
		PM	0.634	B	0.711	C		0.624	B		
		AP	0.656	B	0.586	A		0.586	A		
52	Imperial Highway and La Cienega Blvd	AM	0.659	B	0.764	C	This intersection remains unmitigated.	0.764	C	LA	ATSAC
		PM	0.547	A	0.738	C		0.738	C		
		AP	0.544	A	0.856	D		0.856	D		
57	Jefferson Blvd and Lincoln Blvd	AM	1.064	F	1.000	E	Intersectional analysis assumed full build out of the intersection per Playa Vista mitigation plans. Provide contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements will partially mitigate the impact at this intersection.	1.000	E	Caltrans / LA	ATSAC
		PM	1.075	F	1.286	F		1.286	F		
		AP	0.761	C	0.799	C		0.799	C		
67	La Cienega Blvd and 111th Street	AM	0.223	A	0.634	B	Project Component Improvement calls for widening the south side of 111th Street west of La Cienega Blvd and the removal of the median island on La Cienega Bvd south of 111th Street. Resulting lane configuration is N/B - 2 LT, 3 TH; S/B - 3 TH, 1 RT; E/B - 2 LT, 2 RT. The EB signal phasing needs to be changed from Perm to Split and the SB RTOR changed from Auto to OLA.	0.433	A	LA County / LA	ATSAC
		PM	0.218	A	0.468	A		0.304	A		
		AP	0.593	A	1.062	F		0.629	B		
71	La Cienega Blvd and Lennox Blvd	AM	0.368	A	0.343	A	To mitigate this intersection, the following lane configuration is needed: NB - 3 THRU, 1 RT, SB - 2 LT, 3 THRU, EB - 2 LT, 2 RT, WB - 2 LT, 1 RT. The EB/WB signal phasing and RTOR need to be changed to Prot-Var and OLA respectively. The NB RTOR also needs to be changed to OLA.	0.347	A	LA County / LA	ATSAC
		PM	0.556	A	0.819	D		0.522	A		
		AP	0.711	C	0.709	C		0.729	C		
72	La Cienega Blvd and Manchester Blvd	AM	0.732	C	0.778	C	Mitigation for this impact involves changing the NB/SB phasing from Split to Prot-Var and restriping La Cienega Boulevard 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.	0.750	C	Inglewood	
		PM	0.791	C	0.852	D		0.807	D		
		AP	1.196	F	1.285	F		1.156	F		
82	La Tijera Blvd and Manchester Ave	AM	0.619	B	0.611	B	Mitigation for this impact involves changing the eastbound RT lane to a TH/RT lane on Manchester Avenue. This will require the removal of parking on the south side of Manchester Boulevard, east of La Tijera Boulevard during the PM peak hour.	0.611	B	LA	ATSAC
		PM	0.720	C	0.800	C		0.739	C		
		AP	0.647	B	0.594	A		0.574	A		
83	Sepulveda Blvd & La Tijera Blvd	AM	0.829	D	0.880	D	Mitigation for this intersection consists of the following changes to the existing lane configuration: WB from 1 LT, 1 THRU, 1 THRU/RT to 1 LT, 2 THRU, 1 RT and EB from 1 LT, 2 THRU, 1 RT to 1 LT, 2 THRU, 1 THRU/RT. This will require the removal of parking from both the north and south sides of La Tijera Boulevard east of Sepulveda Boulevard during the AM peak period.	0.854	D	LA	
		PM	0.800	C	0.825	D		0.755	C		
		AP	0.426	A	0.438	A		0.438	A		
87	Lincoln Blvd & 83rd St	AM	1.024	F	1.104	F	Mitigation for this impact involves widening and restriping the EB approach from 1 LT, 1 TH/RT to 2 LT, 1 TH/RT and changing the WB RTOR from Auto to OLA.	0.867	D	Caltrans / LA	ATSAC
		PM	1.128	F	1.280	F		1.048	F		
		AP	1.414	F	0.885	D		0.669	B		
88	Lincoln Blvd and Manchester Blvd	AM	0.795	C	0.934	E	Intersectional analysis assumed Playa Vista development mitigation already in place. Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to remove a minimum of 178 vehicles in the AM period, 269 vehicles in the PM period and 229 vehicles in the AP period.	0.934	E	Caltrans / LA	ATSAC
		PM	1.166	F	1.371	F		1.371	F		
		AP	0.790	C	0.966	E		0.966	E		
94	Lincoln Blvd & Teale St	AM	0.732	C	0.797	C	Intersectional analysis assumed Playa Vista development mitigation already in place. Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to remove a minimum of 17 vehicles from the AM period and 166 vehicles from the PM period.	0.797	C	Caltrans / LA	ATSAC
		PM	0.907	E	1.052	F		1.052	F		
		AP	0.588	A	0.654	B		0.654	B		

Alternative D Mitigation Plan - Without Lennox Interchange

LAX Master Plan - Proposed Final Mitigations Without Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT V/C	2015 ALT D FIN MIT LOS	JURISDICTION	SIGNAL
99	Manchester Ave and Sepulveda Blvd	AM	0.837	D	0.832	D	Mitigation for this intersection involves restriping the WB approach from 1 LT, 1 THRU, 1 THRU/RT to 1 LT, 2 THRU, 1 RT and changing the WB RTOR from Auto to OLA. Also, provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to remove a minimum of 22 vehicles in the AM peak period.	0.863	D	LA	ATSAC
		PM	0.991	E	1.174	F		0.990	E		
		AP	0.744	C	0.643	B		0.643	B		
100	Mariposa Ave and Sepulveda Blvd	AM	0.772	C	0.946	E	Mitigation of this impact involves a signal upgrade to ATSAC/ATCS equivalent. Provide fair-share contribution for the MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to remove a minimum of 76 vehicle in the AM period.	0.846	D	El Segundo / Caltrans	
		PM	1.132	F	1.126	F		1.026	F		
		AP	1.193	F	1.199	F		1.099	F		
103	Sepulveda Blvd and Rosecrans Ave	AM	1.275	F	1.257	F	Mitigation of this impact involves a signal upgrade to ATSAC/ATCS equivalent.	1.157	F	El Segundo / Manhattan Beach / Caltrans	
		PM	1.515	F	1.559	F		1.459	F		
		AP	1.398	F	1.417	F		1.317	F		
105	Sepulveda Blvd and I-105 Ramp N/O Imperi	AM	1.345	F	1.251	F	Mitigation of this impact involves a signal upgrade to ATSAC/ATCS equivalent.	1.151	F	Caltrans / LA	
		PM	1.021	F	1.153	F		1.053	F		
		AP	1.016	F	0.953	E		0.853	D		
106	Sepulveda Blvd and 76th/77th Sts	AM	0.712	C	0.673	B	Provide a fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to remove a minimum of 8 vehicles in the PM period.	0.664	B	Caltrans / LA	ATSAC
		PM	0.677	B	0.722	C		0.713	C		
		AP	0.678	B	0.666	B		0.666	B		
111	La Cienega Blvd and I-405 SB Ramps N/O Century Blvd	AM	0.706	C	0.764	C	Project Component Improvements calls for widening the west side of La Cienega Boulevard to provide an additional through lane for NB and SB. Mitigation of this impact involves widening the off-ramp to provide an additional lane. Resulting lane configuration is: N/B - 3 THRU, 1 RT; S/B - 1 LT, 3 THRU, W/B -	0.615	B	Caltrans / Inglewood / LA	ATSAC
		PM	0.570	A	0.447	A		0.388	A		
		AP	0.734	C	0.917	E		0.725	C		
312	El Segundo Blvd and La Cienega Blvd	AM	0.632	B	0.724	C	Mitigation of this impact involves an upgrade to the traffic signal to a ATSC/ATCS equivalent.	0.624	B	Hawthorne / LA County	
		PM	0.667	B	0.695	B		0.595	A		
		AP	0.461	A	0.574	A		0.474	A		
16	Bali Way and Lincoln Blvd	AM	0.554	A	0.547	A	Mitigation of this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way.	0.547	A	Caltrans / LA County	ATSAC
		PM	0.826	D	0.922	E		0.922	E		
		AP	0.477	A	0.577	A		0.577	A		
17	Centinela Avenue & Culver Blvd	AM	0.903	E	0.927	E	Mitigation for this impact involves changing the SB lane configuration from 1 LT, 1 TH, 1 TH/RT to 1 LT, 2 TH, 1 RT. The Intersection is completely mitigated in the AM period and partially mitigated in the PM period.	0.843	D	LA	ATSAC
		PM	0.889	D	0.982	E		0.929	E		
		AP	0.668	B	0.694	B		0.686	B		
20	Centinela Avenue and La Cienega Blvd	AM	1.128	F	1.237	F	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 & SB lane configurations from 1 LT, 2 TH, 1 TH/RT to 2 LT, 2 TH, 1 TH/RT. The WB lane configuration should be changed from 1 LT, 3 THRU, 1 RT to 2 LT, 2 TH, 1 THRU/RT.	1.067	F	Inglewood / LA	ATCS
		PM	1.136	F	1.160	F		1.082	F		
		AP	1.000	E	1.159	F		0.950	E		
25	La Brea Ave/Hawthorne Bl and Century Bl	AM	0.855	D	0.876	D	Mitigation for this impact involves removal of the raised median islands on La Brea Ave/ Hawthorne Blvd and installing additional left-turn lanes for NB and SB traffic. The NB lane configuration would change from 1 LT, 3 TH, 1 TH/RT to 2 LT, 3 TH, 1 TH/RT; the SB lane configuration would change from 1 LT, 3 TH, 1 RT to 2 LT, 3 TH, 1 RT.	0.807	D	Inglewood	
		PM	0.974	E	0.935	E		0.862	D		
		AP	0.979	E	0.988	E		0.895	D		
39	Fiji Way and Lincoln Blvd	AM	0.586	A	0.707	C	Mitigation of this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way. Provide a fair-share contribution to the MTA's proposed Metro Rapid Bus Program or other enhancements to benefit transit traveling to and from LAX. These enhancements would need to remove a minimum of 114 vehicles in the AM period and 32 vehicles in the PM period.	0.707	C	Caltrans / LA County	ATSAC
		PM	0.770	C	0.823	D		0.823	D		
		AP	0.621	B	0.588	A		0.588	A		
42	Hawthorne Blvd and Imperial Highway	AM	0.668	B	0.715	C	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 Hwy is required.	0.615	B	Hawthorne	
		PM	0.889	D	0.891	D		0.741	C		
		AP	0.916	E	1.058	F		0.878	D		
89	Lincoln Blvd and Marina Expressway	AM	0.942	E	0.956	E	Mitigation of this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way.	0.956	E	Caltrans / LA County	ATSAC
		PM	1.050	F	1.068	F		1.068	F		
		AP	0.622	B	0.760	C		0.760	C		

Alternative D Mitigation Plan - Without Lennox Interchange

LAX Master Plan - Proposed Final Mitigations Without Lennox Boulevard Interchange

FACILITY NO.	FACILITY NAME	PEAK HOUR	2015 ADJ. ENV V/C	2015 ADJ. ENV LOS	2015 ALT D UNMIT V/C	2015 ALT D UNMIT LOS	IMPROVEMENTS	2015 ALT D FIN MIT V/C	2015 ALT D FIN MIT LOS	JURISDICTION	SIGNAL
90	Lincoln Blvd and Maxella Ave	AM	0.838	D	0.782	C	Mitigation of this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way.	0.769	C	Caltrans / LA	ATSAC
		PM	0.978	E	0.981	E		1.025	F		
		AP	0.819	D	0.839	D		0.839	D		
91	Lincoln Blvd and Mindanao Way	AM	0.964	E	0.951	E	Mitigation of this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way.	0.951	E	Caltrans / LA	ATSAC
		PM	1.178	F	0.992	E		0.992	E		
		AP	0.853	D	0.936	E		0.936	E		
96	Lincoln Blvd and Washington Blvd	AM	1.046	F	1.046	F	Mitigation of this impact involves providing a fair-share contribution to LA County's Route 90 At-Grade Extension Project from Lincoln Boulevard to Admiralty Way.	1.046	F	Caltrans / LA	ATSAC
		PM	1.022	F	1.065	F		1.065	F		
		AP	0.881	D	0.762	C		0.762	C		
136	Sepulveda Blvd & 79th/80th Streets	AM	0.695	B	0.671	B	Provide a fair-share contribution to the MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements must remove a minimum of 246 vehicles in the PM period.	0.671	B	LA	ATSAC
		PM	0.731	C	0.904	E		0.904	E		
		AP	0.434	A	0.565	A		0.565	A		
137	Sepulveda Blvd & 83rd Street	AM	0.780	C	0.721	C	Provide a fair-share contribution to the MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX. These enhancements must remove a minimum of 212 vehicles in the PM period.	0.721	C	LA	ATSAC
		PM	0.833	D	0.983	E		0.983	E		
		AP	0.439	A	0.405	A		0.405	A		
309	Hawthorne Blvd and Lennox Blvd	AM	0.816	D	0.838	D	Mitigation of the impact at this intersection involves revising the signal phasing for the NB and SB approaches from Prot-Var to Perm.	0.768	C	LA County	
		PM	1.069	F	1.042	F		0.955	E		
		AP	1.136	F	1.191	F		1.092	F		
310	Inglewood Ave and Lennox Blvd	AM	0.904	E	0.921	E	Install a northbound right-turn lane by restriping and removing parking on the east side of Inglewood Blvd south of Lennox Blvd.	0.857	D	LA County	
		PM	1.143	F	1.148	F		0.951	E		
		AP	1.115	F	1.251	F		1.114	F		
502	Arbor Vitae Street and Inglewood Avenue	AM	0.780	C	0.833	D	Mitigatation for this impact involves restriping the SB lane configuration from 1 LTR to 1 LT, 1 TH, 1 RT. This would require the removal of parking on the west side of Inglewood Blvd, north of Arbor Vitae St.	0.689	B	Inglewood	
		PM	0.831	D	0.903	E		0.722	C		
		AP	0.829	D	0.922	E		0.751	C		
506	Arbor Vitae Street and La Brea Avenue	AM	0.697	B	0.719	C	Mitigation of this impact involves upgrading the signal to ATSAC/ATCS equivalent. A fair-share contribution to MTA's proposed Metro Rapid Program or other enhancements to benefit transit traveling to and from LAX would also mitigate this impact. The enhancement would need to remove a minimum of 19 vehicles in the AP period.	0.593	A	Inglewood	
		PM	0.712	C	0.715	C		0.590	A		
		AP	0.903	E	0.926	E		0.826	D		

Alternative D Mitigation Plan - Without Lennox Interchange

Los Angeles International Airport Master Plan

2015 ALT D ALTERNATIVE MITIGATION PLAN FINAL TRANSPORTATION IMPROVEMENTS

Facility Number	Facility Name	Peak Hour	Adj. Env. V/C LOS	Alt D V/C LOS	Pk Hr Impact	Mit. Alt D V/C LOS	Pk Hr Impact	Improvements	Final V/C LOS	Comments
Link 1	Lincoln s/o Venice**	AM NB/EB	0.743	0.806	Yes	0.806	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.776	*Regional transit contribution equivalent to removal of 62 southbound trips in the PM peak hour will achieve targeted V/C.
		SB/WB PM	0.886	0.945	Yes	0.945	Yes		0.915	
		NB/EB	0.950	1.024	Yes	1.024	Yes		0.969*	
		SB/WB	0.891	0.969	Yes	0.969	Yes		0.910*	
		AP NB/EB	0.743	0.804	Yes	0.804	Yes		0.774	
		SB/WB	0.781	0.829	Yes	0.829	Yes		0.799	
Link 2	Centinela s/o Venice**	AM NB/EB	0.914	0.991	Yes	0.991	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.933*	*Regional transit contribution equivalent to removal of 55 southbound trips in the PM peak hour will achieve target V/C.
		SB/WB PM	0.649	0.691	No	0.691	No		0.661	
		NB/EB	0.832	0.892	Yes	0.892	Yes		0.862	
		SB/WB	0.882	0.961	Yes	0.961	Yes		0.901*	
		AP NB/EB	0.728	0.788	No	0.788	No		0.758	
		SB/WB	0.837	0.886	Yes	0.886	Yes		0.856	
Link 3	Sawtelle s/o Venice**	AM NB/EB	0.527	0.591	No	0.591	No	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.561	---
		SB/WB PM	0.609	0.647	No	0.647	No		0.617	
		NB/EB	0.495	0.535	No	0.535	No		0.505	
		SB/WB	0.788	0.854	Yes	0.854	Yes		0.824	
		AP NB/EB	0.543	0.633	No	0.633	No		0.603	
		SB/WB	0.749	0.810	Yes	0.810	Yes		0.780	
Link 4	Sepulveda s/o Venice**	AM NB/EB	0.890	0.962	Yes	0.962	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.909*	*Regional transit contribution equivalent to removal of 56 northbound trips in the PM peak hour will achieve targeted V/C.
		SB/WB PM	0.707	0.765	No	0.765	No		0.735	
		NB/EB	1.093	1.185	Yes	1.185	Yes		1.112	
		SB/WB	0.925	1.005	Yes	1.005	Yes		0.944*	
		AP NB/EB	0.877	0.949	Yes	0.949	Yes		0.896*	
		SB/WB	0.965	1.042	Yes	1.042	Yes		0.984*	
Link 5	Overland s/o Venice**	AM NB/EB	0.857	0.941	Yes	0.941	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.896*	*Regional transit contribution equivalent to removal of 46 northbound trips in the PM peak hour.
		SB/WB PM	0.953	1.052	Yes	1.052	Yes		0.972*	
		NB/EB	0.888	0.961	Yes	0.961	Yes		0.908*	
		SB/WB	1.165	1.252	Yes	1.252	Yes		1.184*	
		AP NB/EB	0.851	0.946	Yes	0.946	Yes		0.890*	
		SB/WB	1.033	1.095	Yes	1.095	Yes		1.052*	
Link 8	Centinela e/o La Brea	AM NB/EB	0.459	0.481	No	0.481	No	Integration of an ATSAC-equivalent improvement will mitigate the impacts of this link.	0.411	---
		SB/WB PM	0.963	0.987	Yes	0.987	Yes		0.917	
		NB/EB	0.745	0.749	No	0.749	No		0.679	
		SB/WB	1.215	1.210	No	1.210	No		1.140	
		AP NB/EB	0.790	0.795	No	0.795	No		0.725	
		SB/WB	0.621	0.608	No	0.608	No		0.538	
Link 13	Imperial w/o La Brea	AM NB/EB	0.292	0.331	No	0.331	No	Integration of an ATSAC-equivalent improvement will mitigate the impacts of this link.	0.261	---
		SB/WB PM	0.378	0.395	No	0.395	No		0.325	
		NB/EB	0.590	0.599	No	0.599	No		0.529	
		SB/WB	0.348	0.398	No	0.398	No		0.318	
		AP NB/EB	0.476	0.756	Yes	0.756	Yes		0.686	
		SB/WB	0.667	0.789	Yes	0.789	Yes		0.719	
Link 20	Jefferson e/o Lincoln**	AM NB/EB	0.762	0.845	Yes	0.845	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.799*	*Regional transit contribution equivalent to removal of 98 westbound trips in the PM peak hour will achieve target V/C.
		SB/WB PM	0.458	0.556	No	0.556	No		0.526	
		NB/EB	0.492	0.554	No	0.554	No		0.524	
		SB/WB	1.091	1.167	Yes	1.167	Yes		1.110*	
		AP NB/EB	0.279	0.298	No	0.298	No		0.268	
		SB/WB	0.412	0.432	No	0.432	No		0.402	
Link 21	Lincoln s/o Jefferson**	AM NB/EB	0.763	0.861	Yes	0.861	Yes	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.802*	*Regional transit contribution equivalent to removal of 253 westbound trips in the PM peak hour.
		SB/WB PM	0.393	0.422	No	0.422	No		0.392	
		NB/EB	0.911	1.019	Yes	1.019	Yes		0.930*	
		SB/WB	0.652	0.735	Yes	0.735	Yes		0.705	
		AP NB/EB	0.572	0.645	No	0.645	No		0.585	
		SB/WB	0.572	0.609	No	0.609	No		0.579	
Link 22	Culver w/o Jefferson**	AM NB/EB	0.731	0.763	No	0.763	No	Fair-share contributions to regional transit service will mitigate the impacts of this link.	0.733	*Regional transit contribution equivalent to removal of 36 westbound trips in the PM peak hour.
		SB/WB PM	0.292	0.333	No	0.333	No		0.303	
		NB/EB	0.519	0.573	No	0.573	No		0.543	
		SB/WB	0.894	0.956	Yes	0.956	Yes		0.913*	
		AP NB/EB	0.427	0.453	No	0.453	No		0.423	
		SB/WB	0.490	0.530	No	0.530	No		0.500	
Link 28	El Segundo w/o Hawthorne	AM NB/EB	0.194	0.190	No	0.190	No	Integration of an ATSAC-equivalent improvement will mitigate the impacts of this link.	0.170	---
		SB/WB PM	0.518	0.532	No	0.532	No		0.462	
		NB/EB	0.794	0.822	No	0.822	No		0.752	
		SB/WB	0.398	0.420	No	0.420	No		0.350	
		AP NB/EB	0.706	0.736	No	0.736	No		0.676	
		SB/WB	0.891	0.935	Yes	0.935	Yes		0.875	

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Alternative D Mitigation Plan - Without Lennox Interchange

Los Angeles International Airport Master Plan

2015 ALT D ALTERNATIVE MITIGATION PLAN FINAL TRANSPORTATION IMPROVEMENTS

Facility Number	Facility Name	Peak Hour	Adj. Env. V/C LOS	Alt D V/C LOS	Pk Hr Impact*	Mit. Alt D V/C LOS	Pk Hr Impact*	Improvements	Final V/C LOS	Comments
Ramp 19	405 NB on at Century EB	AM	0.285	0.667	No	0.667	No	Fair-share contribution toward a future	0.334	
		PM	0.573	1.037	Yes	1.037	Yes	ramp widening would fully mitigate	0.519	
		AP	0.157	0.721	No	0.721	No	this impact.	0.361	
Ramp 26	405 SB on at El Segundo	AM	0.187	0.308	No	0.308	No	Fair-share contribution toward a future	0.154	
		PM	0.993	1.061	Yes	1.061	Yes	ramp widening would fully mitigate	0.531	
		AP	0.288	0.311	No	0.311	No	this impact.	0.156	
Ramp 35	105 WB off at Nash	AM	1.136	1.181	Yes	1.181	Yes	Fair-share contribution toward a future	0.591	
		PM	0.217	0.243	No	0.243	No	ramp widening would fully mitigate	0.122	
		AP	0.515	0.689	No	0.689	No	this impact.	0.345	

* Freeway ramp impacts are defined using CMP criteria (0.02 or greater increase in V/C and LOS F).

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

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Attachment G

Congestion Management Program Analysis Worksheets for Alternative D

2015 PHASE 3IF: ALTERNATIVE D WEEKDAY AM PEAK HOUR LEVELS OF SERVICE FOR CMP ARTERIAL SEGMENTS

CMP Route	Segment Terminals		Agency/ Jurisdiction	No. of Lanes		Segment Capacity		Existing Demand		Baseline Volume		Baseline+Proj. Volume		Baseline V/C & LOS				W/ Project V/C & LOS				Diff. in V/C		Project Impact	
	North or West End	South or East End		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB		SB/WB		NB/EB		SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Lincoln Boulevard	* Venice	Washington	Los Angeles	2	2	1,600	1,600	1,933	1,395	1,896	1,636	1,920	1,628	1.185	F	1.022	F	1.200	F	1.018	F	0.015	-0.005	No	No
	Washington	* Marina Expwy	Los Angeles	3	3	2,400	2,400	2,466	1,743	2,554	2,213	2,584	2,212	1.064	F	0.922	E	1.077	F	0.922	E	0.013	0.000	No	No
	* Marina Expwy	Culver	Los Angeles	3	3	2,400	2,400	2,641	1,407	2,575	1,646	2,588	1,670	1.073	F	0.686	B	1.078	F	0.696	B	0.005	0.010	No	No
	Culver	Jefferson	Los Angeles	4	3	3,200	2,400	2,346	1,635	2,817	1,757	2,927	1,864	0.880	D	0.732	C	0.915	E	0.776	C	0.034	0.045	No	No
	Jefferson	* Manchester	Los Angeles	4	3	3,200	2,400	2,381	1,451	2,966	2,084	3,145	2,286	0.927	E	0.868	D	0.983	E	0.953	E	0.056	0.084	No	No
	* Manchester	Westchester Pkwy	Los Angeles	3	3	2,400	2,400	1,653	1,213	2,052	1,902	2,392	1,878	0.855	D	0.793	C	0.997	E	0.783	C	0.142	-0.010	No	No
	Westchester Pkwy	* Sepulveda	Los Angeles	4	4	3,200	3,200	1,767	1,365	2,134	1,688	2,846	1,599	0.667	B	0.528	A	0.889	D	0.500	A	0.223	-0.028	No	No
Sepulveda Boulevard	* Lincoln	Century	Los Angeles	4	4	3,200	3,200	3,986	2,346	4,260	2,651	4,196	2,377	1.331	F	0.828	D	1.311	F	0.743	C	-0.020	-0.086	No	No
	Century	I-105	Los Angeles	3	3	2,400	2,400	4,000	2,531	4,382	3,075	4,462	3,271	1.826	F	1.281	F	1.859	F	1.363	F	0.033	0.082	Yes	Yes
	I-105	Mariposa	El Segundo	4	4	3,200	3,200	2,829	2,381	2,826	2,399	3,180	2,574	0.883	D	0.750	C	0.994	E	0.804	C	0.111	0.055	No	No
	Mariposa	* El Segundo	El Segundo	4	4	3,200	3,200	3,036	1,457	3,560	1,564	3,683	1,682	1.113	F	0.489	A	1.151	F	0.526	A	0.039	0.037	Yes	No
	* El Segundo	* Rosecrans	El Segundo	4	4	3,200	3,200	3,292	1,227	4,616	1,343	4,781	1,396	1.442	F	0.420	A	1.494	F	0.436	A	0.052	0.016	Yes	No
	* Rosecrans	Marine	Manhattan Bch	4	4	3,200	3,200	3,402	1,083	4,642	1,356	4,751	1,398	1.450	F	0.424	A	1.485	F	0.437	A	0.034	0.013	Yes	No
	Marine	Manhattan Bch	Manhattan Bch	3	2	2,400	1,600	3,134	965	3,760	988	3,817	1,027	1.567	F	0.617	B	1.590	F	0.642	B	0.024	0.024	Yes	No
	Manhattan Bch	* Artesia	Manhattan Bch	3	2	2,400	1,600	2,957	975	3,480	1,032	3,573	1,081	1.450	F	0.645	B	1.489	F	0.676	B	0.039	0.031	Yes	No
Venice Boulevard	* Lincoln	Centinela	Los Angeles	3	3	2,400	2,400	1,464	1,036	1,477	1,093	1,525	1,121	0.615	B	0.455	A	0.636	B	0.467	A	0.020	0.012	No	No
	Centinela	I-405	Los Angeles	3	3	2,400	2,400	2,065	1,330	2,121	1,431	2,180	1,457	0.884	D	0.596	A	0.908	E	0.607	B	0.025	0.011	No	No
	I-405	* Overland	Culver City	3	3	2,400	2,400	2,023	1,708	2,100	1,768	2,101	1,759	0.875	D	0.737	C	0.875	D	0.733	C	0.000	-0.004	No	No
	* Overland	Culver	Los Angeles	3	3	2,400	2,400	2,127	1,440	2,182	1,492	2,207	1,463	0.909	E	0.622	B	0.920	E	0.609	B	0.011	-0.012	No	No
La Cienega Boulevard	* Venice	Washington	Los Angeles	2	2	1,600	1,600	1,883	1,345	1,816	1,533	1,807	1,551	1.135	F	0.958	E	1.129	F	0.969	E	-0.005	0.012	No	No
	Washington	Fairfax	Culver City	2	2	1,600	1,600	2,028	1,392	1,872	1,488	1,863	1,507	1.170	F	0.930	E	1.164	F	0.942	E	-0.006	0.012	No	No
	Fairfax	* Jefferson	Los Angeles	3	3	2,400	2,400	3,579	2,307	3,372	2,664	3,414	2,683	1.405	F	1.110	F	1.422	F	1.118	F	0.018	0.008	No	No
	* Jefferson	Rodeo	Los Angeles	3	3	2,400	2,400	3,214	1,842	2,785	1,989	2,835	2,058	1.160	F	0.829	D	1.181	F	0.858	D	0.021	0.029	Yes	No
	Rodeo	* Stocker	L.A. County	3	3	2,400	2,400	3,175	1,900	2,932	2,248	2,974	2,323	1.222	F	0.937	E	1.239	F	0.968	E	0.017	0.031	No	No
	* Stocker	Slauson	L.A. County	3	3	2,400	2,400	3,382	2,746	3,270	3,202	3,345	3,258	1.363	F	1.334	F	1.394	F	1.358	F	0.031	0.023	Yes	Yes
	Slauson	* Centinela	Inglewood	3	3	2,400	2,400	3,249	2,410	2,958	2,688	3,068	2,789	1.233	F	1.120	F	1.278	F	1.162	F	0.046	0.042	Yes	Yes
	* Centinela	I-405	Los Angeles	3	3	2,400	2,400	3,140	2,334	3,041	2,542	3,197	2,633	1.267	F	1.059	F	1.332	F	1.097	F	0.065	0.038	Yes	Yes
Manchester Boulevard	* Lincoln	* Sepulveda	Los Angeles	2	2	1,600	1,600	806	797	1,195	1,116	1,144	1,227	0.747	C	0.697	B	0.715	C	0.767	C	-0.032	0.070	No	No
	* Sepulveda	La Tijera	Los Angeles	2	2	1,600	1,600	720	1,147	981	1,235	874	1,300	0.613	B	0.772	C	0.546	A	0.813	D	-0.067	0.041	No	No
	La Tijera	Airport	Los Angeles	2	2	1,600	1,600	813	1,044	1,203	1,259	1,157	1,365	0.752	C	0.787	C	0.723	C	0.853	D	-0.029	0.066	No	No
	Airport	Aviation	Los Angeles	2	2	1,600	1,600	1,100	1,468	1,338	2,129	1,332	2,098	0.836	D	1.331	F	0.833	D	1.311	F	-0.004	-0.020	No	No
	Aviation	I-405	Inglewood	2	2	1,600	1,600	789	1,382	857	1,401	888	1,498	0.536	A	0.875	D	0.555	A	0.936	E	0.019	0.061	No	No
	I-405	* La Brea	Inglewood	3	2	2,400	1,600	1,055	1,041	1,151	1,192	1,205	1,250	0.480	A	0.745	C	0.502	A	0.781	C	0.022	0.036	No	No
	* La Brea	Prairie	Inglewood	3	3	2,400	2,400	784	1,553	939	1,769	952	1,787	0.391	A	0.737	C	0.397	A	0.745	C	0.006	0.008	No	No
	Prairie	* Crenshaw	Inglewood	3	3	2,400	2,400	840	1,656	996	1,814	1,038	1,851	0.415	A	0.756	C	0.432	A	0.771	C	0.017	0.015	No	No
	* Crenshaw	Van Ness	Inglewood	2	2	1,600	1,600	939	1,378	1,093	1,496	1,135	1,554	0.683	B	0.935	E	0.709	C	0.971	E	0.026	0.036	No	No
	Van Ness	* Vermont	Los Angeles	3	3	2,400	2,400	1,211	1,383	1,295	1,495	1,330	1,544	0.540	A	0.623	B	0.554	A	0.643	B	0.014	0.020	No	No
	* Vermont	Figueroa	Los Angeles	3	3	2,400	2,400	1,448	1,334	1,497	1,341	1,531	1,390	0.624	B	0.559	A	0.638	B	0.579	A	0.014	0.020	No	No
Artesia Boulevard	* Pacific Coast Hwy	Aviation	Hermosa Bch	2	2	1,600	1,600	698	1,234	722	1,373	749	1,420	0.451	A	0.858	D	0.468	A	0.888	D	0.017	0.029	No	No
	Aviation	* Inglewood	Redondo Bch	2	2	1,600	1,600	965	1,132	969	1,211	969	1,258	0.605	B	0.757	C	0.606	B	0.786	C	0.000	0.029	No	No
	* Inglewood	* Hawthorne	Redondo Bch	2	2	1,600	1,600	1,020	1,131	1,131	1,307	1,131	1,339	0.707	C	0.817	D	0.707	C	0.837	D	0.000	0.020	No	No
	* Hawthorne	I-405	Torrance	2	2	1,600	1,600	1,291	1,307	1,399	1,365	1,412	1,374	0.874	D	0.853	D	0.883	D	0.859	D	0.008	0.006	No	No
	I-405	* Crenshaw	Torrance	2	2	1,600	1,600	529	1,010	819	1,078	819	1,085	0.512	A	0.673	B	0.512	A	0.678	B	0.000	0.004	No	No
	* Crenshaw	Western	Torrance	2	2	1,600	1,600	571	1,080	778	1,060	799	1,092	0.486	A	0.663	B	0.499	A	0.683	B	0.013	0.020	No	No
	Western	Normandie	Gardena	3	3	2,400	2,400	610	1,232	760	1,190	764	1,224	0.317	A	0.496	A	0.318	A	0.510	A	0.002	0.014	No	No
	Normandie	* Vermont	Gardena	4	4	3,200	3,200	600	1,369	780	1,225	808	1,261	0.244	A	0.383	A	0.253	A	0.394	A	0.009	0.011	No	No

* CMP Arterial Monitoring Station; **Shown for impacted locations only

2015 PHASE 3IF: ALTERNATIVE D WEEKDAY PM PEAK HOUR LEVELS OF SERVICE FOR CMP ARTERIAL SEGMENTS

CMP Route	Segment Terminals		Agency/ Jurisdiction	No. of Lanes		Segment Capacity		Existing Demand		Baseline Volume		Baseline+Proj. Volume		Baseline V/C & LOS				W/ Project V/C & LOS				Diff. in V/C		Project Impact	
	North or West End	South or East End		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB		SB/WB		NB/EB		SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Lincoln Boulevard	* Venice	Washington	Los Angeles	2	2	1,600	1,600	1,826	1,641	2,115	1,761	2,134	1,801	1.322	F	1.100	F	1.333	F	1.126	F	0.012	0.025	No	Yes
	Washington	* Marina Expwy	Los Angeles	3	3	2,400	2,400	2,172	2,292	2,854	2,797	2,835	2,848	1.189	F	1.165	F	1.181	F	1.187	F	-0.008	0.021	No	Yes
	* Marina Expwy	Culver	Los Angeles	3	3	2,400	2,400	1,975	2,087	2,727	2,241	2,705	2,447	1.136	F	0.934	E	1.127	F	1.019	F	-0.009	0.086	No	Yes
	Culver	Jefferson	Los Angeles	4	3	3,200	2,400	2,213	2,743	3,614	2,345	3,648	2,597	1.129	F	0.977	E	1.140	F	1.082	F	0.011	0.105	No	Yes
	Jefferson	* Manchester	Los Angeles	4	3	3,200	2,400	2,180	2,337	4,338	3,339	4,778	3,578	1.356	F	1.391	F	1.493	F	1.491	F	0.138	0.099	Yes	Yes
	* Manchester	Westchester Pkwy	Los Angeles	3	3	2,400	2,400	1,592	1,709	2,519	2,575	2,767	3,007	1.050	F	1.073	F	1.153	F	1.253	F	0.103	0.180	Yes	Yes
	Westchester Pkwy	* Sepulveda	Los Angeles	4	4	3,200	3,200	1,625	1,562	2,178	1,926	2,376	2,287	0.681	B	0.602	A	0.743	C	0.715	C	0.062	0.113	No	No
Sepulveda Boulevard	* Lincoln	Century	Los Angeles	4	4	3,200	3,200	3,824	2,971	4,328	3,072	3,981	3,354	1.352	F	0.960	E	1.244	F	1.048	F	-0.108	0.088	No	Yes
	Century	I-105	Los Angeles	3	3	2,400	2,400	3,364	3,687	3,742	4,346	4,111	4,220	1.559	F	1.811	F	1.713	F	1.758	F	0.154	-0.052	Yes	No
	I-105	Mariposa	El Segundo	4	4	3,200	3,200	2,573	2,885	3,057	2,960	3,183	3,280	0.955	E	0.925	E	0.995	E	1.025	F	0.039	0.100	No	Yes
	Mariposa	* El Segundo	El Segundo	4	4	3,200	3,200	2,550	2,687	3,160	3,167	3,330	3,141	0.987	E	0.990	E	1.041	F	0.982	E	0.053	-0.008	Yes	No
	* El Segundo	* Rosecrans	El Segundo	4	4	3,200	3,200	2,073	3,554	2,594	4,470	2,724	4,560	0.811	D	1.397	F	0.851	D	1.425	F	0.041	0.028	No	Yes
	* Rosecrans	Marine	Manhattan Bch	4	4	3,200	3,200	1,617	3,415	2,096	4,380	2,158	4,405												
	Marine	Manhattan Bch	Manhattan Bch	3	3	2,400	2,400	1,326	3,339	1,494	3,672	1,551	3,682	0.622	B	1.530	F	0.646	B	1.534	F	0.024	0.004	No	No
	Manhattan Bch	* Artesia	Manhattan Bch	3	2	2,400	1,600	1,374	2,887	1,486	3,180	1,518	3,202	0.619	B	1.988	F	0.633	B	2.001	F	0.013	0.013	No	No
Venice Boulevard	* Lincoln	Centinela	Los Angeles	3	3	2,400	2,400	1,159	1,383	1,333	1,660	1,339	1,689	0.556	A	0.692	B	0.558	A	0.704	B	0.002	0.012	No	No
	Centinela	I-405	Los Angeles	3	3	2,400	2,400	1,594	1,884	1,839	2,130	1,809	2,119	0.766	C	0.887	D	0.754	C	0.883	D	-0.012	-0.004	No	No
	I-405	* Overland	Culver City	3	3	2,400	2,400	1,885	2,139	2,118	2,342	2,142	2,450	0.882	D	0.976	E	0.892	D	1.021	F	0.010	0.045	No	Yes
	* Overland	Culver	Los Angeles	3	3	2,400	2,400	1,564	1,916	1,770	2,117	1,744	2,131	0.738	C	0.882	D	0.727	C	0.888	D	-0.011	0.006	No	No
La Cienega Boulevard	* Venice	Washington	Los Angeles	2	2	1,600	1,600	1,392	1,785	1,615	1,891	1,631	1,870	1.009	F	1.182	F	1.019	F	1.169	F	0.010	-0.013	No	No
	Washington	Fairfax	Culver City	2	2	1,600	1,600	1,506	1,757	1,650	1,768	1,637	1,745	1.031	F	1.105	F	1.023	F	1.091	F	-0.008	-0.014	No	No
	Fairfax	* Jefferson	Los Angeles	3	3	2,400	2,400	2,703	3,034	2,987	3,041	2,993	3,097	1.244	F	1.267	F	1.247	F	1.290	F	0.003	0.023	No	Yes
	* Jefferson	Rodeo	Los Angeles	3	3	2,400	2,400	2,416	2,543	2,729	2,611	2,715	2,637	1.137	F	1.088	F	1.131	F	1.099	F	-0.006	0.011	No	No
	Rodeo	* Stocker	L.A. County	3	3	2,400	2,400	2,578	2,762	2,865	2,702	2,878	2,757	1.194	F	1.126	F	1.199	F	1.149	F	0.006	0.023	No	Yes
	* Stocker	Slauson	L.A. County	3	3	2,400	2,400	3,388	3,373	3,662	3,322	3,719	3,393	1.526	F	1.384	F	1.550	F	1.414	F	0.024	0.030	Yes	Yes
	Slauson	* Centinela	Inglewood	3	3	2,400	2,400	2,821	2,859	3,057	2,961	3,164	3,093	1.274	F	1.234	F	1.318	F	1.289	F	0.045	0.055	Yes	Yes
	* Centinela	I-405	Los Angeles	3	3	2,400	2,400	2,641	2,439	2,727	2,431	2,843	2,515	1.136	F	1.013	F	1.184	F	1.048	F	0.048	0.035	Yes	Yes
Manchester Boulevard	* Lincoln	* Sepulveda	Los Angeles	2	2	1,600	1,600	925	1,011	1,452	1,538	1,536	1,647	0.908	E	0.961	E	0.960	E	1.029	F	0.052	0.068	No	Yes
	* Sepulveda	La Tijera	Los Angeles	2	2	1,600	1,600	957	1,081	1,210	1,544	1,347	1,619	0.756	C	0.965	E	0.842	D	1.012	F	0.086	0.047	No	Yes
	La Tijera	Airport	Los Angeles	2	2	1,600	1,600	989	885	1,343	1,448	1,391	1,494	0.839	D	0.905	E	0.869	D	0.933	E	0.030	0.028	No	No
	Airport	Aviation	Los Angeles	2	2	1,600	1,600	1,494	1,172	2,244	1,844	2,122	1,789	1.402	F	1.153	F	1.326	F	1.118	F	-0.076	-0.035	No	No
	Aviation	I-405	Inglewood	2	2	1,600	1,600	1,213	1,200	1,513	1,288	1,492	1,256	0.946	E	0.805	D	0.933	E	0.785	C	-0.013	-0.020	No	No
	I-405	* La Brea	Inglewood	2	3	1,600	2,400	1,171	1,212	1,308	1,625	1,343	1,654	0.818	D	0.677	B	0.840	D	0.689	B	0.022	0.012	No	No
	* La Brea	Prairie	Inglewood	3	4	2,400	3,200	1,508	1,273	1,716	1,640	1,741	1,688	0.715	C	0.513	A	0.725	C	0.528	A	0.010	0.015	No	No
	Prairie	* Crenshaw	Inglewood	3	3	2,400	2,400	1,731	1,358	1,805	1,563	1,825	1,649	0.752	C	0.651	B	0.760	C	0.687	B	0.008	0.036	No	No
	* Crenshaw	Van Ness	Inglewood	3	3	2,400	2,400	1,461	1,269	1,542	1,375	1,572	1,431	0.642	B	0.573	A	0.655	B	0.596	A	0.013	0.023	No	No
	Van Ness	* Vermont	Los Angeles	3	3	2,400	2,400	1,675	1,574	1,710	1,636	1,739	1,699	0.712	C	0.682	B	0.724	C	0.708	C	0.012	0.026	No	No
	* Vermont	Figueroa	Los Angeles	3	3	2,400	2,400	1,679	1,654	1,716	1,757	1,725	1,808	0.715	C	0.732	C	0.719	C	0.753	C	0.004	0.021	No	No
Artesia Boulevard	* Pacific Coast Hwy	Aviation	Hermosa Bch	2	2	1,600	1,600	1,213	834	1,285	868	1,280	884	0.803	C	0.543	A	0.800	C	0.553	A	-0.003	0.010	No	No
	Aviation	* Inglewood	Redondo Bch	2	2	1,600	1,600	1,263	1,061	1,257	1,075	1,263	1,089	0.786	C	0.672	B	0.789	C	0.680	B	0.003	0.009	No	No
	* Inglewood	* Hawthorne	Redondo Bch	2	2	1,600	1,600	1,271	1,187	1,327	1,295	1,348	1,318	0.829	D	0.809	D	0.842	D	0.824	D	0.013	0.014	No	No
	* Hawthorne	I-405	Torrance	2	2	1,600	1,600	1,659	1,286	1,548	1,461	1,553	1,463	0.967	E	0.913	E	0.970	E	0.914	E	0.003	0.001	No	No
	I-405	* Crenshaw	Torrance	2	2	1,600	1,600	885	971	1,118	1,129	1,153	1,174	0.698	B	0.706	C	0.720	C	0.733	C	0.022	0.028	No	No
	* Crenshaw	Western	Torrance	2	2	1,600	1,600	1,131	856	1,229	1,066	1,238	1,104	0.768	C	0.666	B	0.774	C	0.690	B	0.006	0.023	No	No
	Western	Normandie	Gardena	3	3	2,400	2,400	1,315	875	1,416	1,097	1,422	1,171	0.590	A	0.457	A	0.593	A	0.488	A	0.003	0.031	No	No
	Normandie	* Vermont	Gardena	4	4	3,200	3,200	1,417	826	1,431	1,067	1,433	1,132	0.447	A	0.333	A	0.448	A	0.354	A	0.001	0.020	No	No

* CMP Arterial Monitoring Station; **Shown for impacted locations only

2015 PHASE 3F: ALTERNATIVE D WEEKDAY AM PEAK HOUR LEVELS OF SERVICE FOR FREEWAY SEGMENTS

Freeway Route	Segment Location	Capacity*		Existing Demand		Project Volume		Baseline Volume		Baseline+Proj. Volume		Baseline D/C & LOS				W/ Project D/C & LOS				Diff. in D/C		Project Impact	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB		SB/WB		NB/EB		SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
I-5	n/o Rte 14	10,000	10,000	2,082	7,094	133	195	1,281	14,102	1,414	14,297	0.128	A	1.410	F(2)	0.141	A	1.430	F(2)	0.013	0.020	No	No
	n/o Jct Rte 126 W	8,000	8,000	483	1,198	106	47	787	5,697	893	5,744	0.098	A	0.712	C	0.112	A	0.718	C	0.013	0.006	No	No
I-10	Lincoln Blvd.	6,000	6,000	3,764	3,253	0	85	4,071	3,356	4,071	3,441	0.679	C	0.559	C	0.679	C	0.574	C	0.000	0.014	No	No
	e/o Overland Ave.	8,000	10,000	8,377	6,627	49	27	8,801	7,094	8,850	7,121	1.100	F(0)	0.709	C	1.106	F(0)	0.712	C	0.006	0.003	No	No
	e/o La Brea Ave.	9,500	8,000	11,000	10,139	106	-6	11,363	10,304	11,469	10,298	1.196	F(0)	1.288	F(1)	1.207	F(0)	1.287	F(1)	0.011	-0.001	No	No
I-105	e/o Sepulveda Blvd.	6,000	6,000	1,814	4,128	-168	-17	2,422	5,691	2,254	5,674	0.404	B	0.949	E	0.376	B	0.946	E	-0.028	-0.003	No	No
	e/o Crenshaw Blvd.	8,000	8,000	7,004	8,768	141	110	6,523	8,128	6,664	8,238	0.815	D	1.016	F(0)	0.833	D	1.030	F(0)	0.018	0.014	No	No
	e/o Harris Ave.	8,000	8,000	6,309	9,863	168	56	6,858	9,175	7,026	9,231	0.857	D	1.147	F(0)	0.878	D	1.154	F(0)	0.021	0.007	No	No
I-405	Santa Fe Ave.	8,000	8,000	11,807	6,360	126	243	12,919	8,954	13,045	9,197	1.615	F(3)	1.119	F(0)	1.631	F(3)	1.150	F(0)	0.016	0.030	No	Yes
	s/o Rte 110 @ Carson	10,000	10,000	9,534	5,260	149	268	10,276	7,547	10,425	7,815	1.028	F(0)	0.755	C	1.043	F(0)	0.782	D	0.015	0.027	No	No
	n/o Inglewood Ave.	8,000	8,000	9,641	7,347	128	386	8,926	7,486	9,054	7,872	1.116	F(0)	0.936	E	1.132	F(0)	0.984	E	0.016	0.048	No	No
	n/o La Tijera Blvd.	10,000	10,000	8,281	8,496	177	589	8,060	9,389	8,237	9,978	0.806	D	0.939	E	0.824	D	0.998	E	0.018	0.059	No	No
	n/o Venice Blvd.	10,000	10,000	9,512	8,361	364	-4	8,774	8,853	9,138	8,849	0.877	D	0.885	D	0.914	D	0.885	D	0.036	0.000	No	No
	s/o Mulholland Dr.	10,000	10,000	6,821	13,907	465	48	7,612	16,753	8,077	16,801	0.761	C	1.675	F(3)	0.808	D	1.680	F(3)	0.047	0.005	No	No
	n/o Roscoe Blvd.	10,000	10,000	4,611	10,262	268	45	5,230	11,052	5,498	11,097	0.523	B	1.105	F(0)	0.550	C	1.110	F(0)	0.027	0.004	No	No

D/C = Demand/Capacity ratio; * = Capacity volume obtained from MTA's 2002 CMP; **Shown for impacted locations only

2015 PHASE 3F: ALTERNATIVE D WEEKDAY PM PEAK HOUR LEVELS OF SERVICE FOR FREEWAY SEGMENTS

Freeway Route	Segment Location	Capacity*		Existing Demand		Project Volume		Baseline Volume		Baseline+Proj. Volume		Baseline D/C & LOS				W/ Project D/C & LOS				Diff. in D/C		Project Impact	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB		SB/WB		NB/EB		SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
I-5	n/o Rte 14	10,000	10,000	5,576	3,934	151	83	12,308	6,095	12,459	6,178	1.231	F(0)	0.610	C	1.246	F(0)	0.618	C	0.015	0.008	No	No
	n/o Jct Rte 126 W	8,000	8,000	872	767	72	53	4,124	1,063	4,196	1,116	0.516	B	0.133	A	0.525	B	0.140	A	0.009	0.007	No	No
I-10	Lincoln	6,000	6,000	3,764	3,253	-22	35	4,301	4,725	4,279	4,760	0.717	C	0.788	D	0.713	C	0.793	D	-0.004	0.006	No	No
	e/o Overland	8,000	10,000	8,377	6,627	64	52	8,973	9,266	9,037	9,318	1.122	F(0)	0.927	D	1.130	F(0)	0.932	E	0.008	0.005	No	No
	e/o La Brea	9,500	8,000	11,000	10,139	69	45	11,524	11,828	11,593	11,873	1.213	F(0)	1.479	F(3)	1.220	F(0)	1.484	F(3)	0.007	0.006	No	No
I-105	e/o Sepulveda	6,000	6,000	1,814	4,128	-545	313	4,358	4,526	3,813	4,839	0.726	C	0.754	C	0.636	C	0.807	D	-0.091	0.052	No	No
	e/o Crenshaw	8,000	8,000	7,004	8,768	96	224	7,568	7,535	7,664	7,759	0.946	E	0.942	E	0.958	E	0.970	E	0.012	0.028	No	No
	e/o Harris	8,000	8,000	9,162	8,212	55	93	8,810	8,625	8,865	8,718	1.101	F(0)	1.078	F(0)	1.108	F(0)	1.090	F(0)	0.007	0.012	No	No
I-405	Santa Fe Ave.	8,000	8,000	8,791	10,456	248	97	11,950	12,166	12,198	12,263	1.494	F(3)	1.521	F(3)	1.525	F(3)	1.533	F(3)	0.031	0.012	Yes	No
	s/o Rte 110 @ Carson	10,000	10,000	7,443	8,859	248	106	10,144	10,043	10,392	10,149	1.014	F(0)	1.004	F(0)	1.039	F(0)	1.015	F(0)	0.025	0.011	Yes	No
	n/o Inglewood Ave.	8,000	8,000	8,435	9,713	143	243	8,489	9,784	8,632	10,027	1.061	F(0)	1.223	F(0)	1.079	F(0)	1.253	F(1)	0.018	0.030	No	Yes
	n/o La Tijera	10,000	10,000	8,281	8,496	151	91	9,797	9,095	9,948	9,186	0.980	E	0.910	D	0.995	E	0.919	D	0.015	0.009	No	No
	n/o Venice Blvd.	10,000	10,000	9,512	8,361	-47	58	10,279	8,241	10,232	8,299	1.028	F(0)	0.824	D	1.023	F(0)	0.830	D	-0.005	0.006	No	No
	s/o Mulholland Dr.	10,000	10,000	12,538	10,679	-21	183	15,705	13,069	15,684	13,252	1.571	F(3)	1.307	F(1)	1.568	F(3)	1.325	F(1)	-0.002	0.018	No	No
	n/o Roscoe Blvd.	10,000	10,000	9,328	7,463	43	119	10,036	8,782	10,079	8,901	1.004	F(0)	0.878	D	1.008	F(0)	0.890	D	0.004	0.012	No	No

D/C = Demand/Capacity ratio; * = Capacity volume obtained from MTA's 2002 CMP; **Shown for impacted locations only

ESTIMATED MITIGATION COSTS FOR CMP ARTERIAL SEGMENTS - ALTERNATIVE D

CMP Route		Segment Terminals		Agency/ Jurisdiction	Existing Demand			Baseline Volume			Baseline+Proj. Volume				Fair-Share Cont.	
		North or West End	South or East End		NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	Cost (000)	Back-ground	Project
Lincoln Boulevard	AM	* Venice	Washington	Los Angeles	1,933	1,395	3,328	1,896	1,636	3,532	1,920	1,628	3,548			
	PM	* Venice	Washington	Los Angeles	1,826	1,641	3,467	2,115	1,761	3,875	2,134	1,801	3,935			
							6,794			7,407			7,483	$50.000	89.0%	11.0%
	AM	Washington	* Marina Expwy	Los Angeles	2,466	1,743	4,209	2,554	2,213	4,767	2,584	2,212	4,796			
	PM	Washington	* Marina Expwy	Los Angeles	2,172	2,292	4,464	2,854	2,797	5,651	2,835	2,848	5,683			
							8,674			10,418			10,479	$112.000	96.6%	3.4%
	AM	* Marina Expwy	Culver	Los Angeles	2,641	1,407	4,048	2,575	1,646	4,221	2,588	1,670	4,258			
	PM	* Marina Expwy	Culver	Los Angeles	1,975	2,087	4,062	2,727	2,241	4,967	2,705	2,447	5,152			
							8,111			9,188			9,410	$395.000	82.9%	17.1%
	AM	Culver	Jefferson	Los Angeles	2,346	1,635	3,980	2,817	1,757	4,574	2,927	1,864	4,791			
	PM	Culver	Jefferson	Los Angeles	2,213	2,743	4,955	3,614	2,345	5,959	3,648	2,597	6,245			
							8,935			10,532			11,035	$25.000	76.0%	24.0%
	AM	Jefferson	* Manchester	Los Angeles	2,381	1,451	3,832	2,966	2,084	5,050	3,145	2,286	5,431			
	PM	Jefferson	* Manchester	Los Angeles	2,180	2,337	4,518	4,338	3,339	7,678	4,778	3,578	8,356			
							8,350			12,728			13,787	$323.000	80.5%	19.5%
	AM	* Manchester	Westchester Pkwy	Los Angeles	1,653	1,213	2,866	2,052	1,902	3,954	2,392	1,878	4,270			
	PM	* Manchester	Westchester Pkwy	Los Angeles	1,592	1,709	3,300	2,519	2,575	5,094	2,767	3,007	5,774			
							6,166			9,048			10,044	$28.000	74.3%	25.7%
Sepulveda Boulevard	AM	* Lincoln	Century	Los Angeles	3,986	2,346	6,331	4,260	2,651	6,911	4,196	2,377	6,573			
	PM	* Lincoln	Century	Los Angeles	3,824	2,971	6,795	4,328	3,072	7,400	3,981	3,354	7,335			
						5,316			5,723			5,731		$50.000	98.0%	2.0%
	AM	Century	I-105	Los Angeles	4,000	2,531	6,530	4,382	3,075	7,457	4,462	3,271	7,733			
	PM	Century	I-105	Los Angeles	3,364	3,687	7,051	3,742	4,346	8,088	4,111	4,220	8,331			
							13,582			15,545			16,064	$107.000	79.1%	20.9%
	AM	I-105	Mariposa	El Segundo	2,829	2,381	5,210	2,826	2,399	5,225	3,180	2,574	5,753			
	PM	I-105	Mariposa	El Segundo	2,573	2,885	5,458	3,057	2,960	6,017	3,183	3,280	6,463			
							10,668			11,242			12,216	$168.000	37.1%	62.9%
	AM	Mariposa	* El Segundo	El Segundo	3,036	1,457	4,493	3,560	1,564	5,124	3,683	1,682	5,365			
	PM	Mariposa	* El Segundo	El Segundo	2,550	2,687	5,237	3,160	3,167	6,327	3,330	3,141	6,471			
							9,730			11,451			11,836	$155.000	81.7%	18.3%
	AM	* El Segundo	* Rosecrans	El Segundo	3,292	1,227	4,518	4,616	1,343	5,959	4,781	1,396	6,176			
	PM	* El Segundo	* Rosecrans	El Segundo	2,073	3,554	5,627	2,594	4,470	7,064	2,724	4,560	7,284			
							10,145			13,023			13,460	$95.000	86.8%	13.2%
	AM	* Rosecrans	Marine	Manhattan Bch	3,402	1,083	4,485	4,642	1,356	5,997	4,751	1,398	6,149			
	PM	* Rosecrans	Marine	Manhattan Bch	1,617	3,415	5,032	2,096	4,380	6,476	2,158	4,405	6,563			
							9,517			12,473			12,711	$50.000	92.5%	7.5%
	AM	Marine	Manhattan Bch	Manhattan Bch	3,134	965	4,099	3,760	988	4,748	3,817	1,027	4,843			
	PM	Marine	Manhattan Bch	Manhattan Bch	1,326	3,339	4,665	1,494	3,672	5,165	1,551	3,682	5,233			
							8,763			9,913			10,076	$100.000	87.6%	12.4%
	AM	Manhattan Bch	* Artesia	Manhattan Bch	2,957	975	3,932	3,480	1,032	4,512	3,573	1,081	4,654			
	PM	Manhattan Bch	* Artesia	Manhattan Bch	1,374	2,887	4,261	1,486	3,180	4,666	1,518	3,202	4,720			
							8,193			9,178			9,374	$200.000	83.4%	16.6%
Venice Boulevard	AM	I-405	* Overland	Culver City	2,023	1,708	3,731	2,100	1,768	3,869	2,101	1,759	3,860			
	PM	I-405	* Overland	Culver City	1,885	2,139	4,024	2,118	2,342	4,460	2,142	2,450	4,592			
							7,755			8,329			8,452	$150.000	82.3%	17.7%
La Cienega Boulevard	AM	Fairfax	* Jefferson	Los Angeles	3,579	2,307	5,886	3,372	2,664	6,035	3,414	2,683	6,096			
	PM	Fairfax	* Jefferson	Los Angeles	2,703	3,034	5,737	2,987	3,041	6,027	2,993	3,097	6,090			
							11,622			12,062			12,186	$50.000	78.1%	21.9%
	AM	* Jefferson	Rodeo	Los Angeles	3,214	1,842	5,056	2,785	1,989	4,774	2,835	2,058	4,893			
	PM	* Jefferson	Rodeo	Los Angeles	2,416	2,543	4,959	2,729	2,611	5,340	2,715	2,637	5,352			
							10,015			10,114			10,245	$50.000	43.0%	57.0%
	AM	Rodeo	* Stocker	L.A. County	3,175	1,900	5,075	2,932	2,248	5,180	2,974	2,323	5,297			
	PM	Rodeo	* Stocker	L.A. County	2,578	2,762	5,340	2,865	2,702	5,567	2,878	2,757	5,635			
							10,415			10,747			10,933	$350.000	64.1%	35.9%
	AM	* Stocker	Slauson	L.A. County	3,382	2,746	6,128	3,270	3,202	6,472	3,345	3,258	6,603			
	PM	* Stocker	Slauson	L.A. County	3,388	3,373	6,761	3,662	3,322	6,984	3,719	3,393	7,112			
							12,889			13,456			13,715	$100.000	68.6%	31.4%
	AM	Slauson	* Centinela	Inglewood	3,249	2,410	5,659	2,958	2,688	5,646	3,068	2,789	5,857			
	PM	Slauson	* Centinela	Inglewood	2,821	2,859	5,680	3,057	2,961	6,018	3,164	3,093	6,257			
							11,338			11,664			12,114	$150.000	42.0%	58.0%
	AM	* Centinela	I-405	Los Angeles	3,140	2,334	5,475	3,041	2,542	5,583	3,197	2,633	5,830			
	PM	* Centinela	I-405	Los Angeles	2,641	2,439	5,080	2,727	2,431	5,158	2,843	2,515	5,357			
							10,555			10,741			11,188	$125.000	29.4%	70.6%
Manchester Boulevard	AM	* Lincoln	* Sepulveda	Los Angeles	806	797	1,603	1,195	1,116	2,310	1,144	1,227	2,371			
	PM	* Lincoln	* Sepulveda	Los Angeles	925	1,011	1,936	1,452	1,538	2,990	1,536	1,647	3,183			
							3,540			5,301			5,555	$28.000	87.4%	12.6%
	AM	* Sepulveda	La Tijera	Los Angeles	720	1,147	1,867	981	1,235	2,216	874	1,300	2,174			
	PM	* Sepulveda	La Tijera	Los Angeles	957	1,081	2,038	1,210	1,544	2,754	1,347	1,619	2,966			
							3,905			4,970			5,140	$50.000	86.2%	13.8%

* CMP Arterial Monitoring Station

Los Angeles International Airport Master Plan

2015 PHASE 3F: ALTERNATIVE D WEEKDAY PEAK HOUR LEVELS OF SERVICE FOR FREEWAY SEGMENTS

Freeway Route		Segment Location	Existing Demand			Baseline Volume			Baseline+Proj. Volume			Length	Mitigation Costs		Fair-Share Cont.	
			NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	(mi.)	Cost/Mi ($mil.)	Total ($mil.)	Back-ground	Project
I-405	AM	Santa Fe Ave.	11,807	6,360	18,167	12,919	8,954	21,873	13,045	9,197	22,242					
	PM	Santa Fe Ave.	8,791	10,456	19,247	11,950	12,166	24,116	12,198	12,263	24,461					
					37,414			45,989			46,703	0.63	$6.4	$4.032	92.3%	7.7%
	AM	s/o Rte 110 @ Carson	9,534	5,260	14,794	10,276	7,547	17,823	10,425	7,815	18,240					
	PM	s/o Rte 110 @ Carson	7,443	8,859	16,302	10,144	10,043	20,187	10,392	10,149	20,541					
					31,096			38,010			38,781	1.05	$6.4	$6.720	90.0%	10.0%
	AM	n/o Inglewood Ave.	9,641	7,347	16,988	8,926	7,486	16,412	9,054	7,872	16,926					
	PM	n/o Inglewood Ave.	8,435	9,713	18,148	8,489	9,784	18,273	8,632	10,027	18,659					
				17,060	35,136		17,270	34,685		17,899		0.85	$6.4	$5.440	25.0%	75.0%

EXHIBIT G-1
NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY			
Category	Number of Dwelling Units	Impact Value	Sub-total
Single-Family		x 6.80	= ( )
Multi-Family		x 4.76	= ( )
Group Quarters		x 1.98	= ( )

COMMERCIAL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq. ft.	Sub-total
Commercial 0-299 KSF		x 22.23	= ( )
Commercial 300+ KSF		x 17.80	= ( )
Free-Standing Eating and Drinking		x 66.99	= ( )

NON-RETAIL DEVELOPMENT ACTIVITY			
Category	Thousands of Gross Square Feet	Value per 1000 sq. ft.	Sub-total
Lodging		x 7.21	= ( )
Industrial		x 6.08	= ( )
Office 0-49 KSF		x 16.16	= ( )
Office 50-299 KSF		x 10.50	= ( )
Office 300+ KSF		x 7.35	= ( )
Medical		x 16.90	= ( )
Government		x 20.95	= ( )
Institutional/Education		x 7.68	= ( )
University	Per Student	x 1.66	= ( )

Other (Describe)	Daily Trips	Impact Value	Sub-total
LAX Master Plan	98,367	x 0.71	= (69,841)

ADJUSTMENTS (OPTIONAL) - Complete Part 2 =	+
TOTAL CURRENT CONGESTION MITIGATION GOAL (POINTS) =	(69,841)

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Attachment H

Example of Interim Year Impact Analysis

Impact Analysis 2015 - Phase 3I
Alternative D Interim Conditions Vs. Adjusted Environmental Baseline (2008)

			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	0.502	0.751	0.249	X	0.801	0.749	-0.051	---	0.874	0.789	-0.085	---
AIRPORT BLVD at CENTURY BLVD*	4	---	0.384	0.634	0.249	---	0.519	0.555	0.036	---	0.680	0.432	-0.249	---
AIRPORT BLVD at LA TIJERA BLVD*	5	---	0.448	0.452	0.003	---	0.465	0.437	-0.028	---	0.596	0.572	-0.024	---
AIRPORT BLVD at MANCHESTER AV*	6	---	0.705	0.712	0.007	---	0.719	0.635	-0.083	---	0.829	0.804	-0.025	---
AVIATION BLVD at ARBOR VITAE ST *	7	Yes	0.977	0.835	-0.142	---	0.772	0.609	-0.163	---	0.774	0.891	0.117	X
LA CIENEGA BLVD at ARBOR VITAE ST*	8	Yes	1.003	0.928	-0.075	---	0.749	0.919	0.170	X	0.795	0.839	0.045	X
AVIATION BLVD at 111TH ST*	10	Yes	0.355	0.573	0.219	---	0.435	0.609	0.174	---	0.847	1.103	0.257	X
AVIATION BLVD at CENTURY BLVD*	11	---	0.926	0.746	-0.180	---	1.129	0.907	-0.222	---	1.419	0.947	-0.471	---
AVIATION BLVD at EL SEGUNDO BLVD	12	Yes	0.922	0.932	0.011	X	0.933	0.972	0.039	X	0.869	0.904	0.035	X
AVIATION BLVD at IMPERIAL HWY*	13	Yes	0.797	0.963	0.167	X	1.107	0.968	-0.139	---	1.317	1.109	-0.208	---
AVIATION BLVD at MANCHESTER AV	14	---	1.103	1.034	-0.070	---	0.851	0.820	-0.031	---	1.484	1.332	-0.152	---
AVIATION BLVD at ROSECRANS AV	15	Yes	0.982	0.972	-0.010	---	0.989	0.983	-0.007	---	0.971	1.017	0.046	X
CENTINELA AV at JEFFERSON BLVD*	18	Yes	0.955	0.935	-0.020	---	0.993	1.025	0.032	X	0.757	0.790	0.033	---
SEPULVEDA BLVD at CENTINELA AV*	22	Yes	1.091	1.104	0.013	X	0.948	0.957	0.009	---	0.819	0.859	0.040	X
LA CIENEGA BLVD at CENTURY BLVD*	26	---	0.742	0.657	-0.085	---	0.731	0.758	0.027	---	0.587	0.550	-0.037	---
SEPULVEDA BLVD at CENTURY BLVD*	27	Yes	0.699	1.247	0.548	X	0.793	1.123	0.331	X	0.627	1.622	0.995	X
CULVER BLVD at JEFFERSON BLVD*	28	---	0.794	0.799	0.005	---	0.903	0.890	-0.013	---	0.660	0.655	-0.005	---
VISTA DEL MAR at CULVER BLVD*	33	---	0.561	0.560	-0.001	---	0.386	0.371	-0.015	---	0.371	0.346	-0.025	---
DOUGLAS ST at IMPERIAL HWY*	34	Yes	0.339	0.367	0.028	---	0.509	0.770	0.261	X	0.478	0.522	0.044	---
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	Yes	1.080	1.131	0.051	X	1.092	1.079	-0.013	---	0.912	0.987	0.075	X
VISTA DEL MAR at GRAND AV*	36	---	0.821	0.823	0.002	---	0.478	0.473	-0.005	---	0.479	0.476	-0.003	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	0.714	0.775	0.061	X	1.008	1.023	0.015	X	1.461	1.517	0.056	X
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	---	1.146	1.128	-0.018	---	1.240	1.233	-0.007	---	0.860	0.874	0.014	---
SEPULVEDA BLVD at HOWARD HUGHES PKWY*	44	---	0.546	0.593	0.046	---	0.693	0.715	0.022	---	0.542	0.582	0.040	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	Yes	0.823	0.676	-0.147	---	0.680	0.750	0.070	X	0.760	0.707	-0.053	---
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	0.323	0.548	0.225	---	0.353	0.710	0.357	X	0.826	0.846	0.020	X
MAIN ST at IMPERIAL HWY *	47	---	0.725	0.698	-0.027	---	0.892	0.881	-0.011	---	0.503	0.511	0.008	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY*	48	---	1.247	0.988	-0.258	---	0.481	0.559	0.078	---	0.416	0.362	-0.054	---
PERSHING DR at IMPERIAL HWY*	49	---	0.775	0.754	-0.021	---	0.598	0.606	0.009	---	0.442	0.428	-0.014	---
SEPULVEDA BLVD at IMPERIAL HWY*	50	Yes	0.645	0.838	0.194	X	0.937	1.148	0.211	X	0.760	1.057	0.298	X
VISTA DEL MAR at IMPERIAL HWY*	51	---	0.750	0.741	-0.009	---	0.553	0.565	0.013	---	0.532	0.490	-0.043	---
LA CIENEGA BLVD at IMPERIAL HWY*	52	---	0.558	0.566	0.009	---	0.435	0.488	0.053	---	0.494	0.544	0.050	---
I-405 N/B RAMPS at JEFFERSON BLVD*	54	---	0.860	0.852	-0.008	---	0.963	0.943	-0.021	---	0.696	0.623	-0.073	---
I-405 S/B RAMPS at JEFFERSON BLVD*	55	---	0.584	0.573	-0.012	---	0.719	0.708	-0.012	---	0.430	0.398	-0.033	---
LINCOLN BLVD at JEFFERSON BLVD*	57	Yes	0.940	0.971	0.031	X	1.440	1.444	0.004	---	0.903	0.932	0.029	X
LA CIENEGA BLVD at 111TH ST*	67	Yes	0.171	0.729	0.558	X	0.175	0.651	0.476	---	0.547	1.170	0.623	X
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL*	68	---	0.307	0.401	0.094	---	0.427	0.481	0.054	---	0.574	0.371	-0.203	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL*	69	---	0.235	0.273	0.038	---	0.216	0.318	0.102	---	0.382	0.355	-0.027	---
LA CIENEGA BLVD at LENNOX BLVD*	71	---	0.379	0.263	-0.116	---	0.636	0.413	-0.223	---	0.895	0.564	-0.332	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	0.690	0.721	0.031	---	0.812	0.807	-0.006	---	1.082	1.136	0.055	X
I-405 N/B RAMPS at LA TIJERA BLVD*	78	---	0.988	0.979	-0.008	---	1.023	1.028	0.005	---	0.628	0.616	-0.012	---
I-405 S/B RAMPS at LA TIJERA BLVD*	79	---	0.833	0.820	-0.013	---	0.985	0.978	-0.007	---	0.538	0.520	-0.018	---
LINCOLN BLVD at LA TIJERA BLVD*	81	Yes	0.512	0.600	0.088	---	0.654	0.766	0.113	X	0.342	0.435	0.094	---
LA TIJERA BLVD at MANCHESTER AV*	82	---	0.619	0.590	-0.028	---	0.651	0.642	-0.010	---	0.563	0.571	0.009	---
SEPULVEDA BLVD at LA TIJERA BLVD*	83	Yes	0.628	0.803	0.175	X	0.669	0.913	0.244	X	0.354	0.465	0.111	---
LINCOLN BLVD at 83RD ST*	87	Yes	0.896	0.923	0.028	X	1.175	1.214	0.039	X	1.225	1.279	0.054	X
LINCOLN BLVD at MANCHESTER AV*	88	---	1.075	0.821	-0.254	---	1.376	1.244	-0.132	---	1.038	0.903	-0.135	---
SEPULVEDA BLVD at LINCOLN BLVD*	93	---	0.528	0.592	0.064	---	0.498	0.658	0.160	---	0.341	0.351	0.010	---
LINCOLN BLVD at TEALE ST*	94	Yes	0.511	0.570	0.058	---	0.747	0.798	0.051	X	0.558	0.559	0.001	---
PERSHING DR at MANCHESTER AV*	98	---	0.341	0.333	-0.008	---	0.441	0.442	0.001	---	0.248	0.185	-0.063	---
SEPULVEDA BLVD at MANCHESTER AV*	99	Yes	0.681	0.757	0.076	X	0.805	0.827	0.022	X	0.647	0.705	0.058	X
SEPULVEDA BLVD at MARIPOSA AV	100	Yes	0.725	0.809	0.084	X	0.958	1.014	0.056	X	1.076	1.097	0.020	X
PERSHING DR at WESTCHESTER PKWY *	101	---	0.275	0.187	-0.088	---	0.193	0.198	0.004	---	0.090	0.078	-0.012	---
SEPULVEDA BLVD at ROSECRANS AV	103	Yes	1.131	1.168	0.037	X	1.413	1.434	0.021	X	1.430	1.400	-0.030	---
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	Yes	1.224	1.317	0.093	X	0.966	1.167	0.201	X	0.964	1.170	0.206	X
SEPULVEDA BLVD at 76TH/77TH ST*	106	---	0.566	0.671	0.105	---	0.572	0.597	0.025	---	0.661	0.650	-0.011	---
SEPULVEDA BLVD at WESTCHESTER PKW*	109	Yes	0.663	0.706	0.043	X	0.863	0.761	-0.102	---	0.417	0.468	0.051	---
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY*	111	---	0.603	0.657	0.055	---	0.608	0.421	-0.187	---	0.787	0.669	-0.117	---
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	0.739	0.685	-0.053	---	0.558	0.573	0.015	---	0.513	0.581	0.068	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	---	0.525	0.557	0.032	---	0.592	0.604	0.012	---	0.429	0.446	0.018	---
LA CIENEGA BLVD at 120TH ST	313	---	0.245	0.237	-0.008	---	0.386	0.385	-0.001	---	0.382	0.294	-0.088	---
# IMPACTS		**28**				**17**				**17**				**18**

* ATSAC & ATCS benefit applied to intersection.

4/28/03 12:11 PM

Impact Analysis 2015 - Phase 3I
Alternative D Interim Conditions Vs. Adjusted Environmental Baseline (2008)
Supplemental Intersections

SUPPLEMENTAL INTERSECTIONS	BA ID	Significant Impact	AM PEAK				PM PEAK				AIRPORT PEAK			
			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	---	0.378	0.045	-0.334	---	0.318	0.092	-0.225	---	0.500	0.234	-0.266	---
LINCOLN BLVD at BALI WY*	16	---	0.595	0.529	-0.066	---	0.908	0.909	0.001	---	0.742	0.744	0.001	---
CENTINELA BLVD at CULVER BLVD*	17	---	0.901	0.909	0.008	---	0.939	0.947	0.007	---	0.639	0.659	0.020	---
LA CIENEGA BLVD at CENTINELA AV*	20	Yes	1.046	1.007	-0.039	---	1.142	1.163	0.021	X	1.128	1.147	0.019	X
LA BREA AV at CENTURY BLVD	25	Yes	0.781	0.788	0.006	---	0.909	0.925	0.016	X	0.916	0.909	-0.006	---
LINCOLN BLVD at FIJI WY*	39	---	0.796	0.725	-0.071	---	1.181	1.101	-0.080	---	0.831	0.810	-0.021	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	0.578	0.578	-0.001	---	0.807	0.812	0.006	---	0.787	0.858	0.071	X
LA CIENEGA BLVD at LA TIJERA BLVD*	70	---	0.721	0.660	-0.061	---	0.778	0.784	0.006	---	0.541	0.543	0.001	---
LINCOLN BLVD at MARINA EXPWY*	89	---	0.880	0.828	-0.052	---	0.888	0.894	0.006	---	1.043	1.039	-0.004	---
LINCOLN BLVD at MAXELLA AV*	90	---	0.727	0.667	-0.060	---	0.764	0.775	0.011	---	0.800	0.800	-0.001	---
LINCOLN BLVD at MINDANOA WY*	91	---	1.003	0.967	-0.036	---	0.918	0.920	0.002	---	0.824	0.838	0.015	---
LINCOLN BLVD at VENICE BLVD*	95	---	0.786	0.731	-0.055	---	0.840	0.851	0.010	---	0.721	0.725	0.004	---
LINCOLN BLVD at WASHINGTON BLVD*	96	Yes	0.905	0.846	-0.060	---	0.974	0.997	0.023	X	0.566	0.572	0.006	---
CENTINELA BLVD at ROUTE 90 EB*	118	---	0.345	0.280	-0.066	---	0.479	0.479	0.000	---	0.576	0.603	0.027	---
CENTINELA BLVD at ROUTE 90 WB*	119	---	0.567	0.486	-0.081	---	0.464	0.463	-0.001	---	0.395	0.398	0.003	---
SEPULVEDA BLVD at 79TH/80TH ST*	136	---	0.610	0.659	0.049	---	0.703	0.723	0.020	---	0.569	0.581	0.011	---
SEPULVEDA BLVD at 83RD ST*	137	---	0.774	0.790	0.016	---	0.721	0.737	0.015	---	0.493	0.501	0.007	---
HAWTHORNE BLVD at LENNOX BLVD	309	---	0.703	0.546	-0.156	---	0.975	0.711	-0.264	---	1.056	0.782	-0.274	---
INGLEWOOD AV at LENNOX BLVD	310	---	0.798	0.662	-0.136	---	1.016	0.776	-0.240	---	1.049	0.779	-0.271	---
INGLEWOOD AV at ARBOR VITAE ST	502	---	0.803	0.823	0.019	---	0.805	0.815	0.009	---	0.737	0.773	0.036	---
INGLEWOOD AV at CENTURY BLVD	503	Yes	0.706	0.699	-0.007	---	0.826	0.859	0.033	X	0.886	0.872	-0.014	---
INGLEWOOD AV at IMPERIAL HWY	505	Yes	0.837	0.749	-0.088	---	1.028	1.037	0.009	---	0.805	0.829	0.024	X
LA BREA AV at ARBOR VITAE ST	506	---	0.674	0.690	0.016	---	0.693	0.692	-0.002	---	0.887	0.883	-0.004	---
PRAIRIE AV at LENNOX BLVD	510	---	0.903	0.731	-0.171	---	1.283	0.962	-0.321	---	1.169	0.870	-0.300	---
# IMPACTS		6				0				4				3

* ATSAC & ATCS benefit applied to intersection.

Alternative D 2008 Interim Condition Impacts

Los Angeles International Airport Master Plan

2008 PHASE 3I - ALTERNATIVE D VS ADJUSTED ENVIRONMENTAL BASELINE -- ARTERIAL LINK LEVEL OF SERVICE COMPARISONS

No.	Link Location		Significant Impact	AM PEAK HOUR								PM PEAK HOUR								AP PEAK HOUR							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	AltD Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	AltD Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	AltD Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	AltD Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	AltD Len V/C	Alter D - Adj. Env.	Pk Hr Impact	Adj. Env. V/C	AltD Len V/C	Alter D - Adj. Env.	Pk Hr Impact
1	Lincoln Boulevard	s/o Venice Boulevard**	-	0.766	0.784	0.018	---	0.899	0.888	-0.011	---	0.942	0.949	0.007	---	0.916	0.924	0.009	---	0.741	0.752	0.012	---	0.787	0.791	0.005	---
2	Centinela Avenue	s/o Venice Boulevard**	-	0.943	0.948	0.005	---	0.660	0.649	-0.011	---	0.842	0.819	-0.024	---	0.882	0.888	0.006	---	0.679	0.696	0.016	---	0.826	0.818	-0.008	---
3	Sawtelle Boulevard	s/o Venice Boulevard**	-	0.442	0.439	-0.003	---	0.608	0.570	-0.038	---	0.446	0.431	-0.015	---	0.712	0.688	-0.024	---	0.483	0.457	-0.026	---	0.728	0.677	-0.051	---
4	Sepulveda Boulevard	s/o Venice Boulevard**	-	0.900	0.905	0.005	---	0.702	0.694	-0.009	---	1.046	0.985	-0.061	---	0.900	0.885	-0.015	---	0.910	0.873	-0.037	---	0.978	0.941	-0.036	---
5	Overland Avenue	s/o Venice Boulevard**	Yes	0.904	1.264	0.360	X	0.993	1.640	0.647	X	0.911	1.440	0.529	X	1.251	1.785	0.534	X	0.880	1.420	0.540	X	1.075	1.771	0.695	X
6	Stocker Street	e/o La Brea Avenue	-	0.431	0.439	0.008	---	0.441	0.428	-0.013	---	0.558	0.558	-0.001	---	0.405	0.409	0.004	---	0.496	0.504	0.008	---	0.505	0.516	0.011	---
7	Slauson Avenue	e/o La Brea Avenue	-	0.398	0.401	0.004	---	0.689	0.693	0.004	---	0.612	0.617	0.005	---	0.463	0.469	0.006	---	0.364	0.369	0.005	---	0.340	0.335	-0.006	---
8	Centinela Avenue	e/o La Brea Avenue	-	0.374	0.370	-0.004	---	0.865	0.866	0.002	---	0.672	0.674	0.001	---	1.171	1.161	-0.009	---	0.707	0.711	0.004	---	0.546	0.542	-0.004	---
9	La Cienega Boulevard	s/o Slauson Avenue	-	0.528	0.534	0.006	---	0.544	0.544	0.001	---	0.617	0.617	0.000	---	0.567	0.574	0.007	---	0.370	0.377	0.007	---	0.410	0.412	0.002	---
10	Manchester Boulevard	w/o La Brea Avenue	-	0.471	0.487	0.016	---	0.508	0.522	0.015	---	0.576	0.587	0.011	---	0.576	0.587	0.011	---	0.448	0.456	0.008	---	0.519	0.520	0.001	---
11	Arbor Vitae	w/o La Brea Avenue	-	0.267	0.302	0.035	---	0.275	0.286	0.011	---	0.365	0.394	0.029	---	0.464	0.506	0.042	---	0.485	0.509	0.024	---	0.353	0.355	0.002	---
12	Century Boulevard	w/o La Brea Avenue	-	0.437	0.427	-0.011	---	0.459	0.484	0.025	---	0.612	0.642	0.030	---	0.438	0.473	0.035	---	0.450	0.426	-0.024	---	0.427	0.435	0.008	---
13	Imperial Highway	w/o La Brea Avenue	-	0.279	0.307	0.028	---	0.334	0.339	0.005	---	0.520	0.560	0.040	---	0.278	0.296	0.018	---	0.415	0.525	0.111	---	0.417	0.549	0.132	---
14	Aviation Boulevard	n/o Rosecrans Avenue	-	0.556	0.548	-0.008	---	0.255	0.261	0.005	---	0.359	0.367	0.008	---	0.599	0.594	-0.005	---	0.325	0.348	0.023	---	0.281	0.266	-0.015	---
15	Sepulveda Boulevard	n/o Rosecrans Avenue	-	0.863	0.884	0.021	---	0.258	0.272	0.013	---	0.442	0.462	0.020	---	0.800	0.803	0.003	---	0.473	0.493	0.019	---	0.511	0.529	0.019	---
16	Pacific Avenue	s/o Venice Boulevard**	-	0.292	0.305	0.012	---	0.486	0.474	-0.013	---	0.305	0.306	0.001	---	0.482	0.491	0.009	---	0.433	0.448	0.015	---	0.539	0.534	-0.005	---
17	Washington Boulevard	e/o Lincoln Boulevard**	-	0.696	0.692	-0.005	---	0.436	0.454	0.018	---	0.604	0.603	-0.001	---	0.494	0.496	0.002	---	0.356	0.356	0.000	---	0.537	0.538	0.001	---
18	Marina Freeway	e/o Lincoln Boulevard**	-	0.202	0.209	0.006	---	0.230	0.226	-0.004	---	0.269	0.278	0.010	---	0.245	0.242	-0.003	---	0.333	0.332	-0.002	---	0.288	0.281	-0.006	---
19	Culver Boulevard	e/o Lincoln Boulevard	-	0.415	0.431	0.015	---	0.080	0.080	0.001	---	0.152	0.160	0.008	---	0.336	0.332	-0.004	---	0.339	0.343	0.004	---	0.389	0.381	-0.009	---
20	Jefferson Avenue	e/o Lincoln Boulevard**	-	0.559	0.560	0.001	---	0.440	0.449	0.009	---	0.645	0.671	0.026	---	0.984	0.990	0.006	---	0.320	0.328	0.009	---	0.415	0.440	0.025	---
21	Lincoln Boulevard	s/o Jefferson Avenue**	-	0.606	0.658	0.051	---	0.433	0.433	0.001	---	0.963	0.977	0.015	---	0.731	0.723	-0.008	---	0.614	0.639	0.025	---	0.639	0.639	0.000	---
22	Culver Boulevard	w/o Jefferson Avenue**	-	0.701	0.698	-0.002	---	0.279	0.283	0.004	---	0.442	0.430	-0.012	---	0.807	0.796	-0.011	---	0.424	0.421	-0.003	---	0.471	0.472	0.001	---
23	Vista Del Mar	s/o Culver Boulevard**	-	0.423	0.417	-0.007	---	0.157	0.159	0.002	---	0.209	0.192	-0.017	---	0.424	0.420	-0.004	---	0.303	0.276	-0.027	---	0.258	0.257	-0.002	---
24	La Brea Avenue	s/o Slauson Avenue	-	0.595	0.629	0.034	---	0.414	0.429	0.015	---	0.596	0.593	-0.003	---	0.607	0.608	0.001	---	0.506	0.502	-0.004	---	0.565	0.561	-0.004	---
25	Jefferson Boulevard	n/o Rodeo Road	-	0.371	0.372	0.002	---	0.719	0.712	-0.007	---	0.508	0.502	-0.005	---	0.453	0.452	-0.001	---	0.128	0.124	-0.004	---	0.621	0.615	-0.006	---
26	Sepulveda Boulevard	s/o Slauson Avenue	-	0.856	0.890	0.035	---	0.356	0.350	-0.006	---	0.639	0.644	0.006	---	0.769	0.775	0.006	---	0.455	0.465	0.010	---	0.440	0.422	-0.018	---
27	Centinela Avenue	w/o Sepulveda Boulevard	-	0.318	0.337	0.019	---	0.647	0.653	0.006	---	0.659	0.654	-0.005	---	0.520	0.516	-0.004	---	0.484	0.500	0.016	---	0.601	0.643	0.042	---
28	El Segundo Boulevard	w/o Hawthorne Boulevard	-	0.199	0.192	-0.007	---	0.515	0.525	0.010	---	0.749	0.759	0.010	---	0.376	0.389	0.013	---	0.706	0.734	0.027	---	0.842	0.866	0.025	---
29	Inglewood Boulevard	n/o Rosecrans Avenue	-	0.501	0.511	0.010	---	0.391	0.379	-0.012	---	0.580	0.569	-0.011	---	0.845	0.852	0.007	---	0.497	0.514	0.016	---	0.374	0.389	0.015	---
30	Vista Del Mar	s/o Grand Avenue	-	0.807	0.804	-0.003	---	0.149	0.152	0.003	---	0.197	0.184	-0.013	---	0.540	0.535	-0.005	---	0.298	0.297	-0.001	---	0.207	0.208	0.002	---
# IMPACTS			1																								

** Intersections at both ends of these links have ATSAC, the capacities of these links have been increased by 7 percent to reflect ATSAC.

Alternative D 2008 Interim Condition Impacts

Los Angeles International Airport Master Plan

2008 PHASE 3I - ALTERNATIVE D VS. ADJUSTED ENVIRONMENTAL BASELINE -- FREEWAY LEVEL OF SERVICE COMPARISONS

No.	Link Location		Total Impacts	AM PEAK HOUR								PM Peak Hour								AP Peak Hour							
				NB/EB				SB/WB				NB/EB				SB/WB				NB/EB				SB/WB			
				Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact	Adj. Env. V/C	Alt'D V/C	Alter D-Adj. Env.	Pk Hr Impact
1	Interstate 405	n/o Venice Blvd.	-	0.793	0.827	0.034	---	0.847	0.845	-0.003	---	0.946	0.937	-0.009	---	0.788	0.782	-0.006	---	1.016	1.010	-0.006	---	0.972	0.945	-0.027	---
		HOV	Yes	0.738	0.682	-0.056	---	0.853	0.842	-0.011	---	0.973	0.937	-0.036	---	0.747	0.773	0.026	---	0.944	0.933	-0.011	---	1.195	1.218	0.023	X
2	Interstate 405	n/o La Tijera Blvd.	Yes	0.939	0.919	-0.020	---	1.082	1.099	0.017	X	1.119	1.096	-0.022	---	1.049	1.037	-0.012	---	1.138	1.112	-0.026	---	1.032	1.001	-0.032	---
		HOV	-	0.968	0.915	-0.053	---	0.923	0.915	-0.007	---	1.201	1.178	-0.023	---	0.987	0.970	-0.017	---	1.149	1.084	-0.065	---	1.220	1.221	0.000	---
3	Interstate 405	s/o Rosecrans Ave.	Yes	1.067	1.087	0.020	X	0.849	0.885	0.036	---	0.963	0.975	0.011	---	1.151	1.159	0.008	---	1.134	1.119	-0.015	---	1.035	1.051	0.016	X
		HOV	Yes	1.086	1.026	-0.059	---	0.561	0.562	0.002	---	0.902	0.927	0.025	---	0.936	0.902	-0.034	---	1.076	1.102	0.026	X	0.859	0.845	-0.014	---
4	Interstate 105	e/o Crenshaw Blvd.	-	0.732	0.751	0.019	---	0.951	0.968	0.018	---	0.876	0.878	0.002	---	0.888	0.903	0.015	---	0.527	0.533	0.006	---	0.569	0.576	0.006	---
		HOV	-	0.672	0.574	-0.098	---	1.025	0.974	-0.051	---	1.155	1.095	-0.060	---	0.710	0.784	0.075	---	1.053	0.975	-0.078	---	1.163	1.110	-0.054	---
	# IMPACTS		**4**																								

Alternative D 2008 Interim Condition Impacts

Los Angeles International Airport Master Plan

2008 PHASE 3I - ALT 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 Len V/C	AltD Len - Adj.Env.	Pk Hr Impact	Adj. Env. V/C	Alt D Len V/C	AltD Len - Adj.Env.	Pk Hr Impact	Adj. Env. V/C	Alt D Len V/C	AltD Len - Adj.Env.	Pk Hr Impact
1	405 NB off- at Sepulveda Blvd.	-	0.451	0.439	-0.012	---	0.444	0.442	-0.002	---	0.749	0.769	0.020	---
2	405 SB off-r at Howard Hughes Pkwy.	-	0.199	0.208	0.009	---	0.234	0.272	0.038	---	0.269	0.277	0.008	---
3	405 SB on-r at Howard Hughes Pkwy.	-	0.153	0.181	0.027	---	0.572	0.537	-0.035	---	0.395	0.421	0.027	---
4	405 NB off- at Howard Hughes Pkwy.	-	0.189	0.178	-0.011	---	0.177	0.176	-0.001	---	0.197	0.203	0.006	---
5	405 NB on- at Howard Hughes Pkwy.	-	0.489	0.684	0.195	---	0.456	0.515	0.059	---	0.358	0.381	0.023	---
6	405 SB off-r at La Tijera Blvd.	-	0.319	0.328	0.009	---	0.459	0.467	0.008	---	0.427	0.393	-0.034	---
7	405 SB on-r at La Tijera Blvd.	-	0.499	0.479	-0.020	---	0.467	0.458	-0.009	---	0.179	0.185	0.006	---
8	405 NB off- at La Tijera Blvd.	-	0.491	0.487	-0.005	---	0.539	0.541	0.002	---	0.289	0.281	-0.008	---
9	405 NB on- at La Tijera Blvd.	-	0.427	0.463	0.035	---	0.407	0.429	0.023	---	0.309	0.318	0.009	---
10	405 NB on- at Manchester Blvd. East	-	0.325	0.318	-0.007	---	0.459	0.473	0.014	---	0.304	0.344	0.040	---
11	405 NB on- at Manchester Blvd. West	-	0.310	0.303	-0.007	---	0.321	0.364	0.043	---	0.413	0.456	0.043	---
12	405 NB off- at Manchester Blvd.	-	0.887	0.889	0.001	---	0.609	0.599	-0.010	---	0.752	0.755	0.003	---
13	405 SB on-r at Manchester Blvd.	-	0.615	0.621	0.006	---	0.849	0.827	-0.022	---	0.653	0.619	-0.035	---
14	405 SB off-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.699	0.750	0.051	---	0.656	0.554	-0.102	---	0.920	0.841	-0.079	---
15	405 SB on-r at La Cienega Blvd. (n/o Century Blvd.)	-	0.140	0.157	0.017	---	0.309	0.259	-0.051	---	0.276	0.238	-0.038	---
16	405 SB off-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.221	0.371	0.149	---	0.244	0.117	-0.127	---	0.033	0.294	0.261	---
17	405 SB on-r at La Cienega Blvd. (s/o Century Blvd.)	-	0.485	0.402	-0.083	---	0.807	0.608	-0.199	---	0.537	0.359	-0.178	---
18	405 NB off- at Century Blvd.	-	0.975	0.868	-0.107	---	0.531	0.493	-0.038	---	0.375	0.302	-0.073	---
19	405 NB on- at Century Blvd. EB	-	0.262	0.247	-0.015	---	0.512	0.597	0.085	---	0.157	0.315	0.158	---
20	405 NB on- at Century Blvd. WB	-	0.453	0.473	0.020	---	0.320	0.319	-0.001	---	0.378	0.381	0.003	---
21	405 SB off-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.277	0.251	-0.025	---	0.153	0.215	0.062	---	0.223	0.223	0.000	---
22	405 SB on-r at La Cienega Blvd. (n/o Imperial Hwy.)	-	0.069	0.118	0.049	---	0.103	0.163	0.060	---	0.167	0.179	0.012	---
23	405 SB off-r at La Cienega Blvd. (n/o El Segundo Blvd.)	-	0.123	0.126	0.003	---	0.165	0.168	0.003	---	0.250	0.250	0.000	---
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	0.009	0.009	---
25	405 SB off-r El Segundo Blvd.	-	0.378	0.391	0.013	---	0.134	0.107	-0.027	---	0.207	0.201	-0.005	---
26	405 SB on-r El Segundo Blvd.	-	0.202	0.177	-0.025	---	0.937	0.975	0.038	---	0.248	0.320	0.072	---
27	405 NB off- El Segundo Blvd.	-	0.437	0.433	-0.004	---	0.294	0.193	-0.101	---	0.307	0.331	0.023	---
28	405 NB on- El Segundo Blvd. EB	-	0.129	0.143	0.015	---	0.429	0.430	0.001	---	0.225	0.211	-0.015	---
29	405 NB on- El Segundo Blvd. WB	-	0.239	0.242	0.003	---	0.203	0.206	0.003	---	0.280	0.290	0.010	---
30	105 EB on-r Sepulveda Blvd. SB	-	0.429	0.499	0.070	---	0.789	0.760	-0.029	---	0.538	0.564	0.027	---
31	105 EB on-r Imperial Highway (w/o Sepulveda Blvd.)	-	0.222	0.232	0.010	---	0.388	0.397	0.009	---	0.292	0.299	0.007	---
32	105 WB off Sepulveda Blvd. NB	Yes	0.998	1.026	0.028	X	0.733	0.918	0.185	---	0.823	0.851	0.028	---
33	105 WB off Sepulveda Blvd. SB	-	0.524	0.464	-0.060	---	0.333	0.406	0.073	---	0.587	0.555	-0.032	---
34	105 EB on-r Imperial Highway (e/o Sepulveda Blvd.)	-	0.514	0.541	0.027	---	0.619	0.629	0.010	---	0.561	0.641	0.080	---
35	105 WB off Nash St.	-	1.131	1.127	-0.004	---	0.208	0.201	-0.007	---	0.507	0.563	0.057	---
36	105 EB on-r Imperial Highway (e/o Hawthorne Blvd.)	-	0.571	0.577	0.006	---	0.627	0.607	-0.019	---	0.571	0.552	-0.019	---
37	105 EB on-r Hawthorne Blvd. SB	-	0.237	0.231	-0.006	---	0.225	0.245	0.021	---	0.222	0.162	-0.060	---
38	105 WB off Hawthorne Blvd.	-	0.629	0.619	-0.010	---	0.779	0.771	-0.009	---	0.415	0.395	-0.021	---
39	105 EB On- Atwood Wy (Bet Nash/Douglas)	-	0.089	0.083	-0.005	---	0.479	0.482	0.003	---	0.358	0.363	0.005	---
# IMPACTS		1												

Impact Analysis 2008 - Phase 3I
Example of Mitigation Phasing Analytical Process

INTERSECTIONS	BA ID	2008 Impact	2015 Mitigation Available	2008 Action
AIRPORT BLVD at ARBOR VITAE ST*	3	Yes	No	(1)
AIRPORT BLVD at CENTURY BLVD*	4	---	---	---
AIRPORT BLVD at LA TIJERA BLVD*	5	---	---	---
AIRPORT BLVD at MANCHESTER AV*	6	---	---	---
AVIATION BLVD at ARBOR VITAE ST *	7	Yes	Yes	Implement 2015 Mitigation
LA CIENEGA BLVD at ARBOR VITAE ST*	8	Yes	Yes	Implement 2015 Mitigation
AVIATION BLVD at 111TH ST*	10	Yes	Yes	Implement 2015 Mitigation
AVIATION BLVD at CENTURY BLVD*	11	---	---	---
AVIATION BLVD at EL SEGUNDO BLVD	12	Yes	Yes	Implement 2015 Mitigation
AVIATION BLVD at IMPERIAL HWY*	13	Yes	Yes	Implement 2015 Mitigation
AVIATION BLVD at MANCHESTER AV	14	---	---	---
AVIATION BLVD at ROSECRANS AV	15	Yes	Yes	Implement 2015 Mitigation
CENTINELA AV at JEFFERSON BLVD*	18	Yes	Yes	Implement 2015 Mitigation
SEPULVEDA BLVD at CENTINELA AV*	22	Yes	Yes	Implement 2015 Mitigation
LA CIENEGA BLVD at CENTURY BLVD*	26	---	---	---
SEPULVEDA BLVD at CENTURY BLVD*	27	Yes	Yes	Implement 2015 Mitigation
CULVER BLVD at JEFFERSON BLVD*	28	---	---	---
VISTA DEL MAR at CULVER BLVD*	33	---	---	---
DOUGLAS ST at IMPERIAL HWY*	34	Yes	Yes	Implement 2015 Mitigation
SEPULVEDA BLVD at EL SEGUNDO BLVD	35	Yes	Yes	Implement 2015 Mitigation
VISTA DEL MAR at GRAND AV*	36	---	---	---
LA CIENEGA BLVD at FLORENCE AV	40	Yes	Yes	Implement 2015 Mitigation
HIGHLAND AV/VISTA DEL MAR at ROSECRANS AV	43	---	---	---
SEPULVEDA BLVD at HOWARD HUGHES PKWY*	44	---	---	---
I-105 FWY/CONTINENTAL CITY DR at IMPERIAL HWY	45	Yes	Yes	Implement 2015 Mitigation
I-405 FWY NB RAMPS at IMPERIAL HWY	46	Yes	Yes	Implement 2015 Mitigation
MAIN ST at IMPERIAL HWY *	47	---	---	---
I-105 FWY W/B OFF/NASH ST at IMPERIAL HWY*	48	---	---	---
PERSHING DR at IMPERIAL HWY*	49	---	---	---
SEPULVEDA BLVD at IMPERIAL HWY*	50	Yes	Yes	Implement 2015 Mitigation
VISTA DEL MAR at IMPERIAL HWY*	51	---	---	---
LA CIENEGA BLVD at IMPERIAL HWY*	52	---	---	---
I-405 N/B RAMPS at JEFFERSON BLVD*	54	---	---	---
I-405 S/B RAMPS at JEFFERSON BLVD*	55	---	---	---
LINCOLN BLVD at JEFFERSON BLVD*	57	Yes	Yes	Implement 2015 Mitigation
LA CIENEGA BLVD at 111TH ST*	67	Yes	Yes	Implement 2015 Mitigation
LA CIENEGA BLVD at I-405 RAMPS S/O CENTURY BL*	68	---	---	---
LA CIENEGA BLVD at I-405 FWY SB N/O IMPERIAL*	69	---	---	---
LA CIENEGA BLVD at LENNOX BLVD*	71	---	---	---
LA CIENEGA BLVD at MANCHESTER AV	72	Yes	Yes	Implement 2015 Mitigation
I-405 N/B RAMPS at LA TIJERA BLVD*	78	---	---	---
I-405 S/B RAMPS at LA TIJERA BLVD*	79	---	---	---
LINCOLN BLVD at LA TIJERA BLVD*	81	Yes	No	(1)
LA TIJERA BLVD at MANCHESTER AV*	82	---	---	---
SEPULVEDA BLVD at LA TIJERA BLVD*	83	Yes	Yes	Implement 2015 Mitigation
LINCOLN BLVD at 83RD ST*	87	Yes	Yes	Implement 2015 Mitigation
LINCOLN BLVD at MANCHESTER AV*	88	---	---	---
SEPULVEDA BLVD at LINCOLN BLVD*	93	---	---	---
LINCOLN BLVD at TEALE ST*	94	Yes	Yes	Implement 2015 Mitigation
PERSHING DR at MANCHESTER AV*	98	---	---	---
SEPULVEDA BLVD at MANCHESTER AV*	99	Yes	Yes	Implement 2015 Mitigation
SEPULVEDA BLVD at MARIPOSA AV	100	Yes	Yes	Implement 2015 Mitigation
PERSHING DR at WESTCHESTER PKWY *	101	---	---	---
SEPULVEDA BLVD at ROSECRANS AV	103	Yes	Yes	Implement 2015 Mitigation
SEPULVEDA BLVD at I-105 OFF RAMP N/O IMPERIAL HW	105	Yes	Yes	Implement 2015 Mitigation
SEPULVEDA BLVD at 76TH/77TH ST*	106	---	---	---
SEPULVEDA BLVD at WESTCHESTER PKW*	109	Yes	No	(1)
LA CIENEGA BLVD at I-405 SB RAMPS N/O CENTURY*	111	---	---	---
I-405 NB OFF-RAMP at CENTURY BLVD	307	---	---	---
LA CIENEGA BLVD at EL SEGUNDO BLVD	312	---	---	---
LA CIENEGA BLVD at 120TH ST	313	---	---	---
# IMPACTS		28		

* ATSAC & ATCS benefit applied to intersection.

(1) Three intersections are impacted in 2008, but not in 2015. In all three cases, the intersections operated at LOS D or better for all peak hours in the 2008 With-Project scenario. These are considered as acceptable short-term impacts that will not require interim mitigations.

Impact Analysis 2008 - Phase 3I
Example of Mitigation Phasing Analytical Process
Supplemental Intersections

SUPPLEMENTAL INTERSECTIONS	BA ID	2008 Impact	2015 Mitigation Available	2008 Action
LA CIENEGA BLVD at 104TH ST*	0	---	---	---
LINCOLN BLVD at BALI WY*	16	---	---	---
CENTINELA BLVD at CULVER BLVD*	17	---	---	---
LA CIENEGA BLVD at CENTINELA AV*	20	Yes	Yes	Implement 2015 Mitigation
LA BREA AV at CENTURY BLVD	25	Yes	Yes	Implement 2015 Mitigation
LINCOLN BLVD at FIJI WY*	39	---	---	---
HAWTHORNE BLVD at IMPERIAL HWY	42	Yes	Yes	Implement 2015 Mitigation
LA CIENEGA BLVD at LA TIJERA BLVD*	70	---	---	---
LINCOLN BLVD at MARINA EXPWY*	89	---	---	---
LINCOLN BLVD at MAXELLA AV*	90	---	---	---
LINCOLN BLVD at MINDANOA WY*	91	---	---	---
LINCOLN BLVD at VENICE BLVD*	95	---	---	---
LINCOLN BLVD at WASHINGTON BLVD*	96	Yes	Yes	Implement 2015 Mitigation
CENTINELA BLVD at ROUTE 90 EB*	118	---	---	---
CENTINELA BLVD at ROUTE 90 WB*	119	---	---	---
SEPULVEDA BLVD at 79TH/80TH ST*	136	---	---	---
SEPULVEDA BLVD at 83RD ST*	137	---	---	---
HAWTHORNE BLVD at LENNOX BLVD	309	---	---	---
INGLEWOOD AV at LENNOX BLVD	310	---	---	---
INGLEWOOD AV at ARBOR VITAE ST	502	---	---	---
INGLEWOOD AV at CENTURY BLVD	503	Yes	Yes	Implement 2015 Mitigation
INGLEWOOD AV at IMPERIAL HWY	505	Yes	Yes	Implement 2015 Mitigation
LA BREA AV at ARBOR VITAE ST	506	---	---	---
PRAIRIE AV at LENNOX BLVD	510	---	---	---
# IMPACTS		**6**		

* ATSAC & ATCS benefit applied to intersection.

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Attachment I

Intersection LOS Worksheets for Alternative D

2008 Alternative D Unmitigated

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

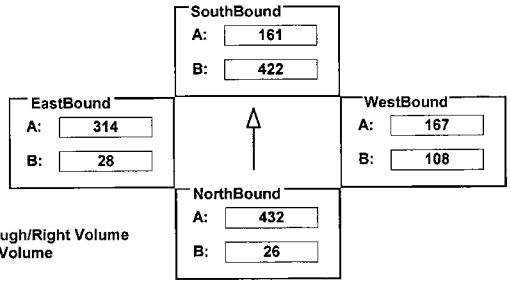
AM/PM: AM Comments:

COUNT DATE: STUDY 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	487	378	422	482	42	108	181	152	28	629	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	487	378	422	482	42	108	181	152	28	629	39
LANE	1 0	1 0	1 0	1 0	3 0	0 1	1 0	1 0	1 0	1 0	2 0	0 1
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)

$$V/C = \frac{432 + 422 + 108 + 314}{*1500} = 0.781$$

LOS = C

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08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

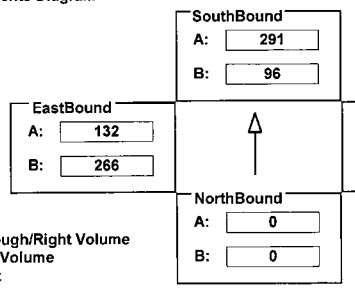
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	274	0	424	0	1700	548	484	530	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	274	0	424	0	1700	548	484	530	0
LANE	1	0	2	0	0	1	0	2	1	1	0	0	1	0	1	0	4	0	0	1	0	2	0	4	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	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) + A(S/B)

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

$$V/C = \frac{0 + 291 + 452 + 266}{*1375} = 0.664$$

LOS = B

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

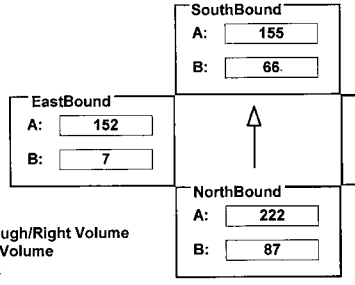
AM/PM: AM Comments:

COUNT DATE: STUDY 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	129	442	66	158	19	629	687	10	7	436	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	129	442	66	158	19	629	687	10	7	436	19
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	1	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-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)

$$V/C = \frac{222 + 66 + 346 + 152}{*1425} = 0.482$$

LOS = A

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February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

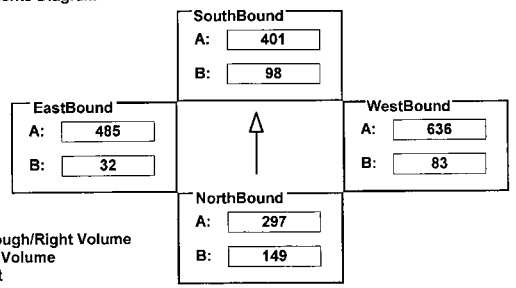
AM/PM: AM Comments:

COUNT DATE: STUDY 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	497	97	98	762	39	83	1272	90	32	969	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	497	97	98	762	39	83	1272	90	32	969	63
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 = A(W/B) + B(E/B)

$$V/C = \frac{149 + 401 + 636 + 32}{*1500} = 0.742 \qquad LOS = C$$

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08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

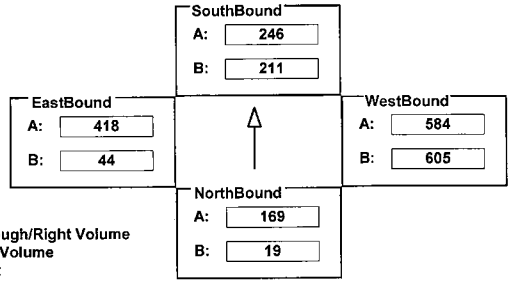
AM/PM: AM Comments:

COUNT DATE: STUDY 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	210	169	211	455	36	605	840	329	44	769	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	210	169	211	455	36	605	840	329	44	769	67
LANE	2 0	2 0	0 1 0	1 0	1 0	1 0	0	1 0	1 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 = B(W/B) + A(E/B)

$$V/C = \frac{169 + 211 + 605 + 418}{*1500} = 0.865 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

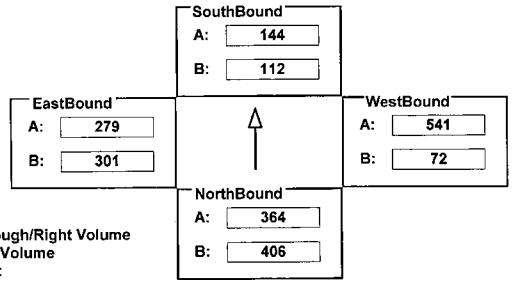
AM/PM: AM Comments:

COUNT DATE: STUDY 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	628	100	112	161	128	72	1227	397	301	729	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	406	628	100	112	161	128	72	1227	397	301	729	107
LANE	1	0	1	0	1	0	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	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)

$$V/C = \frac{406 + 144 + 541 + 301}{1500} = 0.928 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

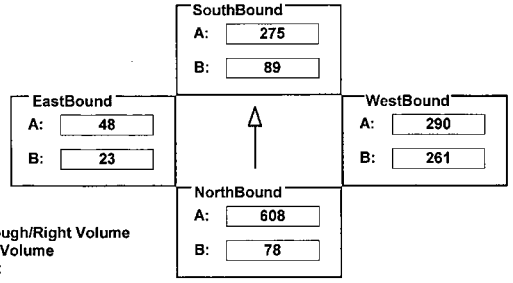
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1605	220	89	763	61	261	340	240	23	39	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1605	220	89	763	61	261	340	240	23	39	9
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{608 + 89 + 290 + 23}{*1500} = 0.603 \qquad LOS = B$$

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February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

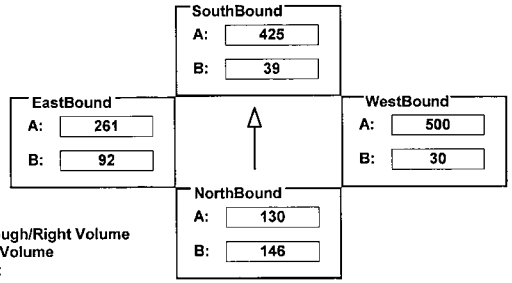
AM/PM: AM Comments:

COUNT DATE: STUDY 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	241	19	70	630	425	30	1921	80	92	813	230
AMBIENT												
RELATED												
PROJECT												
TOTAL	417	241	19	70	630	425	30	1921	80	92	813	230
LANE	3	0	1	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
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)

$$V/C = \frac{146 + 425 + 500 + 92}{*1375} = 0.776 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

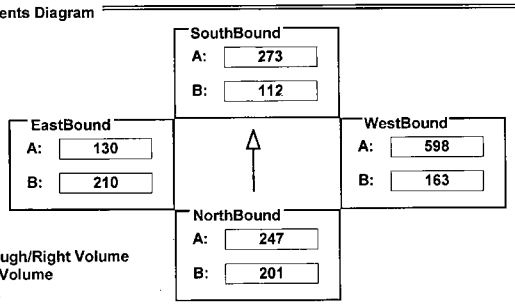
AM/PM: AM Comments:

COUNT DATE: STUDY 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	679	63	112	818	216	296	1498	296	210	365	230
AMBIENT												
RELATED												
PROJECT												
TOTAL	201	679	63	112	818	216	296	1498	296	210	365	230
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 = A(W/B) + B(E/B)

$$V/C = \frac{201 + 273 + 598 + 210}{1375} = 0.932 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

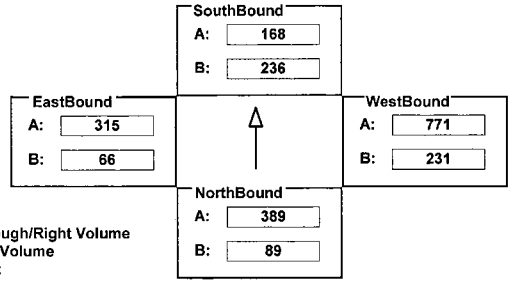
AM/PM: AM Comments:

COUNT DATE: STUDY 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	778	550	429	503	103	419	942	1007	119	835	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	778	550	429	503	103	419	942	1007	119	835	109
LANE	2	0	2	0	0	1	0	2	0	2	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)

$$V/C = \frac{389 + 236 + 771 + 66}{*1375} = 0.993 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

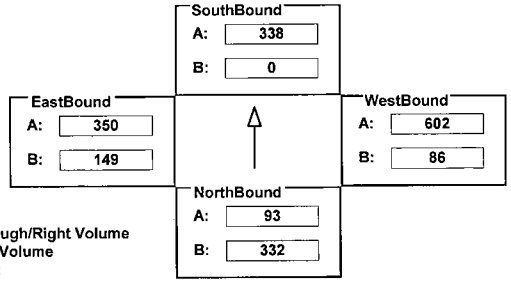
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	332	116	70	1	311	413	86	1205	6	149	699	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	332	116	70	1	311	413	86	1205	6	149	699	178
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)

$$V/C = \frac{332 + 338 + 602 + 149}{1375} = 1.033 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

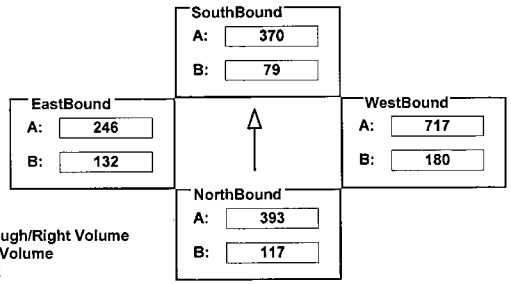
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1179	456	144	437	436	328	1897	717	240	941	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	1179	456	144	437	436	328	1897	717	240	941	43
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{117 + 370 + 717 + 132}{1375} = 0.972 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

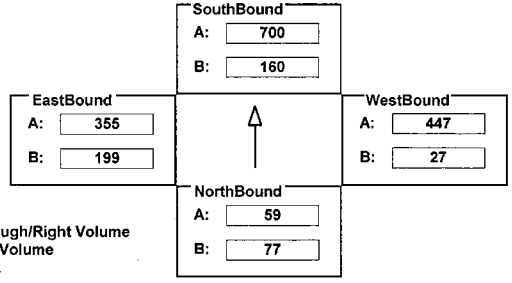
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	139	110	73	292	231	799	50	1342	384	362	1064	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	110	73	292	231	799	50	1342	384	362	1064	260
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		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)

$$V/C = \frac{77 + 700 + 447 + 199}{*1375} = 0.965 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

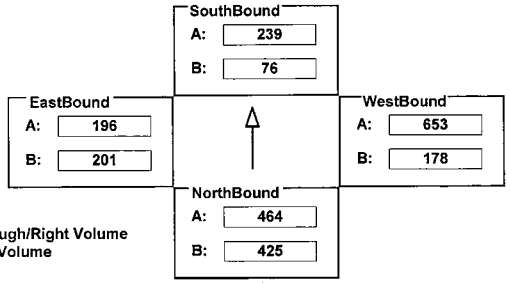
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	772	1392	289	138	794	163	324	1012	294	201	587	507
AMBIENT												
RELATED												
PROJECT												
TOTAL	772	1392	289	138	794	163	324	1012	294	201	587	507
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	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)

$$V/C = \frac{425 + 239 + 653 + 201}{1375} = 1.104 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

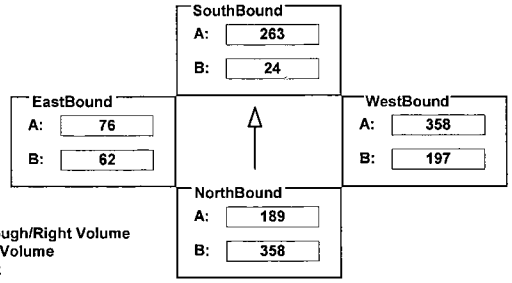
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	358	567	179	24	396	592	197	1174	258	62	228	594
AMBIENT												
RELATED												
PROJECT												
TOTAL	358	567	179	24	396	592	197	1174	258	62	228	594
LANE	1	0	3	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{358 + 263 + 358 + 62}{*1375} = 0.687 \qquad LOS = B$$

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INTERSECTION DATA SUMMARY SHEET

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

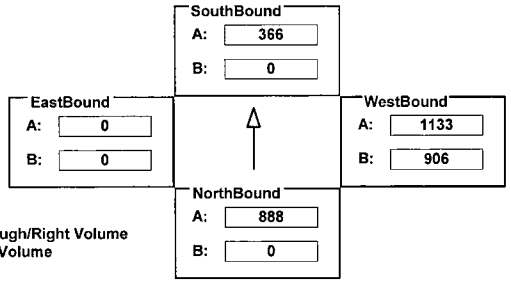
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3551	0	0	1075	366	906	1133	97	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3551	0	0	1075	366	906	1133	97	0	0	0
LANE	0	0	4	0	0	1	0	0	0	4	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	<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)

$$V/C = \frac{888 + 0 + 1133 + 0}{*1500} = 1.277$$

LOS = F

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

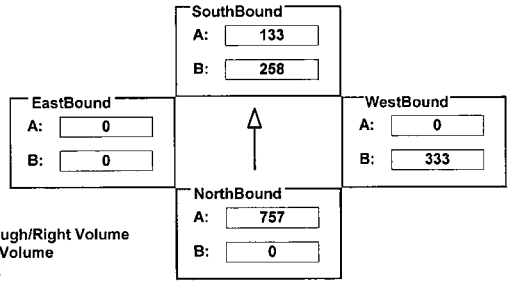
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1515	301	258	133	0	605	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1515	301	258	133	0	605	0	0	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{757 + 258 + 333 + 0}{*1500} = 0.829$$

LOS = D

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

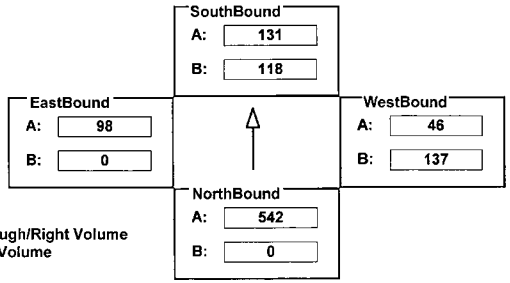
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1083	118	13	1	391	42	3	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	1083	118	13	1	391	42	3	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	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)

$$V/C = \frac{542 + 131 + 137 + 98}{*1375} = 0.590 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

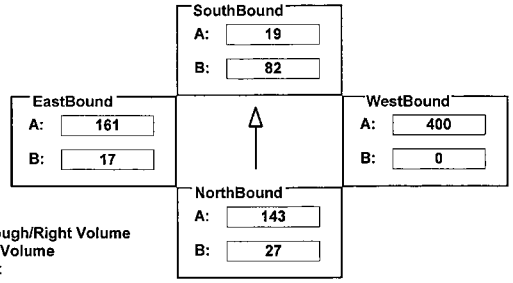
AM/PM: AM Comments:

COUNT DATE: STUDY 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	43	260	149	0	27	0	1088	111	17	483	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	43	260	149	0	27	0	1088	111	17	483	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)

$$V/C = \frac{143 + 82 + 400 + 17}{*1375} = 0.397 \qquad LOS = A$$

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08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

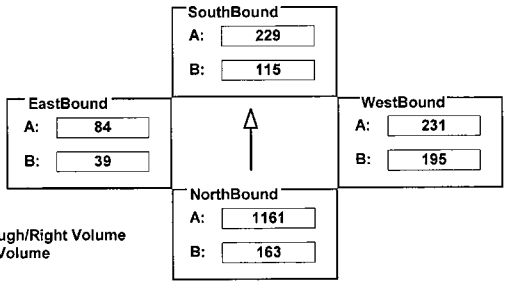
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	297	3483	260	209	917	67	195	462	242	39	167	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	297	3483	260	209	917	67	195	462	242	39	167	128
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{1161 + 115 + 195 + 84}{1375} = 1.131 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

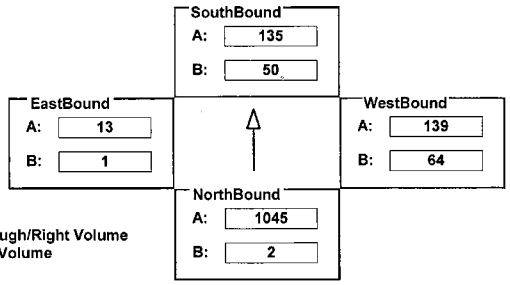
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1916	173	50	266	4	123	6	139	1	1	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	1916	173	50	266	4	123	6	139	1	1	10
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	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 = A(W/B) + B(E/B)

$$V/C = \frac{1045 + 50 + 139 + 1}{1500} = 0.823 \qquad LOS = D$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

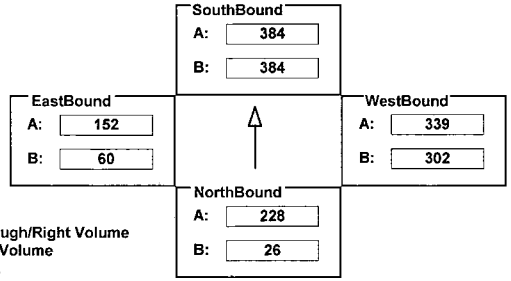
AM/PM: AM Comments:

COUNT DATE: STUDY 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	397	60	482	669	368	302	592	87	60	293	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	397	60	482	669	368	302	592	87	60	293	11
LANE	1 0	1 0	1 0	1 1	1 0	0 1	1 0	1 0	1 0	1 0	1 0	1 0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	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) + A(S/B)

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

$$V/C = \frac{228 + 384 + 302 + 152}{1375} = 0.775 \qquad LOS = C$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

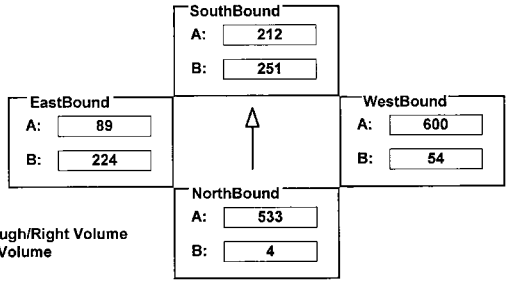
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1009	57	251	200	11	54	128	726	224	85	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1009	57	251	200	11	54	128	726	224	85	4
LANE	1 0	1 0	1 0	1 0	0 1	0 0	1 0	1 0	0 1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{533 + 251 + 600 + 224}{1425} = 1.128 \qquad LOS = F$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

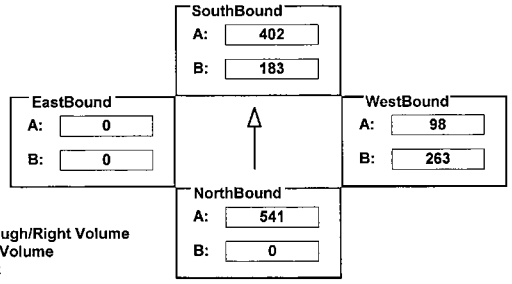
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2163	1188	332	1207	0	751	0	281	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2163	1188	332	1207	0	751	0	281	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)

$$V/C = \frac{541 + 183 + 263 + 0}{*1425} = 0.623 \qquad LOS = B$$

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

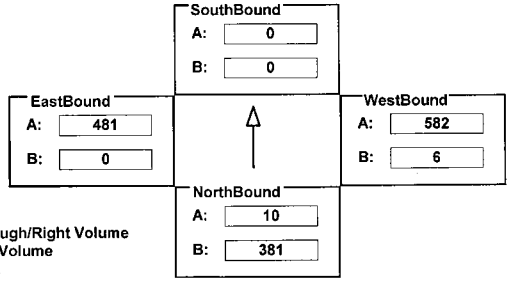
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	693	0	29	0	0	0	11	1747	0	0	1174	751
AMBIENT												
RELATED												
PROJECT												
TOTAL	693	0	29	0	0	0	11	1747	0	0	1174	751
LANE	2 0 0 0 0 2 0			0 0 0 0 0 0 0			2 0 3 0 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)

$$V/C = \frac{381 + 0 + 582 + 0}{1425} = 0.676 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

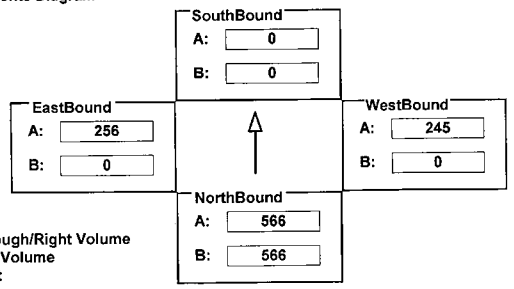
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1056	0	75	0	0	0	0	734	0	0	769	205
AMBIENT												
RELATED												
PROJECT												
TOTAL	1056	0	75	0	0	0	0	734	0	0	769	205
LANE	1	0	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)

$$V/C = \frac{566 + 0 + 0 + 256}{1500} = 0.548$$

LOS = A

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

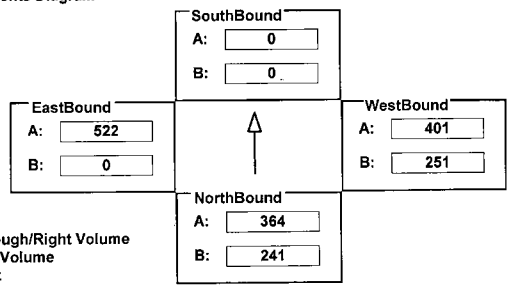
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	438	0	490	0	0	0	251	802	0	0	1045	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	438	0	490	0	0	0	251	802	0	0	1045	135
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<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 = A(N/B) + A(S/B)

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

$$V/C = \frac{364 + 0 + 251 + 522}{*1425} = 0.728$$

LOS = C

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

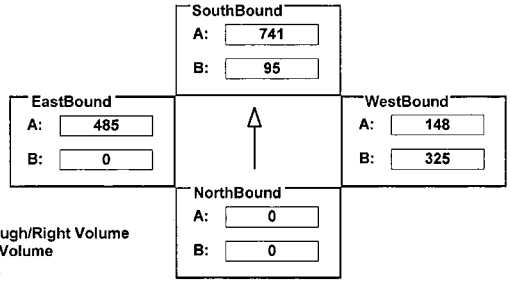
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	95	1482	127	592	445	0	0	250	485
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	95	1482	127	592	445	0	0	250	485
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 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)

$$V/C = \frac{0 + 741 + 325 + 485}{*1425} = 1.018$$

LOS = F

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

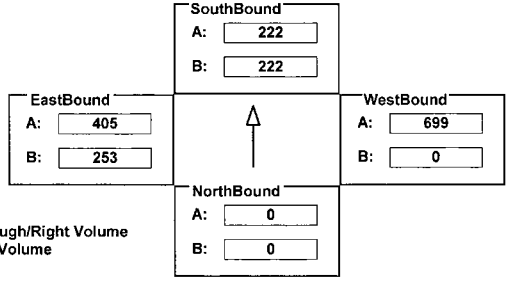
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	444	0	181	0	547	921	459	811	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	444	0	181	0	547	921	459	811	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)

$$V/C = \frac{0 + 222 + 699 + 253}{*1375} = 0.784$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

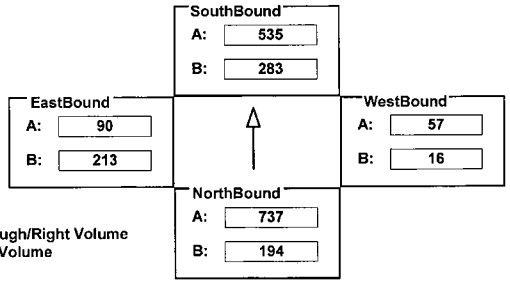
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	2210	653	514	1971	169	30	171	94	388	271	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	2210	653	514	1971	169	30	171	94	388	271	91
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
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)

$$V/C = \frac{737 + 283 + 57 + 213}{*1375} = 0.868 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

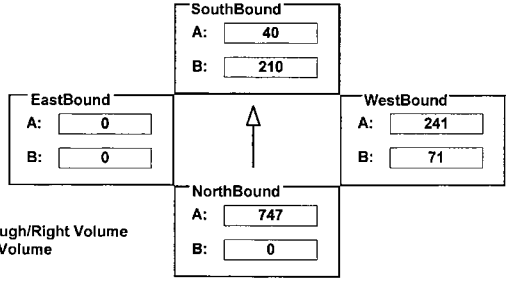
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1221	747	210	79	0	142	0	451	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1221	747	210	79	0	142	0	451	0	0	0
LANE	1 0	2 0	0 1 0	1 0	1 0	1 0 0	1 1	0 0	0 1 0	1 0	1 0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	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 = A(W/B) + A(E/B)

$$V/C = \frac{747 + 210 + 241 + 0}{*1425} = 0.771 \qquad LOS = C$$

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February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

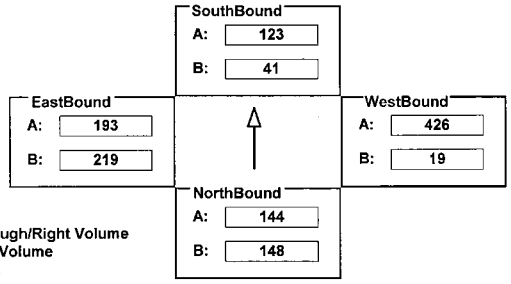
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	269	287	125	75	123	321	34	1279	246	399	580	201
AMBIENT												
RELATED												
PROJECT												
TOTAL	269	287	125	75	123	321	34	1279	246	399	580	201
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)

$$V/C = \frac{148 + 123 + 426 + 219}{*1375} = 0.596$$

LOS = A

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February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

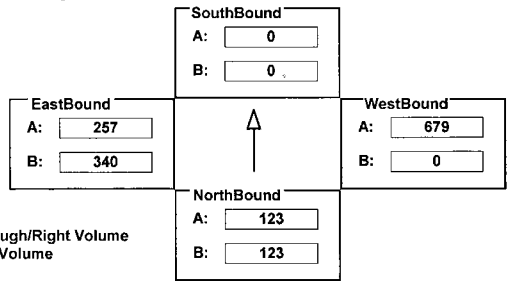
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3	85	0	0	0	0	1357	298	340	770	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	158	3	85	0	0	0	0	1357	298	340	770	0
LANE	1	0	0	1	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	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)

$$V/C = \frac{123 + 0 + 679 + 340}{1200*} = 0.882$$

LOS = D

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February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

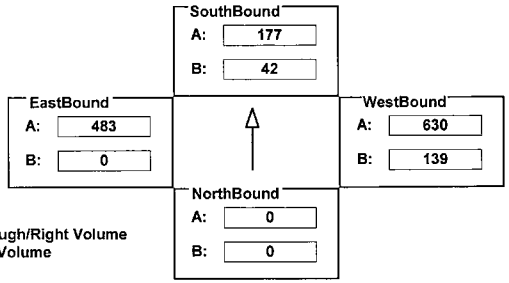
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	42	1	354	253	1260	0	0	1089	360
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	42	1	354	253	1260	0	0	1089	360
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	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	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)

$$V/C = \frac{0 + 177 + 630 + 0}{1200^*} = 0.603 \qquad LOS = B$$

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February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

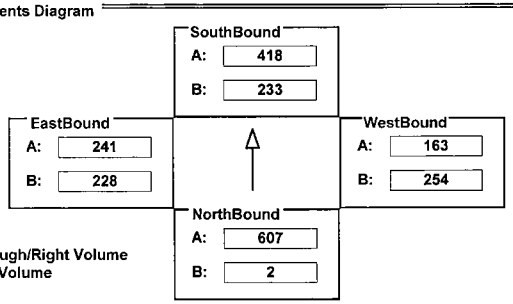
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1820	839	424	1254	378	462	325	358	228	698	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	1820	839	424	1254	378	462	325	358	228	698	25
LANE	1	0	3	0	0	1	0	2	0	3	0	0	1	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	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)

$$V/C = \frac{607 + 233 + 254 + 241}{1375} = 0.971 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

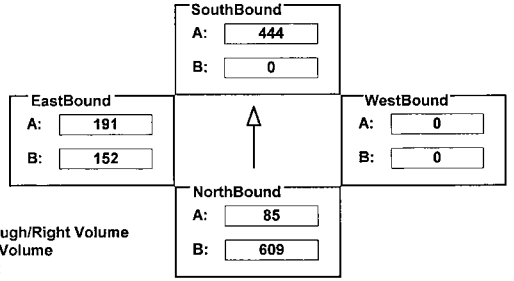
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	609	169	0	0	178	444	0	0	0	276	0	191
AMBIENT												
RELATED												
PROJECT												
TOTAL	609	169	0	0	178	444	0	0	0	276	0	191
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	2	0	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)

$$V/C = \frac{609 + 444 + 0 + 191}{*1500} = 0.759$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

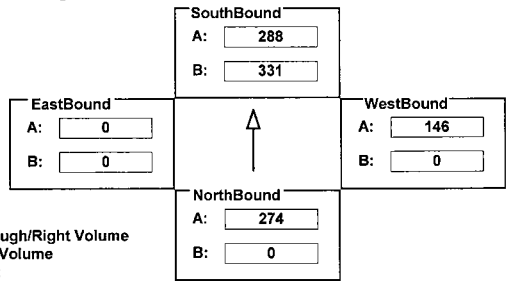
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	534	14	603	575	0	0	0	568	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	534	14	603	575	0	0	0	568	0	0	0
LANE	0	0	1	0	1	0	0	2	0	2	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)

$$V/C = \frac{274 + 331 + 146 + 0}{1500*} = 0.431$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

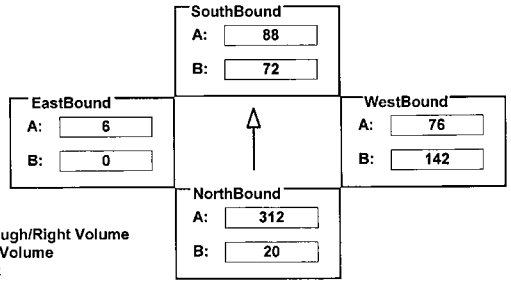
AM/PM: AM Comments:

COUNT DATE: STUDY 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	623	99	72	265	0	258	7	112	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	623	99	72	265	0	258	7	112	0	0	6
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	0	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		Auto		Split		Auto		<none>		Auto	

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{312 + 72 + 142 + 6}{*1425} = 0.303 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

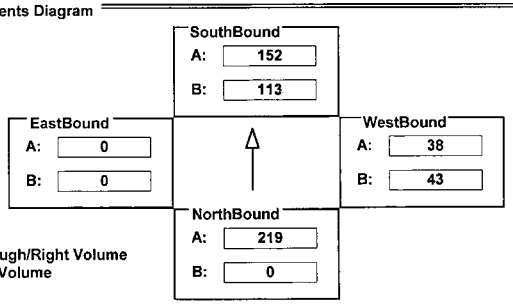
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	54	113	457	0	78	0	95	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	384	54	113	457	0	78	0	95	0	0	0
LANE	0	0	1	0	1	0	0	1	0	3	0	0	0	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		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 = B(W/B) + A(E/B)

$$V/C = \frac{219 + 113 + 43 + 0}{1425} = 0.263 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

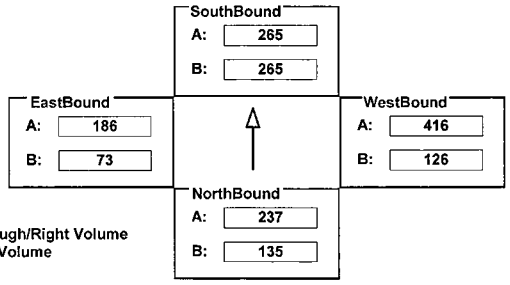
AM/PM: AM Comments:

COUNT DATE: STUDY 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	324	150	308	487	152	230	1169	78	73	532	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	324	150	308	487	152	230	1169	78	73	532	26
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)

$$V/C = \frac{237 + 265 + 416 + 73}{1375} = 0.721 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

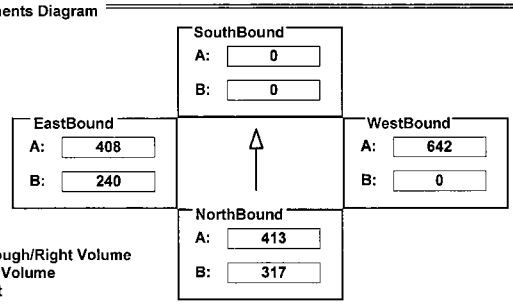
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	317	0	413	0	0	0	0	1669	258	436	1224	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	317	0	413	0	0	0	0	1669	258	436	1224	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	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)

$$V/C = \frac{413 + 0 + 642 + 240}{1200^*} = 1.009 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

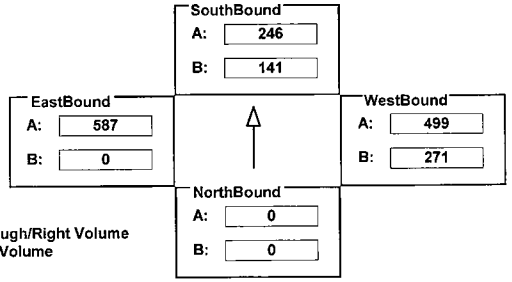
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	141	0	351	492	1497	0	0	1532	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	141	0	351	492	1497	0	0	1532	228
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 246 + 271 + 587}{1200^*} = 0.850 \qquad LOS = D$$

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

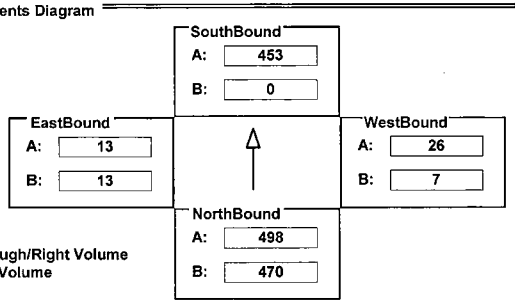
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	855	1990	1	0	1215	142	7	14	5	27	0	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	855	1990	1	0	1215	142	7	14	5	27	0	223
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)

$$V/C = \frac{470 + 453 + 26 + 13}{^*1375} = 0.630 \qquad LOS = B$$

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

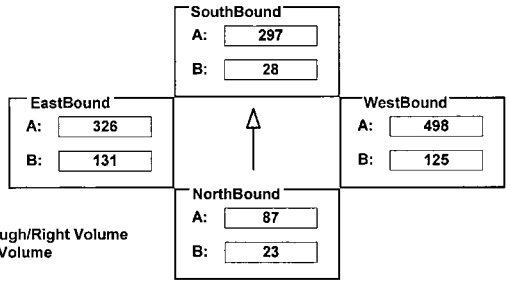
AM/PM: AM Comments:

COUNT DATE: STUDY 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	174	100	28	593	206	125	996	9	131	651	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	174	100	28	593	206	125	996	9	131	651	16
LANE	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)

$$V/C = \frac{23 + 297 + 498 + 131}{*1375} = 0.620 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

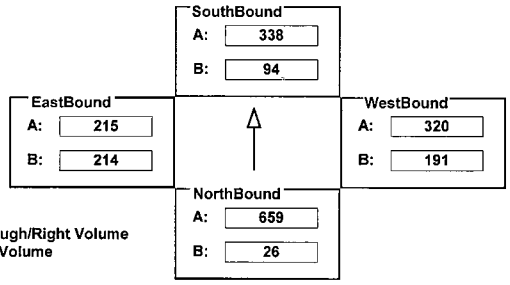
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1976	81	94	1013	87	348	532	108	214	356	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	1976	81	94	1013	87	348	532	108	214	356	75
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	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-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)

$$V/C = \frac{659 + 94 + 320 + 214}{*1425} = 0.833 \qquad LOS = D$$

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08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

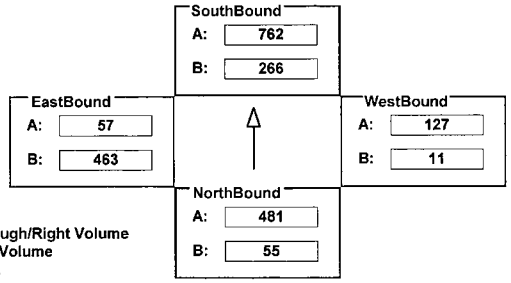
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1908	15	266	2027	258	11	127	252	463	47	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	1908	15	266	2027	258	11	127	252	463	47	9
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{55 + 762 + 127 + 463}{*1375} = 0.953 \qquad LOS = E$$

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08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

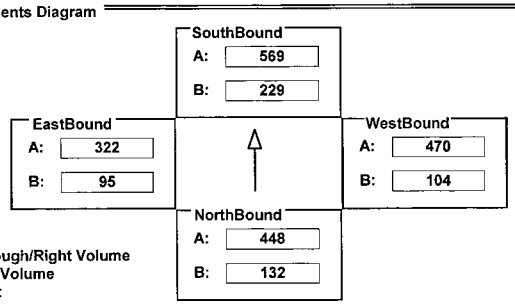
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1606	187	229	1526	181	104	940	243	95	644	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	1606	187	229	1526	181	104	940	243	95	644	94
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{132 + 569 + 470 + 95}{*1375} = 0.851 \qquad LOS = D$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

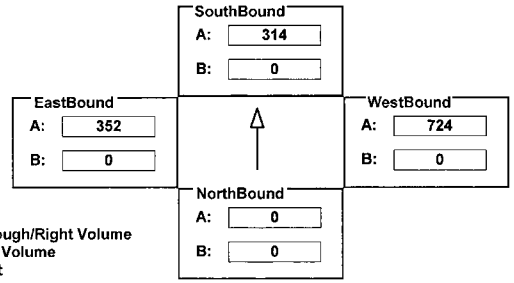
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1255	0	0	2897	1629	0	1407	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1255	0	0	2897	1629	0	1407	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>		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)

$$V/C = \frac{0 + 314 + 724 + 0}{*1500} = 0.622$$

LOS = B

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

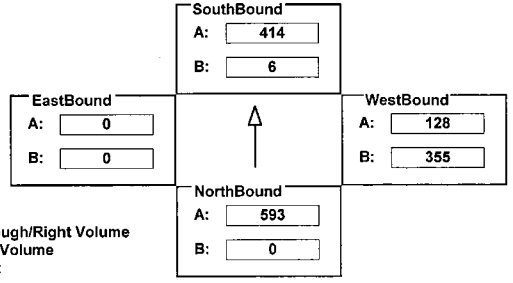
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2374	47	10	1656	0	1015	0	134	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2374	47	10	1656	0	1015	0	134	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{593 + 6 + 355 + 0}{*1425} = 0.599$$

LOS = A

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08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

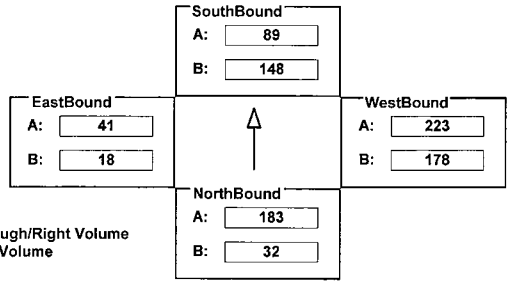
AM/PM: AM Comments:

COUNT DATE: STUDY 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	366	116	148	170	8	178	109	371	18	54	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	366	116	148	170	8	178	109	371	18	54	29
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	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 = A(W/B) + A(E/B)

$$V/C = \frac{183 + 148 + 223 + 41}{*1375} = 0.363 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

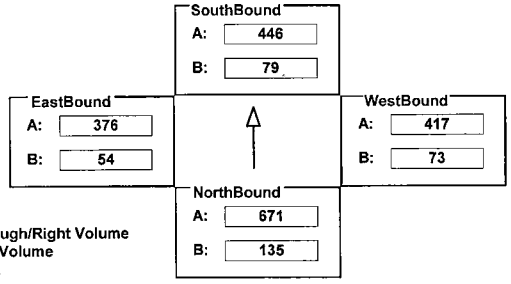
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2013	62	79	1338	121	73	959	294	97	752	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	2013	62	79	1338	121	73	959	294	97	752	118
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	1	0	2	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		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)

$$V/C = \frac{671 + 79 + 417 + 54}{*1425} = 0.787 \qquad LOS = C$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

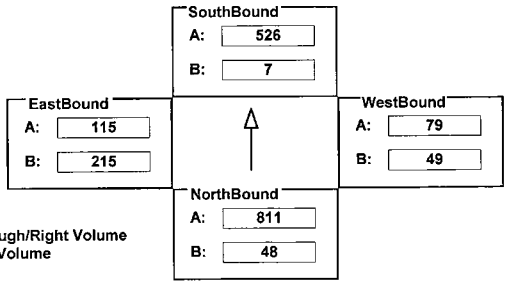
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3242	5	13	2029	74	49	79	71	215	9	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	3242	5	13	2029	74	49	79	71	215	9	106
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{811 + 7 + 79 + 215}{1375} = 0.809 \qquad LOS = D$$

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

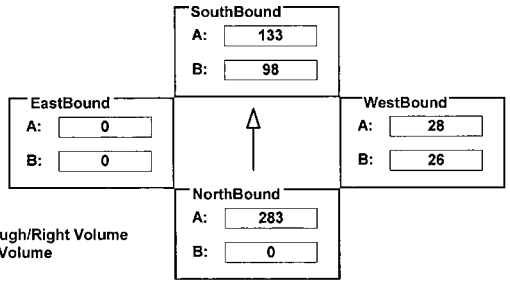
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	566	455	98	266	0	47	0	228	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	566	455	98	266	0	47	0	228	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 = A(W/B) + A(E/B)

$$V/C = \frac{283 + 98 + 28 + 0}{*1425} = 0.217 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

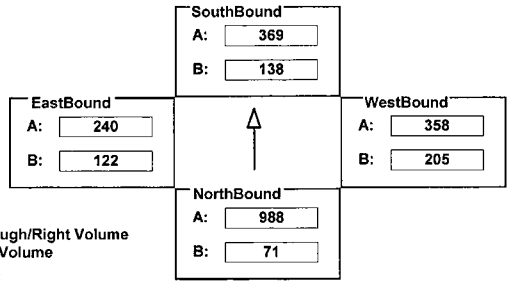
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3951	557	252	1108	52	373	364	427	221	720	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	3951	557	252	1108	52	373	364	427	221	720	142
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		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)

$$V/C = \frac{988 + 138 + 358 + 122}{1375} = 1.168 \qquad LOS = F$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

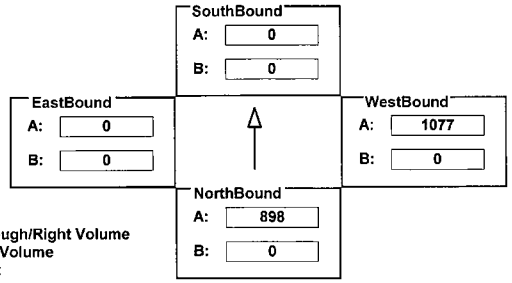
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2694	0	0	0	0	0	0	3078	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2694	0	0	0	0	0	0	3078	0	0	0
LANE	0	0	3	0	0	0	0	0	0	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)

$$V/C = \frac{898 + 0 + 1077 + 0}{1500} = 1.317 \qquad LOS = F$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

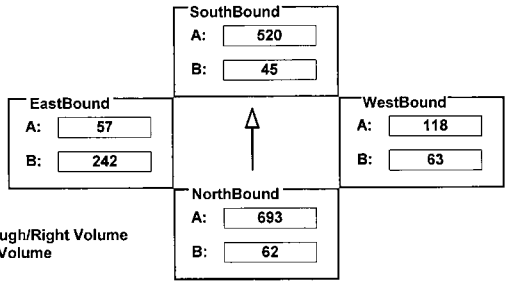
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2065	13	45	1353	206	63	118	115	440	42	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	2065	13	45	1353	206	63	118	115	440	42	57
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Perm	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{693 + 45 + 118 + 242}{*1425} = 0.701 \qquad LOS = C$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

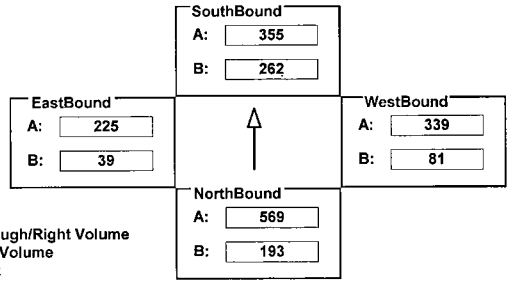
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1707	25	262	1066	214	81	550	128	39	419	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	1707	25	262	1066	214	81	550	128	39	419	31
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	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)

$$V/C = \frac{569 + 262 + 339 + 39}{*1500} = 0.736 \qquad LOS = C$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

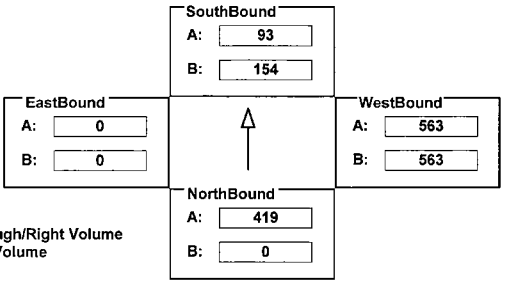
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	837	81	154	185	0	840	0	285	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	837	81	154	185	0	840	0	285	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	OLA	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)

$$V/C = \frac{419 + 154 + 563 + 0}{*1500} = 0.687 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

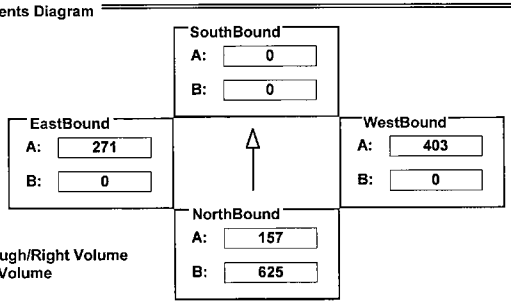
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1137	8	157	0	0	10	0	1208	0	0	710	372
AMBIENT												
RELATED												
PROJECT												
TOTAL	1137	8	157	0	0	10	0	1208	0	0	710	372
LANE	2	0	0	0	0	1	0	0	0	0	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{625 + 0 + 403 + 271}{1500} = 0.685 \qquad LOS = B$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

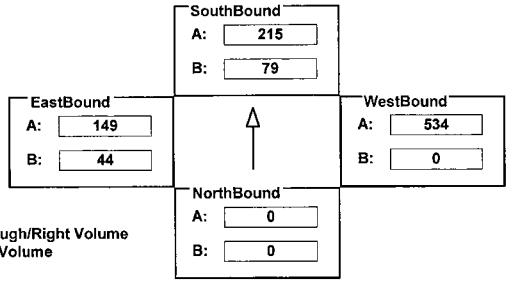
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	143	0	431	0	1465	138	44	448	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	143	0	431	0	1465	138	44	448	0
LANE	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 215 + 534 + 44}{1425} = 0.556$$

LOS = A

08AM

CalcaDB

February 6, 2003 ,Thursday 12:20:16 PM

INTERSECTION DATA SUMMARY SHEET

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

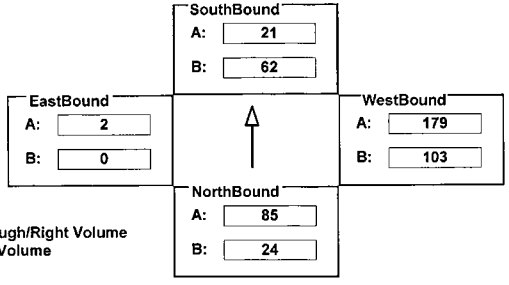
AM/PM: AM Comments:

COUNT DATE: STUDY 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	81	85	62	26	16	103	259	98	0	3	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	81	85	62	26	16	103	259	98	0	3	0
LANE	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	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)

$$V/C = \frac{85 + 62 + 179 + 0}{1375} = 0.237$$

LOS = A

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2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

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

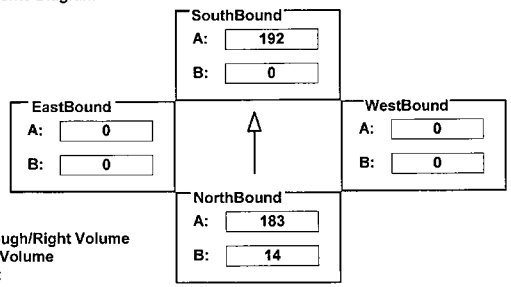
AM/PM: AM Comments:

COUNT DATE: STUDY 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	548	0	0	570	6	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	548	0	0	570	6	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	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)

$$V/C = \frac{14 + 192 + 0 + 0}{*1425} = 0.075 \qquad LOS = A$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

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

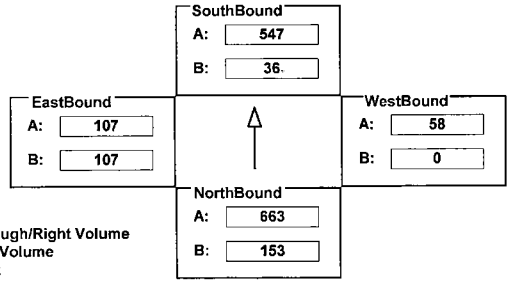
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1838	150	36	1499	142	0	0	58	199	15	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	153	1838	150	36	1499	142	0	0	58	199	15	126
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)

$$V/C = \frac{153 + 547 + 58 + 107}{*1375} = 0.559 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

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

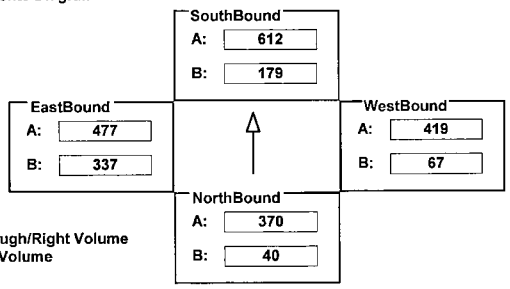
AM/PM: AM Comments:

COUNT DATE: STUDY 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	739	93	179	954	270	67	737	101	337	934	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	739	93	179	954	270	67	737	101	337	934	19
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)

$$V/C = \frac{40 + 612 + 419 + 337}{*1500} = 0.869 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

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

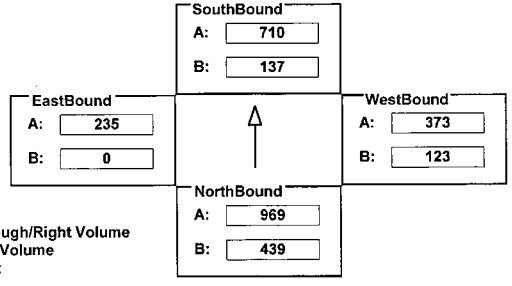
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	439	2854	53	137	2089	42	123	1119	179	0	625	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	439	2854	53	137	2089	42	123	1119	179	0	625	80
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{439 + 710 + 373 + 0}{*1375} = 1.037 \qquad LOS = F$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

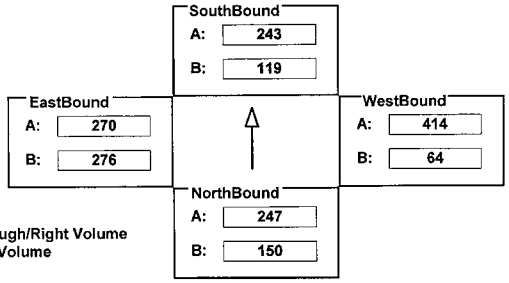
AM/PM: AM Comments:

COUNT DATE: STUDY 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	959	29	119	728	67	64	1141	100	276	656	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	959	29	119	728	67	64	1141	100	276	656	154
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



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

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

Results

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

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

$$V/C = \frac{150 + 243 + 414 + 276}{1375} = 0.788 \qquad LOS = C$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

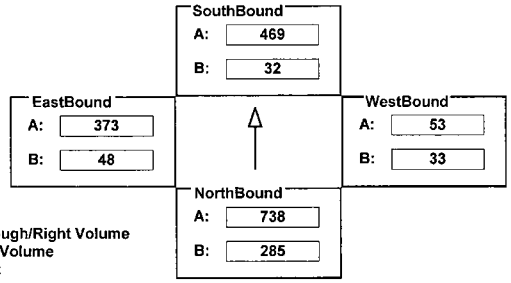
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	519	2215	38	32	1361	45	33	28	25	48	25	516
AMBIENT												
RELATED												
PROJECT												
TOTAL	519	2215	38	32	1361	45	33	28	25	48	25	516
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		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{738 + 32 + 33 + 373}{*1425} = 0.755 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

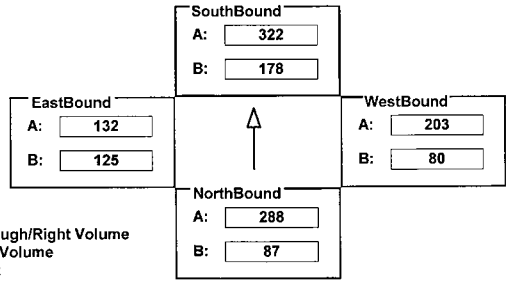
AM/PM: AM Comments:

COUNT DATE: STUDY 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	796	328	178	763	204	80	493	116	125	363	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	796	328	178	763	204	80	493	116	125	363	35
LANE	2	0	3	0	0	1	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)

$$V/C = \frac{288 + 178 + 203 + 125}{1375} = 0.577$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

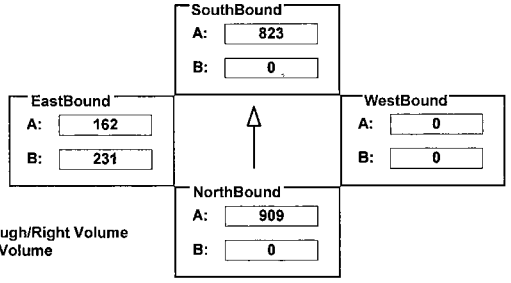
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2648	79	0	2243	1047	0	0	0	660	162	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2648	79	0	2243	1047	0	0	0	660	162	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	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		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 = A(N/B) + B(S/B)

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

$$V/C = \frac{909 + 0 + 0 + 231}{*1500} = 0.690$$

LOS = B

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

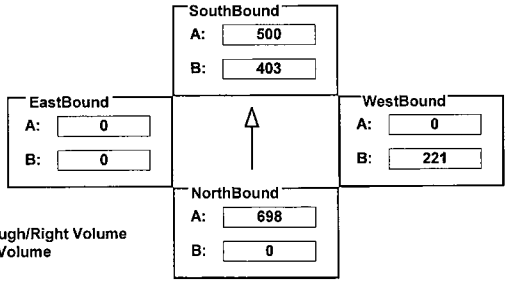
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1878	215	734	1501	0	403	0	687	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1878	215	734	1501	0	403	0	687	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	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)

$$V/C = \frac{698 + 403 + 221 + 0}{*1425} = 0.858 \qquad LOS = D$$

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

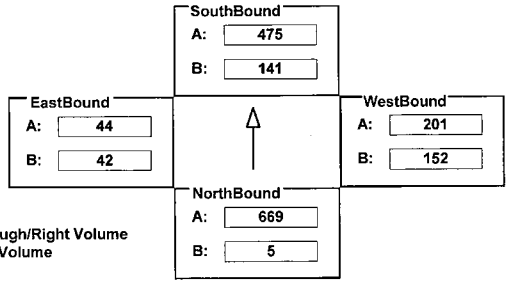
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2006	247	256	1889	9	297	7	342	42	32	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	2006	247	256	1889	9	297	7	342	42	32	46
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) + A(E/B)

$$V/C = \frac{669 + 141 + 201 + 44}{*1375} = 0.697 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

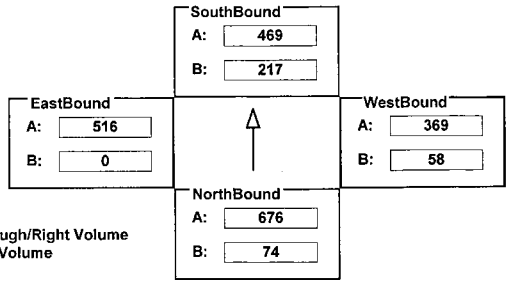
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2027	159	217	1313	93	105	590	149	0	992	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	2027	159	217	1313	93	105	590	149	0	992	40
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
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{676 + 217 + 58 + 516}{*1375} = 0.997 \qquad LOS = E$$

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

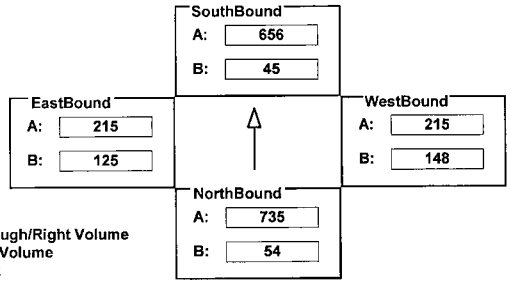
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1418	51	82	1258	54	269	431	219	227	644	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	1418	51	82	1258	54	269	431	219	227	644	217
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 = B(W/B) + A(E/B)

$$V/C = \frac{735 + 45 + 148 + 215}{*1375} = 0.761 \qquad LOS = C$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

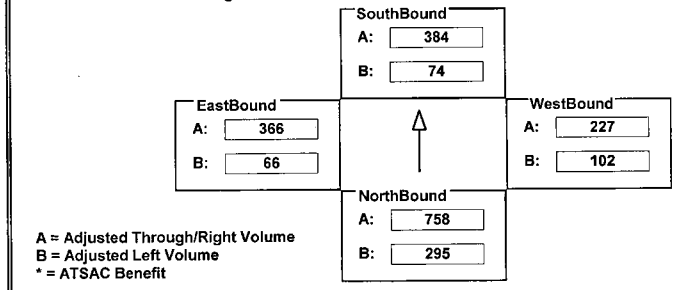
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	536	1955	319	134	1068	85	185	454	131	119	732	622
AMBIENT												
RELATED												
PROJECT												
TOTAL	536	1955	319	134	1068	85	185	454	131	119	732	622
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)

$$V/C = \frac{758 + 74 + 102 + 366}{*1375} = 0.875 \qquad LOS = D$$

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

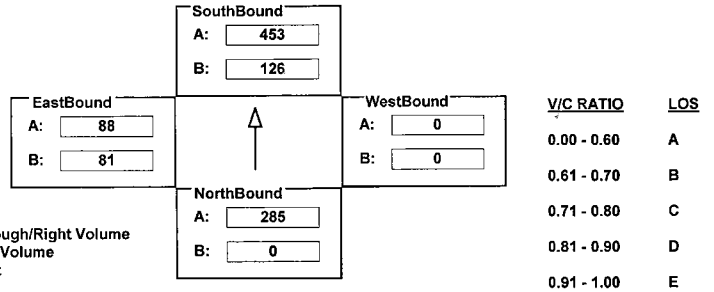
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	392	285	230	1359	0	0	0	0	81	0	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	392	285	230	1359	0	0	0	0	81	0	94
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	0 1	0 1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	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)

$$V/C = \frac{0 + 453 + 0 + 88}{*1425} = 0.310 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

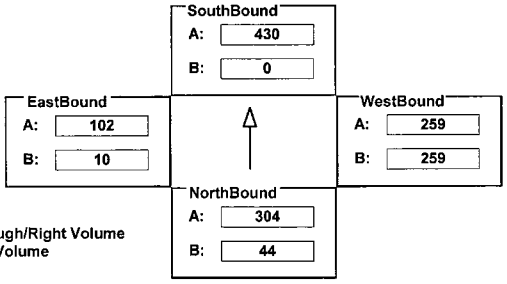
AM/PM: AM Comments:

COUNT DATE: STUDY 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	912	0	0	1278	12	513	5	221	10	0	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	912	0	0	1278	12	513	5	221	10	0	92
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	Auto	Perm	Free	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)

$$V/C = \frac{44 + 430 + 259 + 102}{*1425} = 0.516 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

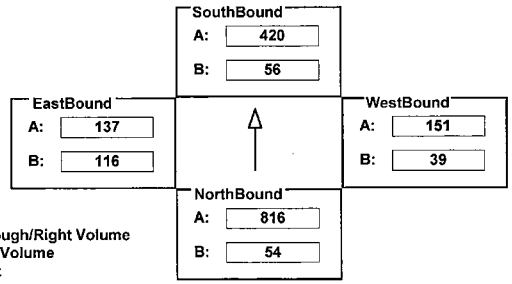
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2393	55	56	1261	99	39	90	133	116	137	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	2393	55	56	1261	99	39	90	133	116	137	123
LANE	1	0	2	0	1	0	0	1	0	3	0	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	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)

$$V/C = \frac{816 + 56 + 151 + 116}{*1500} = 0.689 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

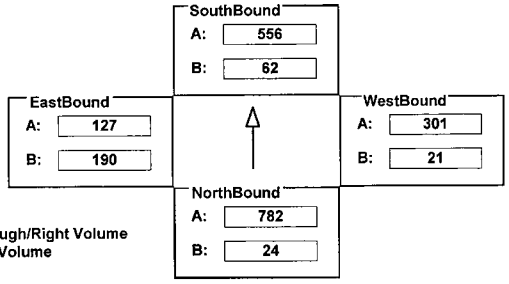
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2345	8	62	1607	62	21	137	164	190	127	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	2345	8	62	1607	62	21	137	164	190	127	56
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)

$$V/C = \frac{782 + 62 + 301 + 190}{*1500} = 0.820 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

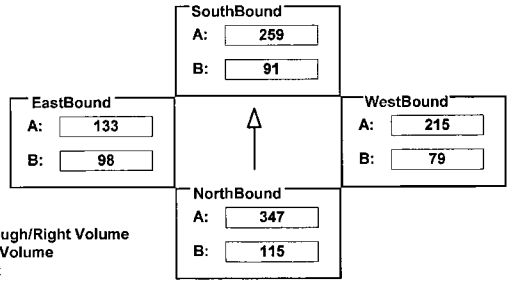
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1040	36	91	697	79	79	215	150	98	197	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	1040	36	91	697	79	79	215	150	98	197	70
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	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)

$$V/C = \frac{347 + 91 + 215 + 98}{1375} = 0.546 \qquad LOS = A$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

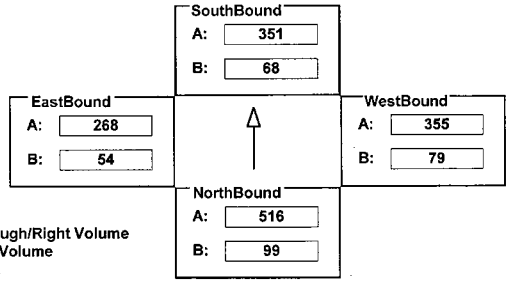
AM/PM: AM Comments:

COUNT DATE: STUDY 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	405	112	68	300	51	79	297	58	54	187	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	405	112	68	300	51	79	297	58	54	187	81
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	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)

$$V/C = \frac{516 + 68 + 355 + 54}{1500} = 0.662 \qquad LOS = B$$

Developed by Chun Wong, 12/94

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

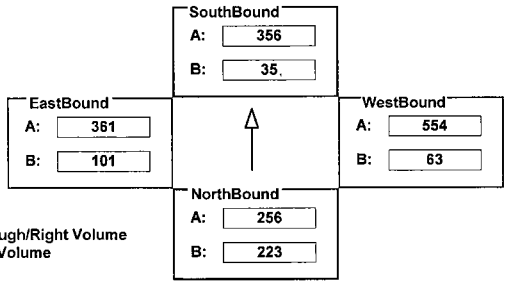
AM/PM: AM Comments:

COUNT DATE: STUDY 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	214	42	35	185	136	63	1046	61	101	541	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	214	42	35	185	136	63	1046	61	101	541	181
LANE	1 0 0	0 1 0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{223 + 356 + 554 + 101}{1500} = 0.823 \qquad LOS = D$$

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2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

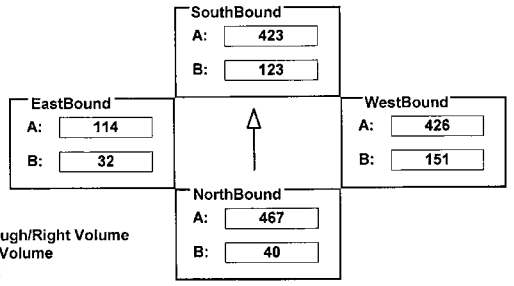
AM/PM: AM Comments:

COUNT DATE: STUDY 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	283	184	123	373	50	151	1075	203	32	333	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	283	184	123	373	50	151	1075	203	32	333	9
LANE	1	0	0	0	1	0	0	1	0	0	0	1	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)

$$V/C = \frac{467 + 123 + 426 + 32}{1500} = 0.699$$

LOS = B

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2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

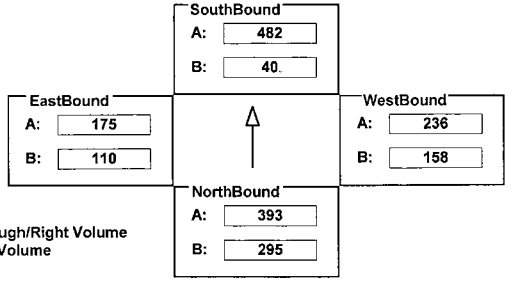
AM/PM: AM Comments:

COUNT DATE: STUDY 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	393	115	40	425	57	158	626	81	110	369	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	295	393	115	40	425	57	158	626	81	110	369	158
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 = A(W/B) + B(E/B)

$$V/C = \frac{295 + 482 + 236 + 110}{1500} = 0.749$$

LOS = C

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

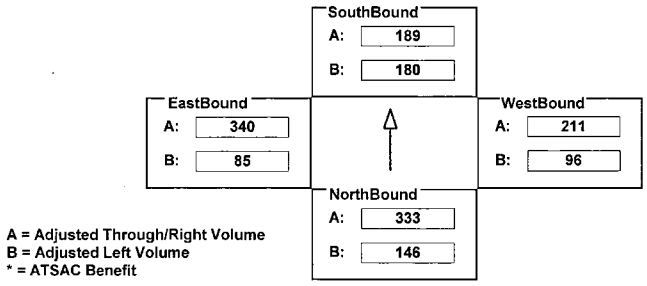
AM/PM: AM Comments:

COUNT DATE: STUDY 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	946	52	180	568	35	96	422	176	85	340	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	946	52	180	568	35	96	422	176	85	340	88
LANE	1	0 2	0 1	0	1	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	Prot-Var	Auto	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{333 + 180 + 96 + 340}{1375} = 0.690 \qquad LOS = B$$

2008AM

CalcaDB

February 6, 2003 ,Thursday 12:22:44 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

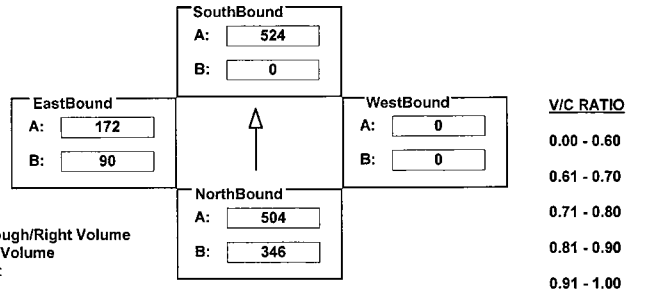
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1513	0	0	1358	215	0	0	0	90	0	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	346	1513	0	0	1358	215	0	0	0	90	0	172
LANE	1	0 3	0	0	0	0	0 0 2	0	1 0	0	0 0 1	0	0	0	0	0 1	0	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)

$$V/C = \frac{346 + 524 + 0 + 172}{1425} = 0.731 \qquad LOS = C$$

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08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

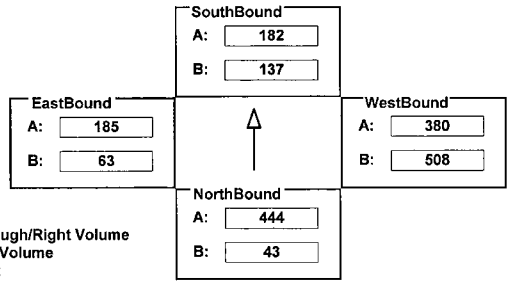
AM/PM: PM Comments:

COUNT DATE: STUDY 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	724	164	137	545	20	508	468	292	63	369	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	724	164	137	545	20	508	468	292	63	369	99
LANE	1 0 1 0 1 0 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)

$$V/C = \frac{444 + 137 + 508 + 185}{*1500} = 0.779 \qquad LOS = C$$

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08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

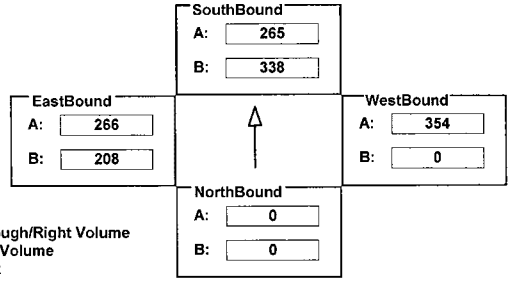
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	966	0	369	0	1414	566	378	1062	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	966	0	369	0	1414	566	378	1062	0
LANE	1 0 2 0 0 1 0			2 1 1 0 0 1 0			1 0 4 0 0 1 0			2 0 4 0 0 1 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		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)

$$V/C = \frac{0 + 338 + 354 + 208}{*1375} = 0.585 \qquad LOS = A$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

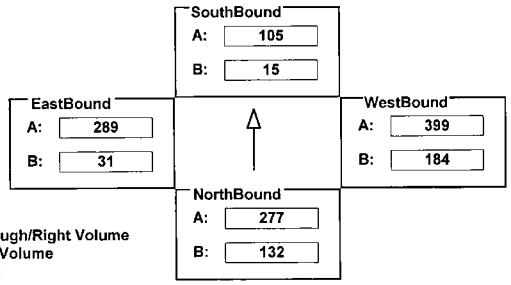
AM/PM: PM Comments:

COUNT DATE: STUDY 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	144	598	15	123	44	334	794	3	31	815	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	144	598	15	123	44	334	794	3	31	815	52
LANE	0	1	0	0	1	1	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	OLA	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)

$$V/C = \frac{277 + 15 + 184 + 289}{*1425} = 0.467 \qquad LOS = A$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

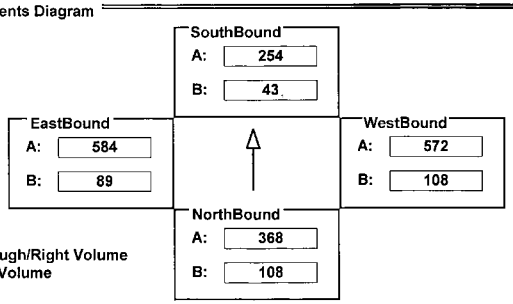
AM/PM: PM Comments:

COUNT DATE: STUDY 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	699	38	43	461	46	108	1145	81	89	1167	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	699	38	43	461	46	108	1145	81	89	1167	113
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
	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)

$$V/C = \frac{368 + 43 + 108 + 584}{*1500} = 0.665 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

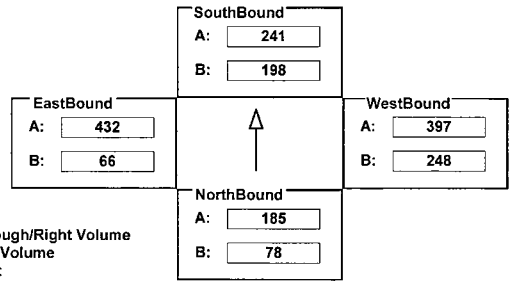
AM/PM: PM Comments:

COUNT DATE: STUDY 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	370	183	198	384	99	248	704	91	66	762	103
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	370	183	198	384	99	248	704	91	66	762	103
LANE	2	0	2	0	0	1	0	1	0	1	0	1	0	1	0	1	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 = B(W/B) + A(E/B)

$$V/C = \frac{185 + 198 + 248 + 432}{*1500} = 0.639 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

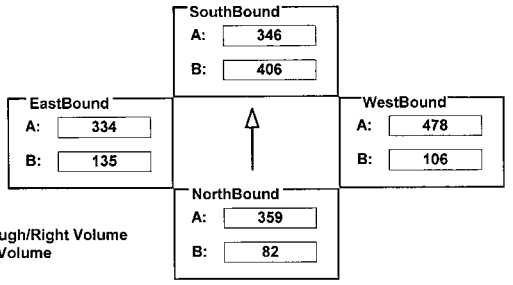
AM/PM: PM Comments:

COUNT DATE: STUDY 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	490	229	406	606	86	106	864	478	135	890	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	490	229	406	606	86	106	864	478	135	890	113
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	1	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 = A(W/B) + B(E/B)

$$V/C = \frac{359 + 406 + 478 + 135}{1500} = 0.919 \qquad LOS = E$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

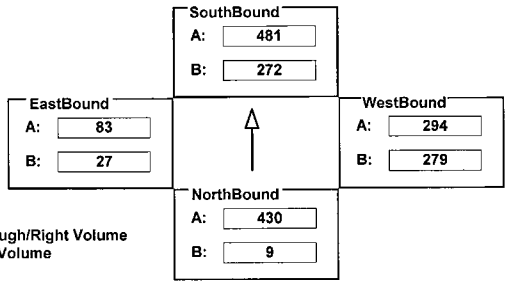
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1098	191	272	1408	36	279	77	294	27	74	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	1098	191	272	1408	36	279	77	294	27	74	9
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 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)

$$V/C = \frac{430 + 272 + 279 + 83}{*1500} = 0.639 \qquad LOS = B$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

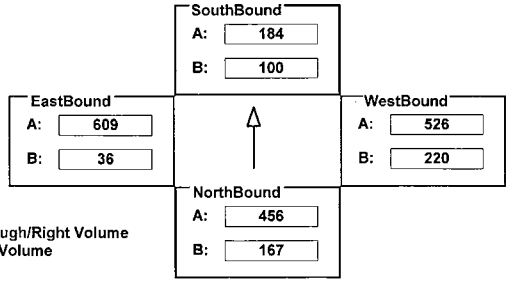
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	476	513	399	182	448	104	220	1960	146	36	2262	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	476	513	399	182	448	104	220	1960	146	36	2262	174
LANE	3 0 1 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)

$$V/C = \frac{456 + 100 + 220 + 609}{*1375} = 0.937 \qquad LOS = E$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

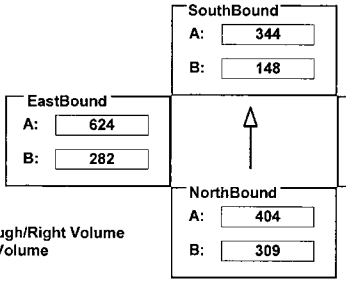
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	309	1015	196	148	1032	257	107	433	28	282	1871	486
AMBIENT												
RELATED												
PROJECT												
TOTAL	309	1015	196	148	1032	257	107	433	28	282	1871	486
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{309 + 344 + 59 + 624}{1375} = 0.972 \qquad LOS = E$$

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08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

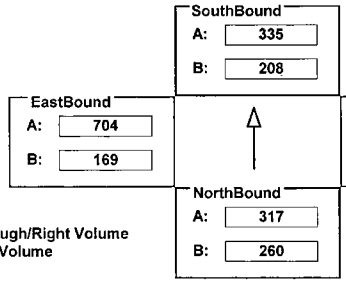
AM/PM: PM Comments:

COUNT DATE: STUDY 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	616	487	379	1004	316	309	1381	414	307	1506	605
AMBIENT												
RELATED												
PROJECT												
TOTAL	473	616	487	379	1004	316	309	1381	414	307	1506	605
LANE	2 0 2 0 0 1 0			2 0 2 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)

$$V/C = \frac{260 + 335 + 170 + 704}{*1375} = 0.998 \qquad LOS = E$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

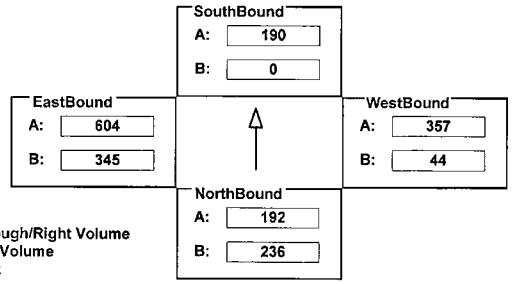
AM/PM: PM Comments:

COUNT DATE: STUDY 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	295	88	0	371	363	44	714	5	345	1207	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	295	88	0	371	363	44	714	5	345	1207	274
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)

$$V/C = \frac{236 + 190 + 357 + 345}{1375} = 0.820 \qquad LOS = D$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

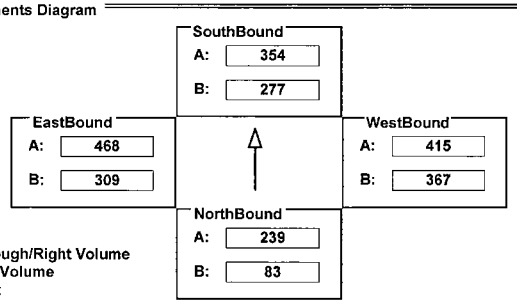
AM/PM: PM Comments:

COUNT DATE: STUDY 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	716	417	504	1414	399	667	1505	154	562	1739	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	716	417	504	1414	399	667	1505	154	562	1739	131
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)

$$V/C = \frac{239 + 277 + 367 + 468}{1375} = 0.983 \qquad LOS = E$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

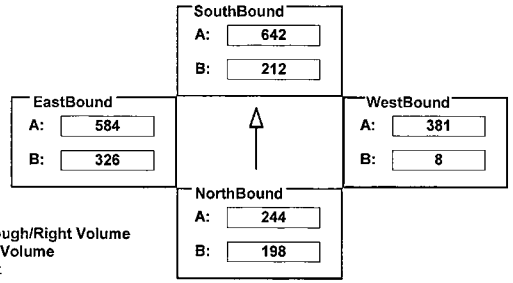
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	359	371	248	386	84	805	15	1142	427	594	1753	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	359	371	248	386	84	805	15	1142	427	594	1753	118
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: 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)

$$V/C = \frac{198 + 642 + 381 + 326}{*1375} = 1.055 \qquad LOS = F$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

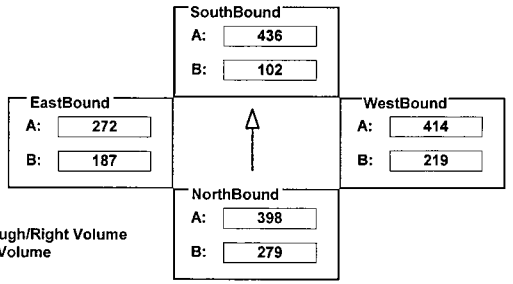
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	507	1194	244	185	1580	163	399	646	182	187	816	665
AMBIENT												
RELATED												
PROJECT												
TOTAL	507	1194	244	185	1580	163	399	646	182	187	816	665
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{279 + 436 + 414 + 187}{1375} = 0.957 \qquad LOS = E$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

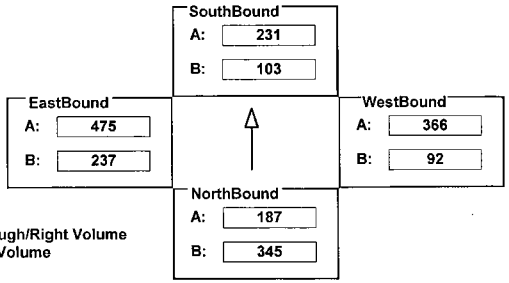
AM/PM: PM Comments:

COUNT DATE: STUDY 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	290	279	103	462	739	92	1292	170	237	1426	1220
AMBIENT												
RELATED												
PROJECT												
TOTAL	345	290	279	103	462	739	92	1292	170	237	1426	1220
LANE	1 0 3 0 0 1 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{345 + 231 + 366 + 237}{*1375} = 0.787 \qquad LOS = C$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

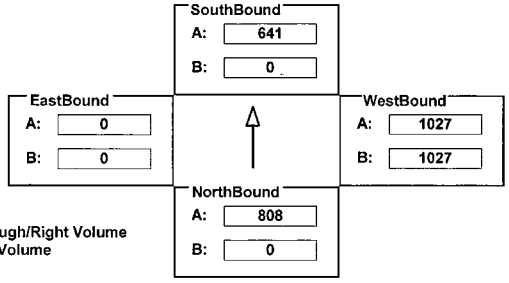
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3233	0	0	1892	641	1223	832	53	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3233	0	0	1892	641	1223	832	53	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	<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)

$$V/C = \frac{808 + 0 + 1027 + 0}{*1500} = 1.153 \qquad LOS = F$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

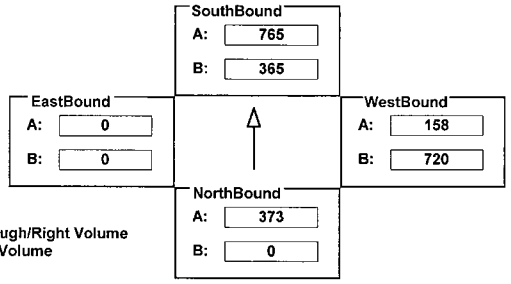
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	745	372	365	765	0	1308	0	158	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	745	372	365	765	0	1308	0	158	0	0	0
LANE	0 0 1 0 1 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 765 + 720 + 0}{*1500} = 0.920 \qquad LOS = E$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

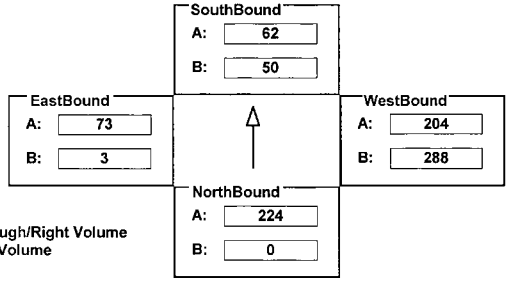
AM/PM: PM Comments:

COUNT DATE: STUDY 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	22	426	50	10	2	823	156	48	3	133	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	22	426	50	10	2	823	156	48	3	133	8
LANE	0 0 0 0 1 1 0			0 0 0 1 0 0 0			2 1 0 0 1 0 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)

$$V/C = \frac{224 + 62 + 288 + 73}{*1375} = 0.401 \qquad LOS = A$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

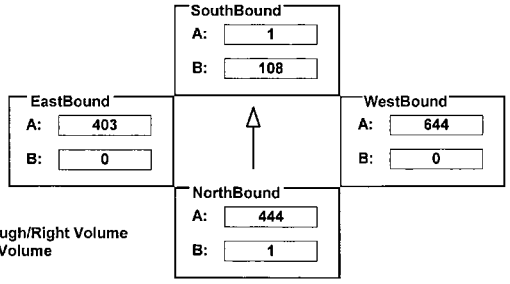
AM/PM: PM Comments:

COUNT DATE: STUDY 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	0	808	197	0	1	0	1830	103	0	1208	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	0	808	197	0	1	0	1830	103	0	1208	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)

$$V/C = \frac{444 + 108 + 644 + 0}{*1375} = 0.800 \qquad LOS = C$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

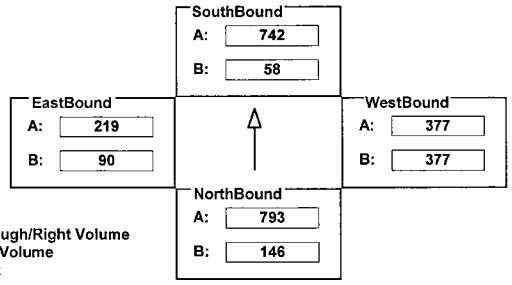
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	266	2378	24	106	2966	75	749	382	243	90	283	292
AMBIENT												
RELATED												
PROJECT												
TOTAL	266	2378	24	106	2966	75	749	382	243	90	283	292
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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 = B(W/B) + A(E/B)

$$V/C = \frac{146 + 742 + 377 + 219}{1375} = 1.079 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

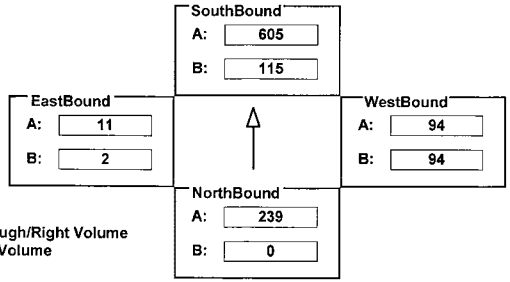
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	340	139	115	1206	5	180	8	45	2	8	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	340	139	115	1206	5	180	8	45	2	8	1
LANE	1 0 1 0 1 0 0			1 0 1 0 1 0 0			1 1 0 0 0 1 0			0 0 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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 605 + 94 + 11}{1500} = 0.473 \qquad LOS = A$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

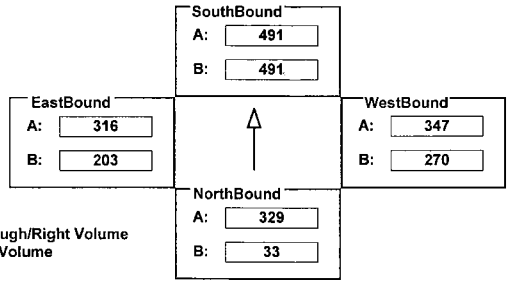
AM/PM: PM Comments:

COUNT DATE: STUDY 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	543	115	547	925	321	270	605	88	203	611	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	33	543	115	547	925	321	270	605	88	203	611	21
LANE	1 0 1 0 1 0 0			1 1 1 0 0 1 0			1 0 1 0 1 0 0			1 0 1 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	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) + A(S/B)

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

$$V/C = \frac{329 + 491 + 270 + 316}{1375} = 1.023 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

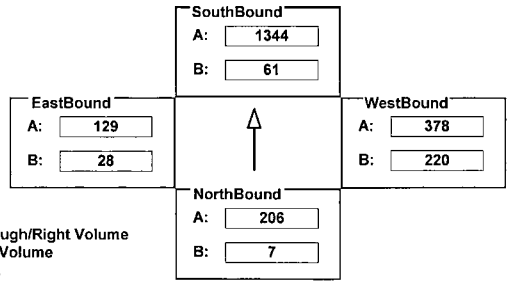
AM/PM: PM Comments:

COUNT DATE: STUDY 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	282	129	61	870	474	220	103	409	28	107	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	282	129	61	870	474	220	103	409	28	107	22
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	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{7 + 1344 + 378 + 28}{1425} = 1.233 \qquad LOS = F$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

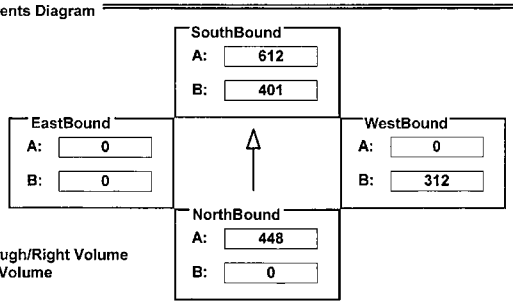
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1793	794	729	1836	0	892	0	128	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1793	794	729	1836	0	892	0	128	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	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)

$$V/C = \frac{448 + 401 + 312 + 0}{*1425} = 0.745 \qquad LOS = C$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

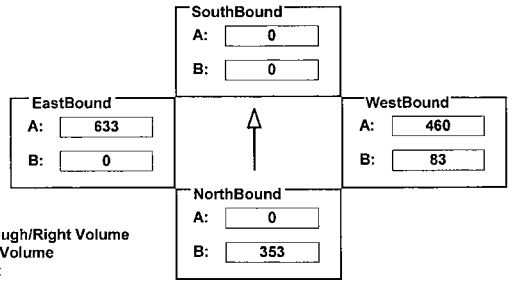
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	641	0	86	0	0	0	151	1381	0	0	1687	844
AMBIENT												
RELATED												
PROJECT												
TOTAL	641	0	86	0	0	0	151	1381	0	0	1687	844
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)

$$V/C = \frac{353 + 0 + 83 + 633}{1425} = 0.750 \qquad LOS = C$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

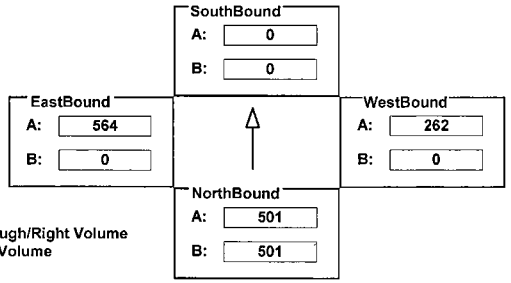
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	990	0	12	0	0	0	0	786	0	0	1692	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	990	0	12	0	0	0	0	786	0	0	1692	193
LANE	1	0	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)

$$V/C = \frac{501 + 0 + 0 + 564}{1500} = 0.710 \qquad LOS = C$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

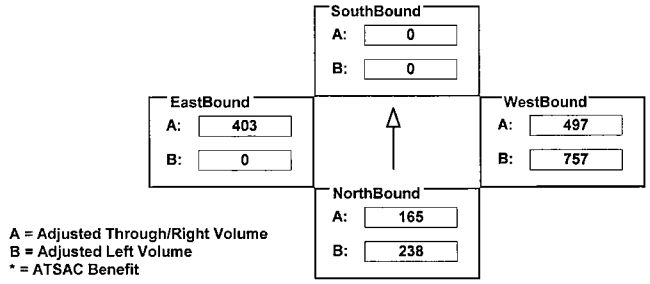
AM/PM: PM Comments:

COUNT DATE: STUDY 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	0	543	0	0	0	757	993	0	0	762	522
AMBIENT												
RELATED												
PROJECT												
TOTAL	433	0	543	0	0	0	757	993	0	0	762	522
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<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)

$$V/C = \frac{238 + 0 + 757 + 403}{*1425} = 0.911 \qquad LOS = E$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

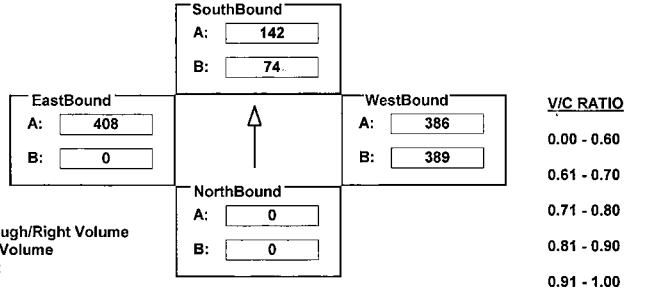
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	74	284	102	708	1158	0	0	992	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	74	284	102	708	1158	0	0	992	233
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	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)

$$V/C = \frac{0 + 142 + 389 + 408}{*1425} = 0.589 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

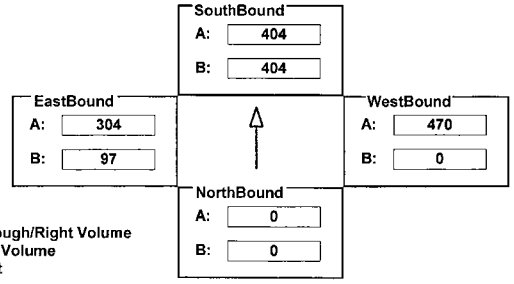
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	807	0	325	0	940	773	176	608	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	807	0	325	0	940	773	176	608	0
LANE	0	0	0	1	0	0	0	1	0	0	1	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)

$$V/C = \frac{0 + 404 + 470 + 97}{*1375} = 0.636 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

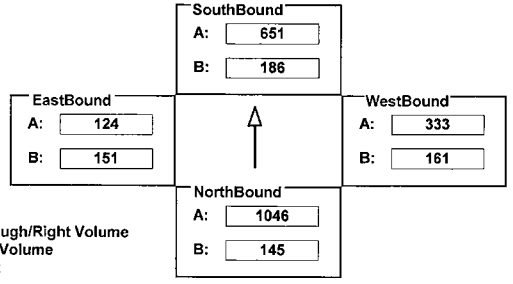
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1662	1127	338	2522	80	293	438	426	275	366	196
AMBIENT												
RELATED												
PROJECT												
TOTAL	145	1662	1127	338	2522	80	293	438	426	275	366	196
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)

$$V/C = \frac{1046 + 186 + 333 + 151}{*1375} = 1.178 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

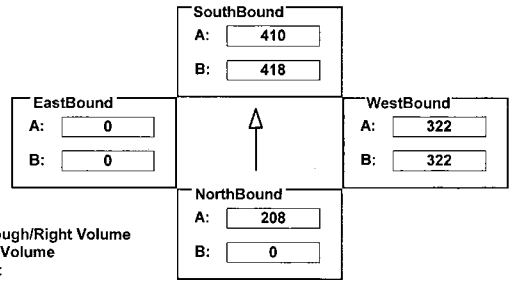
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	198	208	418	819	0	643	0	401	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	198	208	418	819	0	643	0	401	0	0	0
LANE	1 0 2	0 0 1 0		1 0 1	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	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)

$$V/C = \frac{208 + 418 + 322 + 0}{*1425} = 0.595 \qquad LOS = A$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

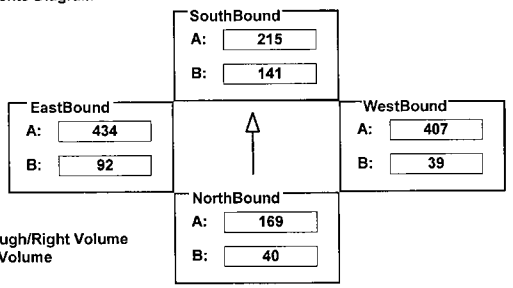
AM/PM: PM Comments:

COUNT DATE: STUDY 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	170	338	256	391	253	70	1220	456	167	1303	250
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	170	338	256	391	253	70	1220	456	167	1303	250
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 = A(W/B) + B(E/B)

$$V/C = \frac{169 + 141 + 407 + 92}{*1375} = 0.518 \qquad LOS = A$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

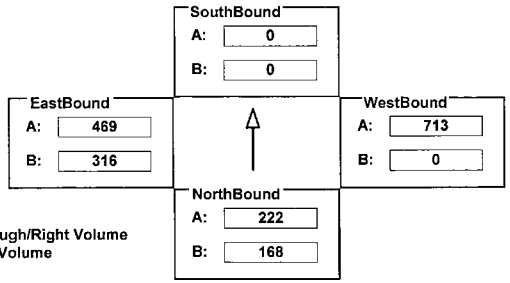
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2	220	0	0	0	0	1426	134	316	1407	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	2	220	0	0	0	0	1426	134	316	1407	0
LANE	1	0	0	1	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)

$$V/C = \frac{222 + 0 + 713 + 316}{1200^*} = 0.973 \qquad LOS = E$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

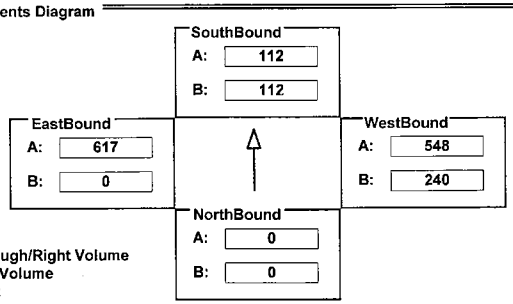
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	150	0	185	437	1095	0	0	1580	272
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	150	0	185	437	1095	0	0	1580	272
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	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		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)

$$V/C = \frac{0 + 112 + 240 + 617}{^*1200} = 0.738 \qquad LOS = C$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

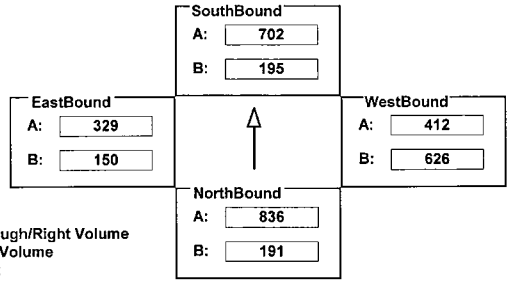
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	191	2508	1209	355	1667	852	1139	824	563	150	800	187
AMBIENT												
RELATED												
PROJECT												
TOTAL	191	2508	1209	355	1667	852	1139	824	563	150	800	187
LANE	1 0 3 0 0 1 0			2 0 3 0 0 1 0			2 0 2 0 0 1 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{836 + 195 + 626 + 329}{1375} = 1.444$$

LOS = F

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

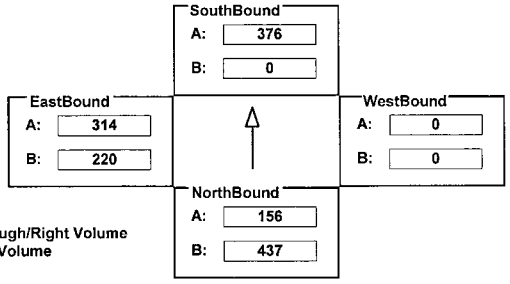
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	437	312	0	0	346	376	0	0	0	400	0	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	437	312	0	0	346	376	0	0	0	400	0	314
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 0 1 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)

$$V/C = \frac{437 + 376 + 0 + 314}{*1500} = 0.681$$

LOS = B

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

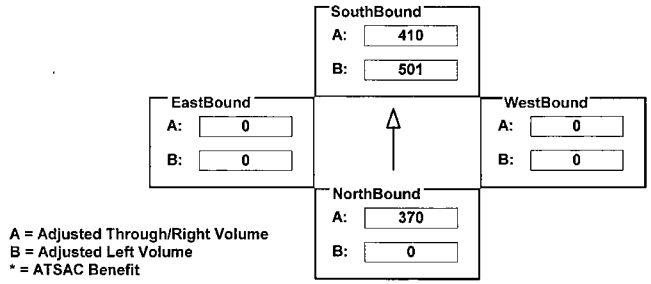
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	736	3	911	820	0	0	0	175	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	736	3	911	820	0	0	0	175	0	0	0
LANE	0	0	1	0	1	0	0	2	0	0	0	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>	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)

$$V/C = \frac{370 + 501 + 0 + 0}{1500^*} = 0.511 \qquad LOS = A$$

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08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

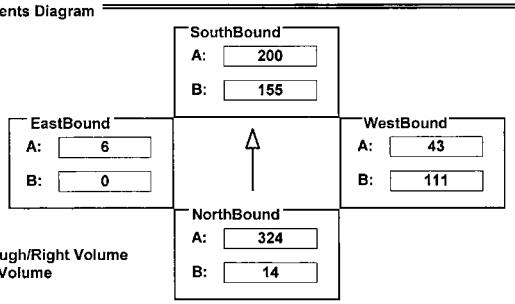
AM/PM: PM Comments:

COUNT DATE: STUDY 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	648	88	155	600	0	202	0	120	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	648	88	155	600	0	202	0	120	0	1	5
LANE	1	0	2	0	0	1	0	1	0	3	0	0	0	0	2	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	Split	Auto	<none>	Auto

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{324 + 155 + 111 + 6}{^*1425} = 0.348 \qquad LOS = A$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

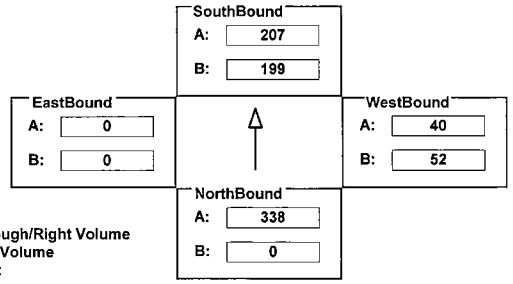
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	588	88	199	622	0	94	0	140	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	588	88	199	622	0	94	0	140	0	0	0
LANE	0 0 1 0 1 0 0			1 0 3 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	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 = B(W/B) + A(E/B)

$$V/C = \frac{338 + 199 + 52 + 0}{1425} = 0.413 \qquad LOS = A$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

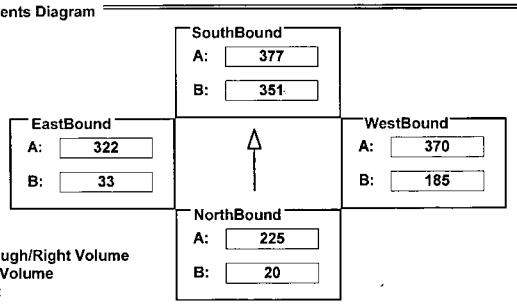
AM/PM: PM Comments:

COUNT DATE: STUDY 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	361	89	351	755	75	336	924	185	33	897	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	361	89	351	755	75	336	924	185	33	897	69
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 = B(W/B) + A(E/B)

$$V/C = \frac{225 + 377 + 185 + 322}{1375} = 0.807 \qquad LOS = D$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

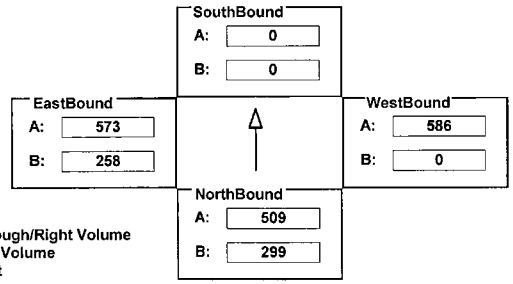
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	299	4	509	0	0	0	0	1587	171	470	1718	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	299	4	509	0	0	0	0	1587	171	470	1718	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
SIGNAL	Phasing: Perm	RTOR: <none>		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)

$$V/C = \frac{509 + 0 + 586 + 258}{1200^*} = 1.058$$

LOS = F

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

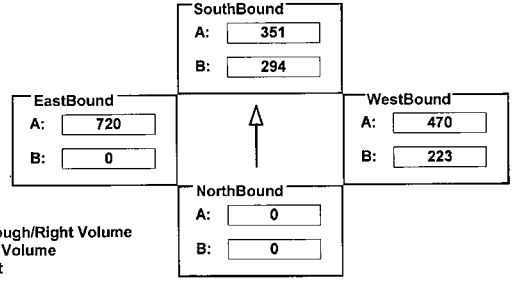
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	407	405	1410	0	0	1877	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	294	0	407	405	1410	0	0	1877	282
LANE	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
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	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 = A(N/B) + A(S/B)

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

$$V/C = \frac{0 + 351 + 223 + 720}{1200^*} = 1.008$$

LOS = F

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

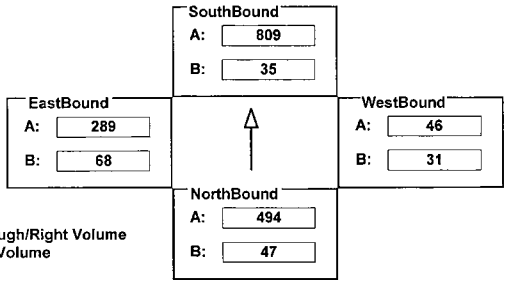
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1966	8	35	2238	188	31	10	5	126	10	312
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	1966	8	35	2238	188	31	10	5	126	10	312
LANE	2	0	3	0	1	0	0	1	0	2	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{47 + 809 + 46 + 289}{*1375} = 0.796 \qquad LOS = C$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

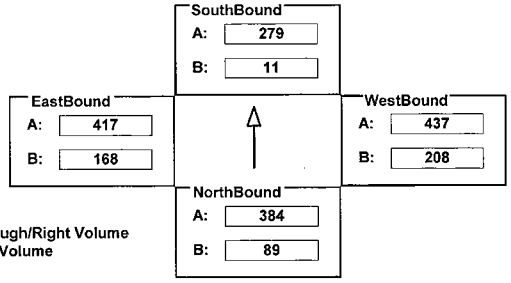
AM/PM: PM Comments:

COUNT DATE: STUDY 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	767	282	11	558	202	208	874	8	168	835	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	767	282	11	558	202	208	874	8	168	835	133
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)

$$V/C = \frac{384 + 11 + 208 + 417}{*1375} = 0.672 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

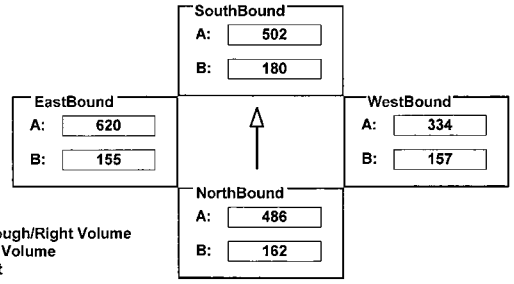
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1457	170	180	1506	151	286	535	133	155	620	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	162	1457	170	180	1506	151	286	535	133	155	620	75
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 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		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)

$$V/C = \frac{486 + 180 + 157 + 620}{*1425} = 0.943 \qquad LOS = E$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

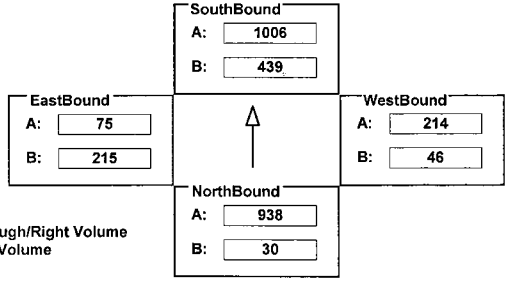
AM/PM: PM Comments:

COUNT DATE: STUDY 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	3717	35	439	2677	342	46	64	434	215	53	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	3717	35	439	2677	342	46	64	434	215	53	22
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		
	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)

$$V/C = \frac{938 + 439 + 214 + 215}{*1375} = 1.243 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

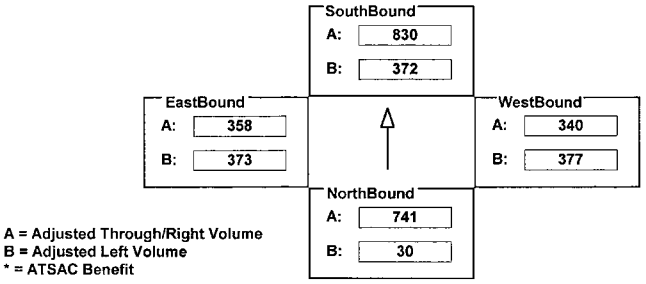
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2790	175	372	2426	65	377	216	712	373	716	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	2790	175	372	2426	65	377	216	712	373	716	189
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)

$$V/C = \frac{741 + 372 + 377 + 358}{*1375} = 1.274$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

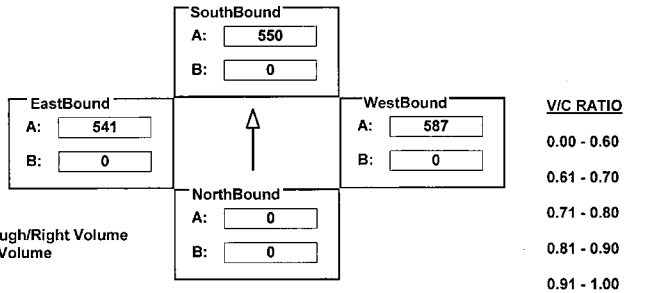
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	2200	0	0	2348	1800	0	2163	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	2200	0	0	2348	1800	0	2163	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>		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)

$$V/C = \frac{0 + 550 + 587 + 0}{*1500} = 0.688$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

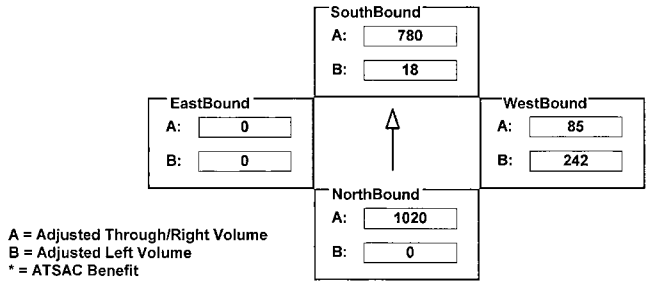
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4080	925	34	3118	0	691	0	104	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	4080	925	34	3118	0	691	0	104	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	0	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		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)

$$V/C = \frac{1020 + 18 + 242 + 0}{*1425} = 0.828 \qquad LOS = D$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

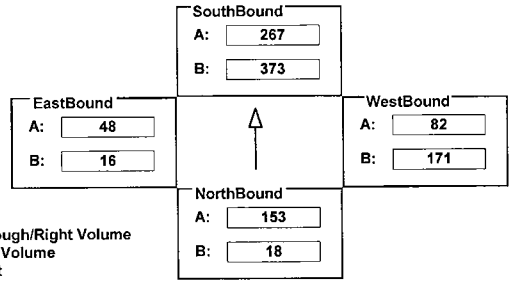
AM/PM: PM Comments:

COUNT DATE: STUDY 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	306	223	373	502	33	171	82	217	16	59	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	306	223	373	502	33	171	82	217	16	59	36
LANE	1	0	2	0	0	1	0	1	0	1	0	0	1	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		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)

$$V/C = \frac{153 + 373 + 171 + 48}{*1375} = 0.472 \qquad LOS = A$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

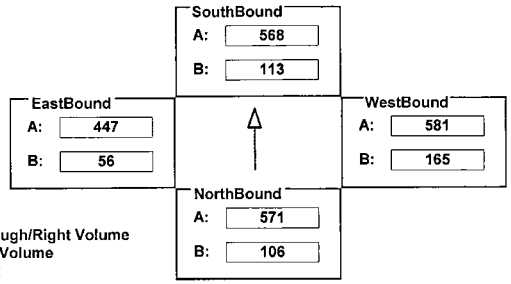
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1714	128	113	1704	187	165	943	218	103	894	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	106	1714	128	113	1704	187	165	943	218	103	894	144
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		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)

$$V/C = \frac{571 + 113 + 581 + 56}{*1425} = 0.857 \qquad LOS = D$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

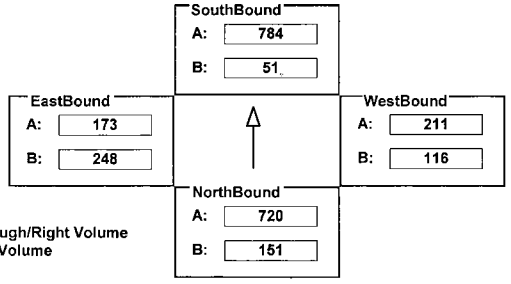
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2880	34	92	2977	157	116	211	82	248	86	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	2880	34	92	2977	157	116	211	82	248	86	87
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)

$$V/C = \frac{151 + 784 + 211 + 248}{1375} = 1.014 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

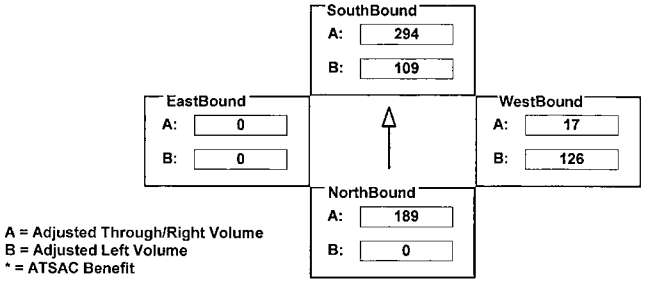
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	378	177	109	587	0	295	0	209	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	378	177	109	587	0	295	0	209	0	0	0
LANE	0	0	2	0	0	2	0	1	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)

$$V/C = \frac{189 + 109 + 126 + 0}{*1425} = 0.228 \qquad LOS = A$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

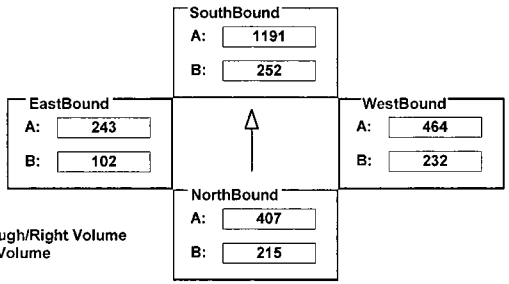
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1627	467	457	3573	144	422	802	590	186	730	289
AMBIENT												
RELATED												
PROJECT												
TOTAL	390	1627	467	457	3573	144	422	802	590	186	730	289
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	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)

$$V/C = \frac{215 + 1191 + 464 + 102}{1375} = 1.434 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

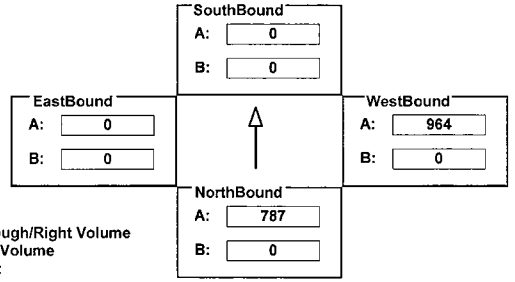
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	0	0	0	0	0	0	2754	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2361	0	0	0	0	0	0	2754	0	0	0
LANE	0	0	3	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{787 + 0 + 964 + 0}{1500} = 1.167 \qquad LOS = F$$

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

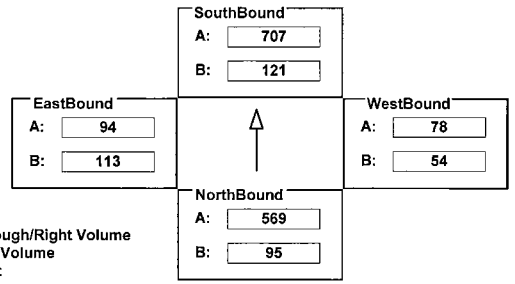
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1687	20	121	1793	329	54	78	66	206	94	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	1687	20	121	1793	329	54	78	66	206	94	57
LANE	1	0	2	0	1	0	0	1	0	2	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	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)

$$V/C = \frac{95 + 707 + 78 + 113}{*1425} = 0.627 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

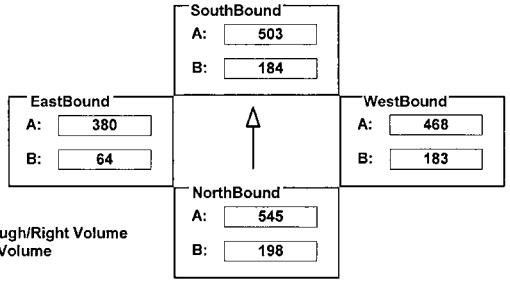
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1636	67	184	1508	127	183	740	196	64	677	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1636	67	184	1508	127	183	740	196	64	677	83
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
	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)

$$V/C = \frac{545 + 184 + 183 + 380}{*1500} = 0.791$$

LOS = C

Developed by Chun Wong, 12/94

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

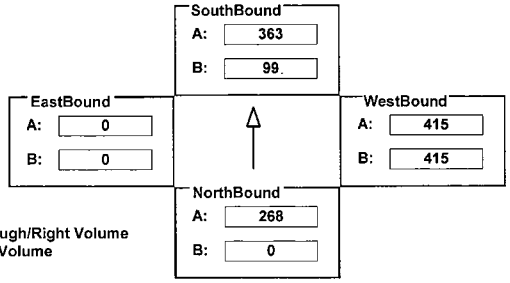
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	514	290	99	726	0	543	0	288	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	514	290	99	726	0	543	0	288	0	0	0
LANE	0 0 1		0 1 1 0	1 0 2		0 0 0 0	1 0 0		0 0 0 1	0 0 0		0 0 0 0
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		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)

$$V/C = \frac{268 + 99 + 415 + 0}{*1500} = 0.451$$

LOS = A

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

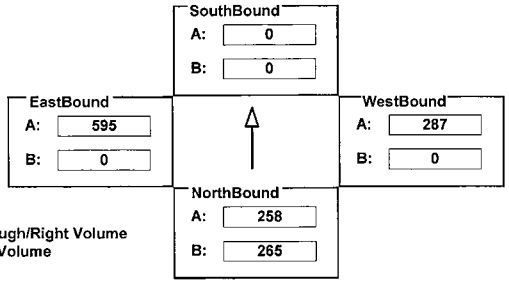
AM/PM: PM Comments:

COUNT DATE: STUDY 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	0	258	1	0	24	0	862	18	0	1486	894
AMBIENT												
RELATED												
PROJECT												
TOTAL	481	0	258	1	0	24	0	862	18	0	1486	894
LANE	2	0	0	0	0	1	0	0	0	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{265 + 0 + 287 + 595}{1500} = 0.573$$

LOS = A

08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

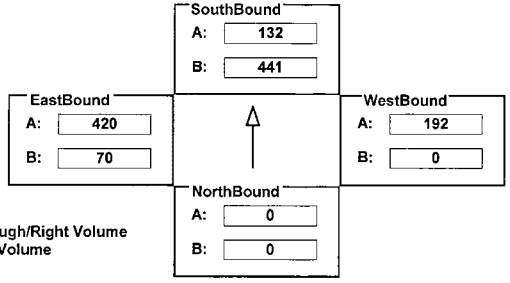
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	801	0	303	0	486	89	70	1261	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	801	0	303	0	486	89	70	1261	0
LANE	0	0	0	0	0	0	0	2	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 441 + 0 + 420}{1425} = 0.604$$

LOS = B

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08PM

CalcaDB

February 6, 2003 ,Thursday 12:20:50 PM

INTERSECTION DATA SUMMARY SHEET

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

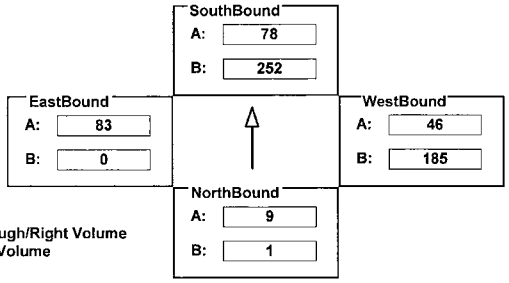
AM/PM: PM Comments:

COUNT DATE: STUDY 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	0	9	252	151	5	185	87	5	0	148	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	0	9	252	151	5	185	87	5	0	148	18
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{9 + 252 + 185 + 83}{1375} = 0.385$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

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

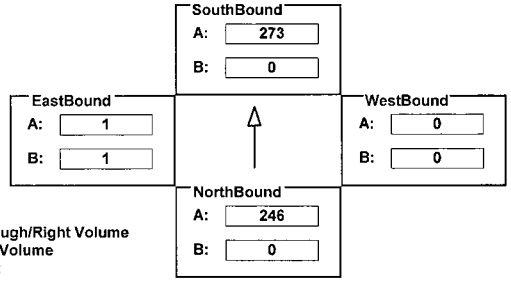
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	738	0	0	820	0	0	0	0	1	0	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	738	0	0	820	0	0	0	0	1	0	1
LANE	1	0	2	0	1	0	0	1	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	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)

$$V/C = \frac{0 + 273 + 0 + 1}{*1425} = 0.122$$

LOS = A

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

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

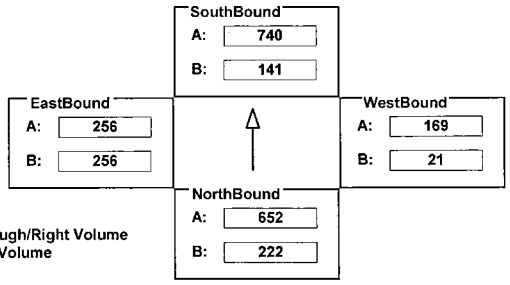
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1869	88	141	1798	421	21	25	144	501	10	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	222	1869	88	141	1798	421	21	25	144	501	10	144
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)

$$V/C = \frac{222 + 740 + 169 + 256}{*1375} = 0.939 \qquad LOS = E$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

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

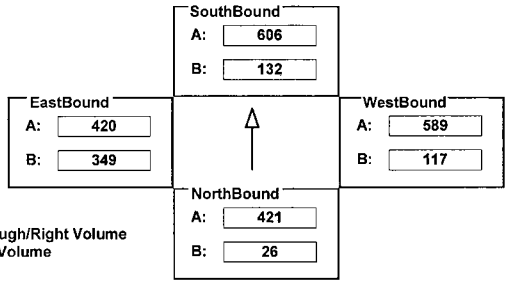
AM/PM: PM Comments:

COUNT DATE: STUDY 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	842	76	132	960	251	117	989	189	349	787	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	842	76	132	960	251	117	989	189	349	787	53
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)

$$V/C = \frac{26 + 606 + 589 + 349}{*1500} = 0.977 \qquad LOS = E$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

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

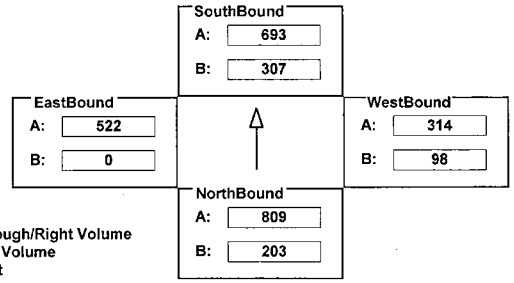
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	203	2361	66	307	2044	35	98	943	165	0	1420	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	203	2361	66	307	2044	35	98	943	165	0	1420	147
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)

$$V/C = \frac{809 + 307 + 98 + 522}{*1375} = 1.193 \qquad LOS = F$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

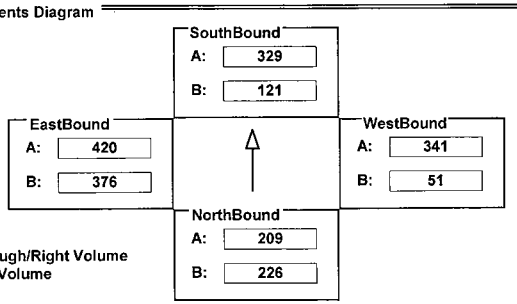
AM/PM: PM Comments:

COUNT DATE: STUDY 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	819	16	121	988	178	51	949	74	376	1106	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	819	16	121	988	178	51	949	74	376	1106	155
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)

$$V/C = \frac{226 + 329 + 341 + 376}{1375} = 0.925 \qquad LOS = E$$

Developed by Chun Wong, 12/94

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

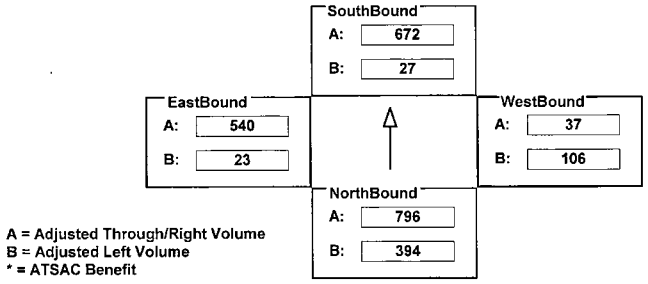
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	716	2387	128	27	1986	31	106	20	17	23	16	737
AMBIENT												
RELATED												
PROJECT												
TOTAL	716	2387	128	27	1986	31	106	20	17	23	16	737
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
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	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 = B(W/B) + A(E/B)

$$V/C = \frac{394 + 672 + 106 + 540}{*1425} = 1.131 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

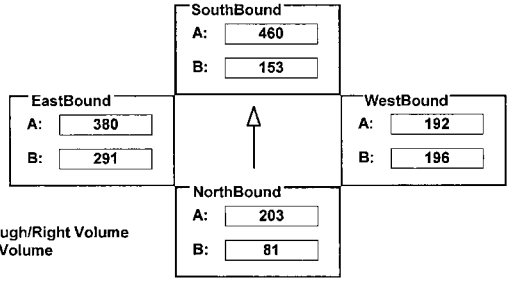
AM/PM: PM Comments:

COUNT DATE: STUDY 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	411	301	153	1185	195	196	426	150	291	923	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	411	301	153	1185	195	196	426	150	291	923	216
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)

$$V/C = \frac{81 + 460 + 196 + 380}{1375} = 0.812 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

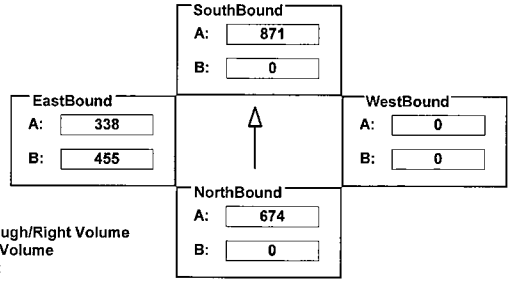
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1864	157	0	2286	1199	0	0	0	1299	338	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1864	157	0	2286	1199	0	0	0	1299	338	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			Perm			<none>			Split		
SIGNAL RTOR	Auto			OLA			<none>			Auto		

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 871 + 0 + 455}{*1500} = 0.814 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

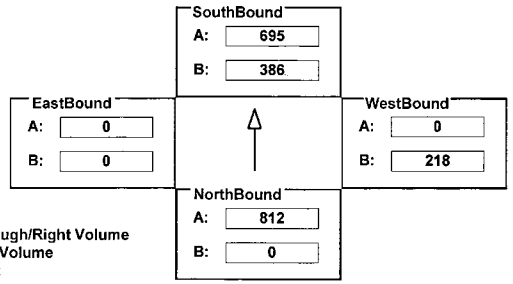
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1967	470	701	2084	0	397	0	537	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1967	470	701	2084	0	397	0	537	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
SIGNAL Phasing	Perm			Prot-Fix			Split			<none>		
SIGNAL RTOR	Auto			<none>			OLA			<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)

$$V/C = \frac{812 + 386 + 218 + 0}{*1425} = 0.924 \qquad LOS = E$$

Developed by Chun Wong, 12/94

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

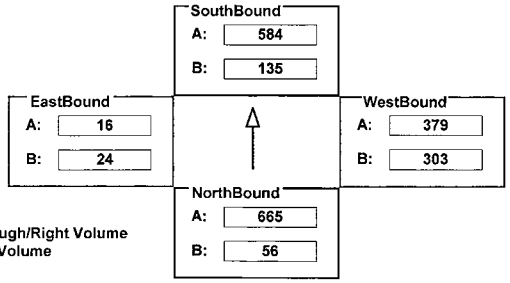
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1995	286	245	2242	94	515	92	514	24	16	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	1995	286	245	2242	94	515	92	514	24	16	27
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)

$$V/C = \frac{665 + 135 + 379 + 24}{*1375} = 0.805 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

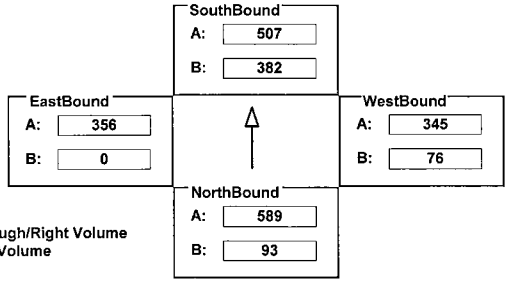
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1767	230	382	1367	153	138	578	111	0	675	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	93	1767	230	382	1367	153	138	578	111	0	675	38
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{589 + 382 + 76 + 356}{*1375} = 0.950 \qquad LOS = E$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

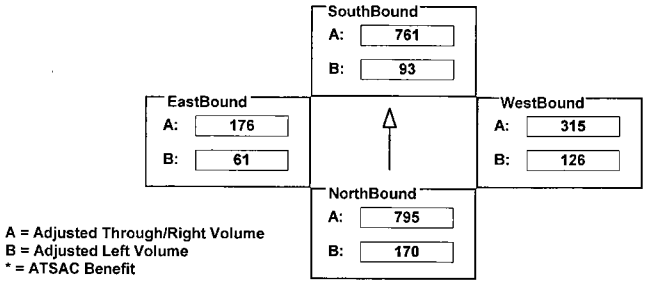
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	309	1459	131	170	1427	94	229	630	140	110	529	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	309	1459	131	170	1427	94	229	630	140	110	529	139
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)

$$V/C = \frac{170 + 761 + 315 + 61}{*1375} = 0.881 \qquad LOS = D$$

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

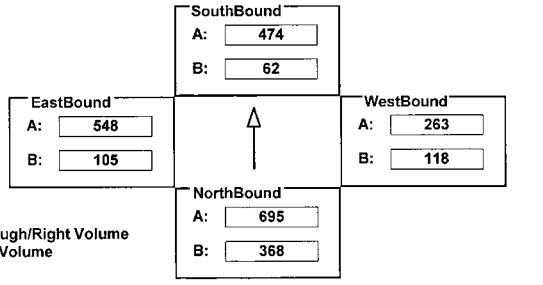
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	669	1867	216	114	1275	147	214	527	102	191	739	916
AMBIENT												
RELATED												
PROJECT												
TOTAL	669	1867	216	114	1275	147	214	527	102	191	739	916
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)

$$V/C = \frac{368 + 474 + 118 + 548}{*1375} = 1.027 \qquad LOS = F$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

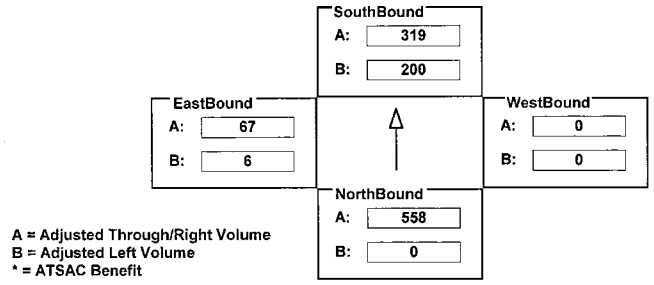
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	820	558	364	958	0	0	0	0	6	0	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	820	558	364	958	0	0	0	0	6	0	128
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>		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) + A(E/B)

$$V/C = \frac{558 + 200 + 0 + 67}{*1425} = 0.509 \qquad LOS = A$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

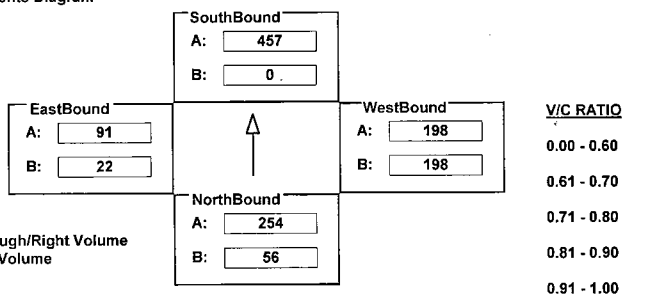
AM/PM: PM Comments:

COUNT DATE: STUDY 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	762	0	0	1345	26	227	35	332	22	0	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	762	0	0	1345	26	227	35	332	22	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	1
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Free		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)

$$V/C = \frac{56 + 457 + 198 + 91}{*1425} = 0.493 \qquad LOS = A$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

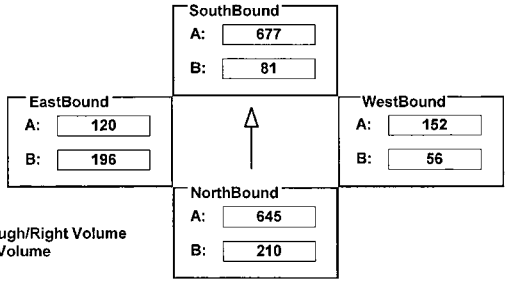
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1885	50	81	2031	227	56	123	71	196	118	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	1885	50	81	2031	227	56	123	71	196	118	120
LANE	1	0	2	0	1	0	0	1	0	3	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)

$$V/C = \frac{210 + 677 + 152 + 196}{*1500} = 0.753 \qquad LOS = C$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

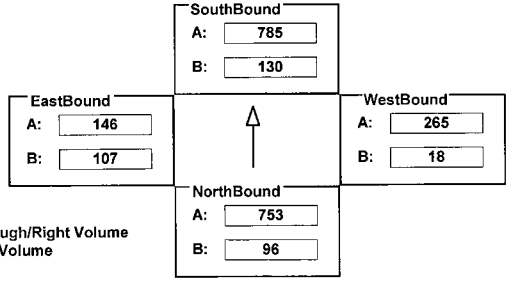
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2259	34	130	2252	102	18	170	95	107	146	72
AMBIENT												
RELATED												
PROJECT												
TOTAL	96	2259	34	130	2252	102	18	170	95	107	146	72
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{753 + 130 + 265 + 107}{*1500} = 0.767 \qquad LOS = C$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

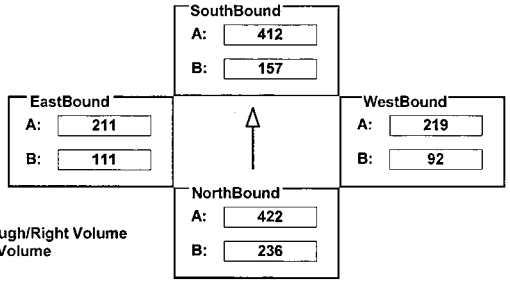
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1265	117	157	1137	98	92	219	85	111	308	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	236	1265	117	157	1137	98	92	219	85	111	308	114
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	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)

$$V/C = \frac{236 + 412 + 219 + 111}{1375} = 0.711 \qquad LOS = C$$

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

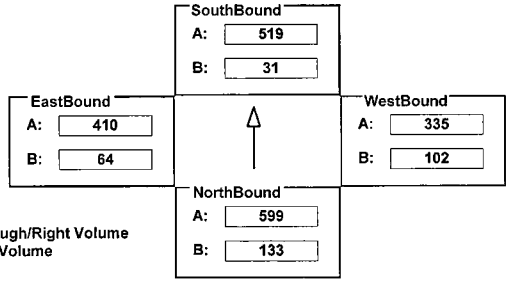
AM/PM: PM Comments:

COUNT DATE: STUDY 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	440	159	31	376	143	102	267	68	64	288	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	440	159	31	376	143	102	267	68	64	288	123
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	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)

$$V/C = \frac{133 + 519 + 102 + 410}{1500} = 0.776 \qquad LOS = C$$

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

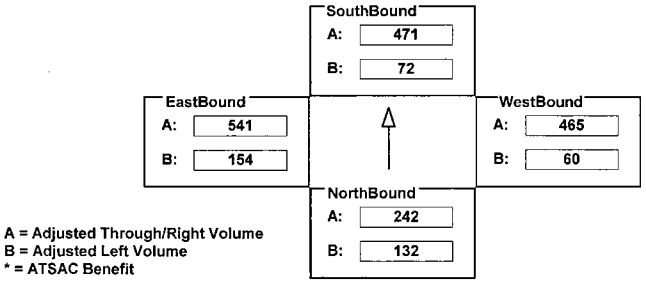
AM/PM: PM Comments:

COUNT DATE: STUDY 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	188	54	72	238	161	60	860	70	154	926	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	188	54	72	238	161	60	860	70	154	926	156
LANE	1	0	0	0	1	0	0	0	0	0	1	0	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)

$$V/C = \frac{132 + 471 + 465 + 154}{1500} = 0.815$$

LOS = D

Developed by Chun Wong, 12/94

2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

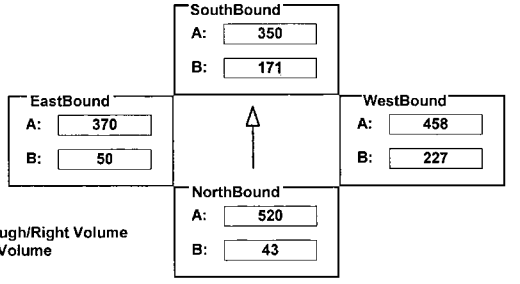
AM/PM: PM Comments:

COUNT DATE: STUDY 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	269	252	171	316	34	227	1169	206	50	1079	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	269	252	171	316	34	227	1169	206	50	1079	30
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)

$$V/C = \frac{520 + 171 + 227 + 370}{1500} = 0.859$$

LOS = D

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

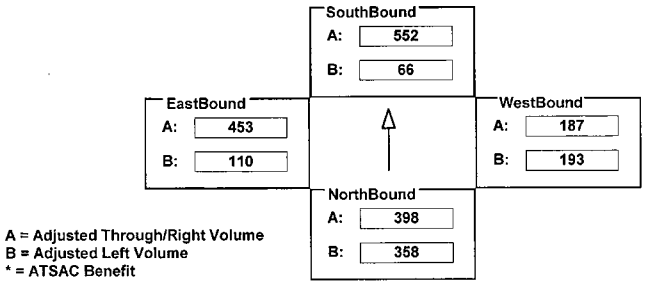
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	358	398	225	66	502	50	193	514	48	110	1041	319
AMBIENT												
RELATED												
PROJECT												
TOTAL	358	398	225	66	502	50	193	514	48	110	1041	319
LANE	1	0	1	0	0	1	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{358 + 552 + 193 + 453}{1500} = 1.037 \qquad LOS = F$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

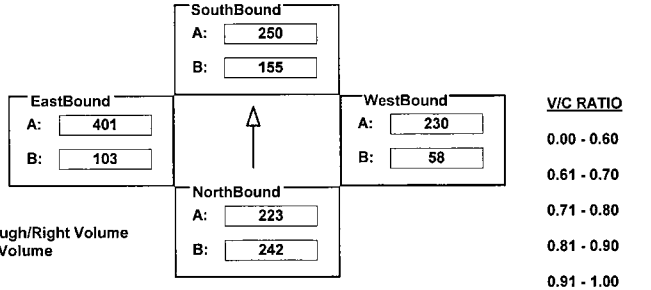
AM/PM: PM Comments:

COUNT DATE: STUDY 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	605	65	155	750	70	58	461	102	103	401	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	605	65	155	750	70	58	461	102	103	401	164
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	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 = B(W/B) + A(E/B)

$$V/C = \frac{242 + 250 + 58 + 401}{1375} = 0.692 \qquad LOS = B$$

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2008PM

CalcaDB

February 6, 2003 ,Thursday 12:23:12 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

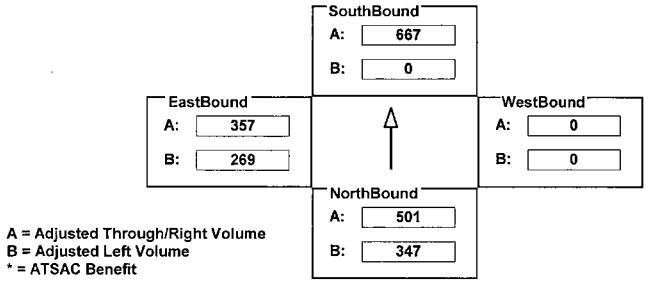
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	347	1502	0	0	1837	164	0	0	0	269	0	357
AMBIENT												
RELATED												
PROJECT												
TOTAL	347	1502	0	0	1837	164	0	0	0	269	0	357
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	1	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) + A(E/B)

$$V/C = \frac{347 + 667 + 0 + 357}{1425} = 0.962 \qquad LOS = E$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

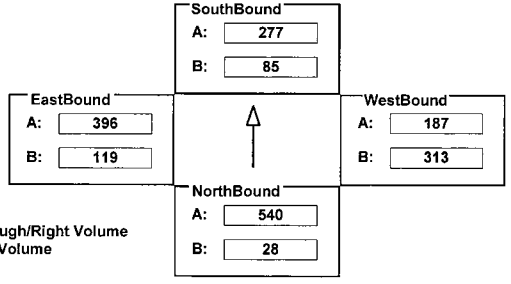
AM/PM: AM Comments:

COUNT DATE: STUDY 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	687	393	85	832	40	313	229	145	119	792	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	687	393	85	832	40	313	229	145	119	792	216
LANE	1	0	1	0	1	0	0	1	0	3	0	0	1	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)

$$V/C = \frac{540 + 85 + 313 + 396}{*1500} = 0.819 \qquad LOS = D$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

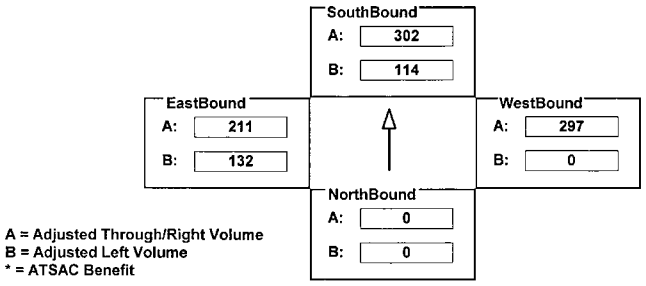
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	324	0	368	0	1186	332	240	843	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	324	0	368	0	1186	332	240	843	0
LANE	1	0	2	0	0	1	0	2	1	1	0	0	1	0	1	0	4	0	0	1	0	2	0	4	0	0	1	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Split	Auto	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) + A(S/B)

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

$$V/C = \frac{0 + 302 + 297 + 132}{*1375} = 0.462 \qquad LOS = A$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

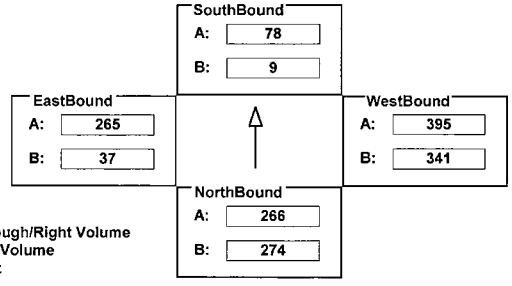
AM/PM: AM Comments:

COUNT DATE: STUDY 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	100	432	9	112	27	621	779	12	37	672	124
AMBIENT												
RELATED												
PROJECT												
TOTAL	274	100	432	9	112	27	621	779	12	37	672	124
LANE	0	1	0	0	1	1	0	0	1	0	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	2	0	1	0	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	OLA	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)

$$V/C = \frac{274 + 78 + 341 + 265}{*1425} = 0.602 \qquad LOS = B$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

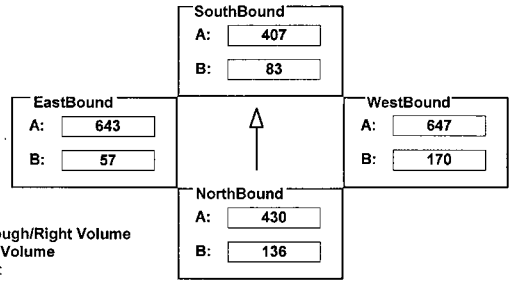
AM/PM: AM Comments:

COUNT DATE: STUDY 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	633	227	83	743	70	170	1293	123	57	1286	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	633	227	83	743	70	170	1293	123	57	1286	95
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 = B(W/B) + A(E/B)

$$V/C = \frac{136 + 407 + 170 + 643}{*1500} = 0.834 \qquad LOS = D$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

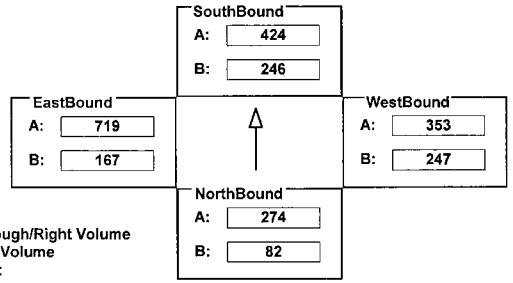
AM/PM: AM Comments:

COUNT DATE: STUDY 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	549	237	246	672	175	247	565	142	167	1220	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	549	237	246	672	175	247	565	142	167	1220	217
LANE	2 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		
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)

$$V/C = \frac{274 + 246 + 247 + 719}{*1500} = 0.921 \qquad LOS = E$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

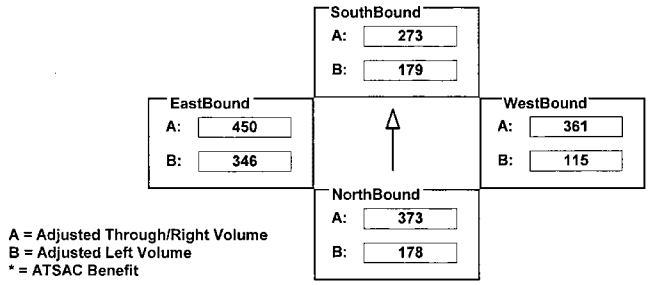
AM/PM: AM Comments:

COUNT DATE: STUDY 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	630	117	179	459	87	115	681	361	346	1133	216
AMBIENT												
RELATED												
PROJECT												
TOTAL	178	630	117	179	459	87	115	681	361	346	1133	216
LANE	1	0	1	0	1	0	0	1	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 = A(W/B) + B(E/B)

$$V/C = \frac{373 + 179 + 361 + 346}{1500} = 0.839 \qquad LOS = D$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

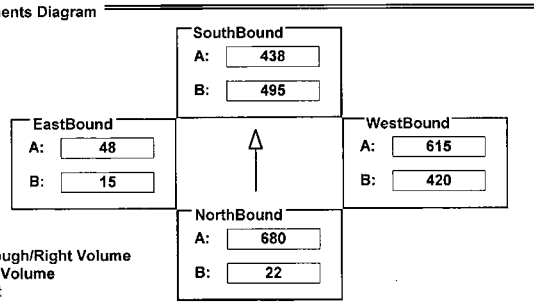
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1817	222	495	1278	36	420	135	615	15	44	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	1817	222	495	1278	36	420	135	615	15	44	4
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{680 + 495 + 615 + 15}{*1500} = 1.133 \qquad LOS = F$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

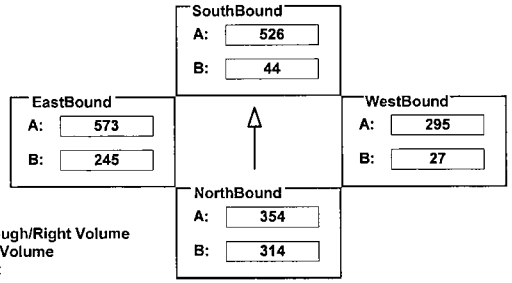
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	897	658	50	80	529	526	27	1150	31	245	1289	573
AMBIENT												
RELATED												
PROJECT												
TOTAL	897	658	50	80	529	526	27	1150	31	245	1289	573
LANE	3	0	1	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{314 + 526 + 27 + 573}{*1375} = 0.977 \qquad LOS = E$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

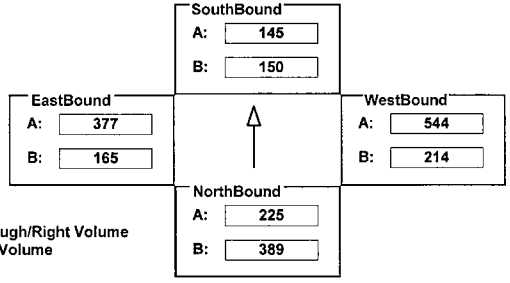
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	389	450	223	150	434	144	389	1390	243	165	1132	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	389	450	223	150	434	144	389	1390	243	165	1132	294
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{389 + 145 + 544 + 165}{1375} = 0.904 \qquad LOS = E$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

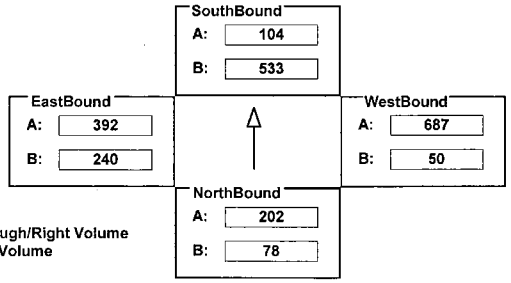
AM/PM: AM Comments:

COUNT DATE: STUDY 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	404	134	969	208	527	90	821	1220	436	1104	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	404	134	969	208	527	90	821	1220	436	1104	73
LANE	2	0	2	0	0	1	0	2	0	2	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)

$$V/C = \frac{202 + 533 + 687 + 240}{*1375} = 1.139 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

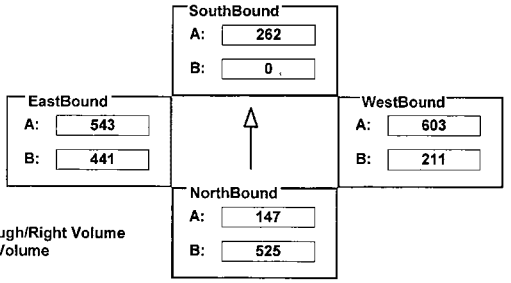
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	525	295	0	0	523	413	211	1206	18	441	1085	336
AMBIENT												
RELATED												
PROJECT												
TOTAL	525	295	0	0	523	413	211	1206	18	441	1085	336
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)

$$V/C = \frac{525 + 262 + 603 + 441}{1375} = 1.332 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

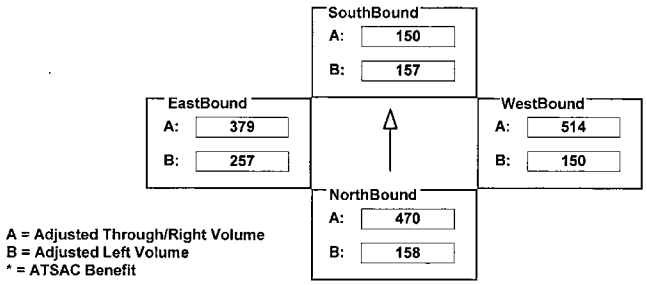
AM/PM: AM Comments:

COUNT DATE: STUDY 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	581	545	286	471	279	273	1747	307	468	1379	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	287	581	545	286	471	279	273	1747	307	468	1379	138
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)

$$V/C = \frac{470 + 157 + 514 + 257}{1375} = 1.017 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

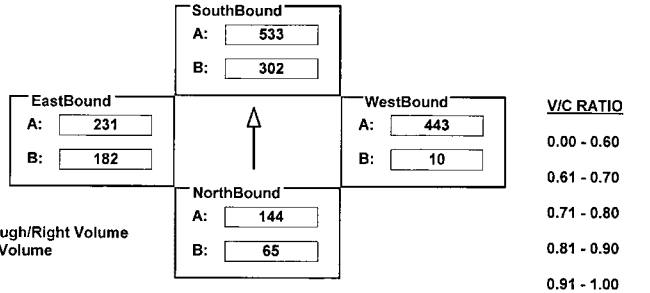
AM/PM: AM Comments:

COUNT DATE: STUDY 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	315	149	548	146	624	18	613	594	331	692	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	315	149	548	146	624	18	613	594	331	692	57
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		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)

$$V/C = \frac{65 + 533 + 443 + 182}{*1375} = 0.819 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

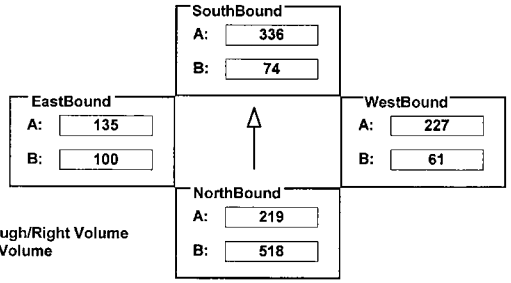
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	942	657	237	134	1032	313	112	386	68	100	406	769
AMBIENT												
RELATED												
PROJECT												
TOTAL	942	657	237	134	1032	313	112	386	68	100	406	769
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	2	0	3	0	0	2	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{518 + 336 + 227 + 100}{1375} = 0.859 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

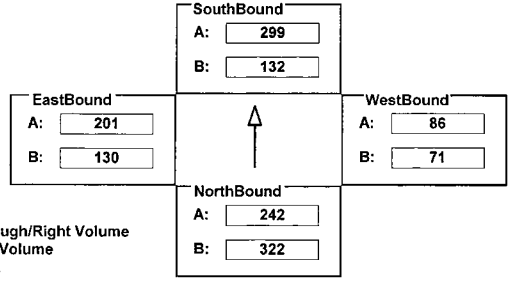
AM/PM: AM Comments:

COUNT DATE: STUDY 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	436	313	132	599	650	71	297	46	130	604	734
AMBIENT												
RELATED												
PROJECT												
TOTAL	322	436	313	132	599	650	71	297	46	130	604	734
LANE	1	0	3	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{322 + 299 + 71 + 201}{*1375} = 0.579 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

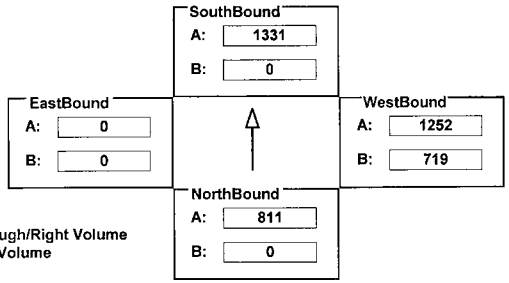
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3244	0	0	1063	1331	719	1252	3	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3244	0	0	1063	1331	719	1252	3	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
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	<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)

$$V/C = \frac{0 + 1331 + 1252 + 0}{*1500} = 1.652 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

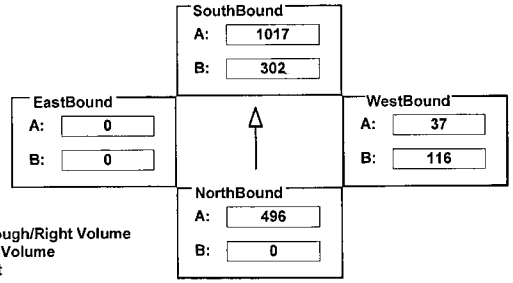
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	992	102	302	1017	0	211	0	37	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	992	102	302	1017	0	211	0	37	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1017 + 116 + 0}{*1500} = 0.685 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

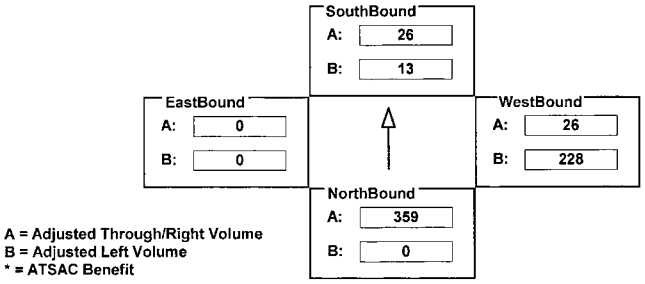
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	6	712	13	13	0	652	0	26	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	6	712	13	13	0	652	0	26	0	0	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	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)

$$V/C = \frac{359 + 26 + 228 + 0}{*1375} = 0.376 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

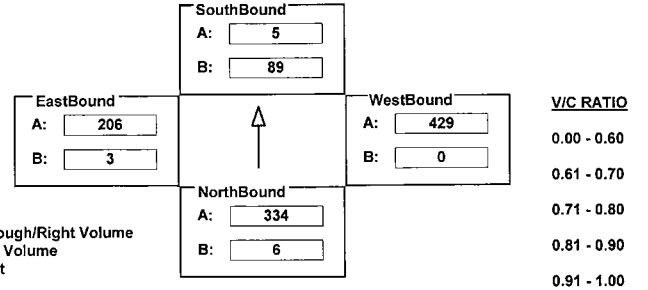
AM/PM: AM Comments:

COUNT DATE: STUDY 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	6	607	163	0	7	0	1165	121	3	619	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	6	607	163	0	7	0	1165	121	3	619	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)

$$V/C = \frac{334 + 89 + 429 + 3}{*1375} = 0.552 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

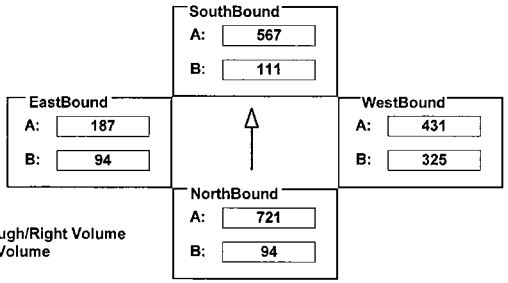
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2163	161	201	2268	108	637	337	486	100	183	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	2163	161	201	2268	108	637	337	486	100	183	234
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{721 + 111 + 431 + 94}{1375} = 0.987 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

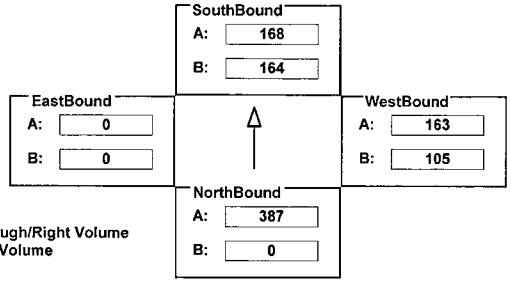
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	268	164	336	0	209	0	163	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	505	268	164	336	0	209	0	163	0	0	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	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 = A(W/B) + B(E/B)

$$V/C = \frac{387 + 164 + 163 + 0}{1500} = 0.476 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

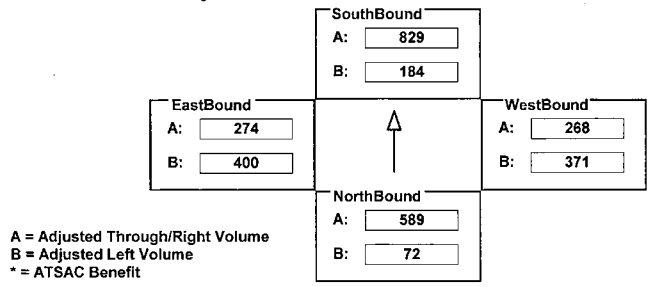
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1084	93	184	1657	533	371	463	73	400	404	145
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	1084	93	184	1657	533	371	463	73	400	404	145
LANE	1	0	1	0	1	0	0	1	1	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	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)

$$V/C = \frac{589 + 829 + 268 + 400}{1375} = 1.517$$

LOS = F

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

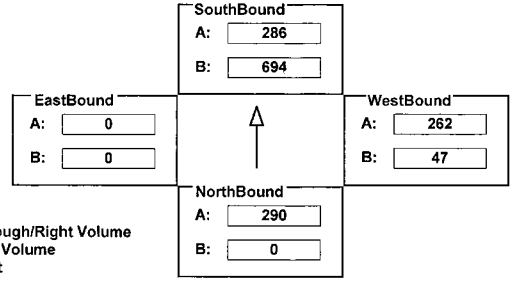
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	484	96	694	286	0	47	0	609	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	484	96	694	286	0	47	0	609	0	0	0
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	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)

$$V/C = \frac{290 + 694 + 262 + 0}{1425} = 0.874$$

LOS = D

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

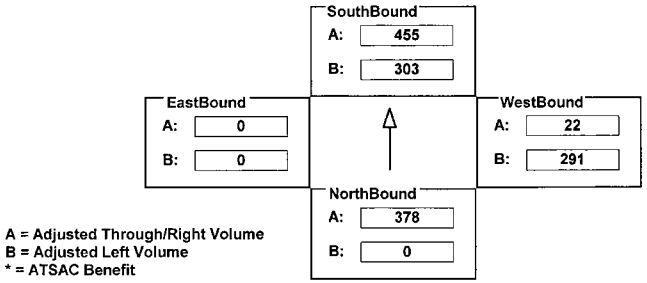
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1510	720	551	1365	0	831	0	325	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1510	720	551	1365	0	831	0	325	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)

$$V/C = \frac{378 + 303 + 291 + 0}{*1425} = 0.612 \qquad LOS = B$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

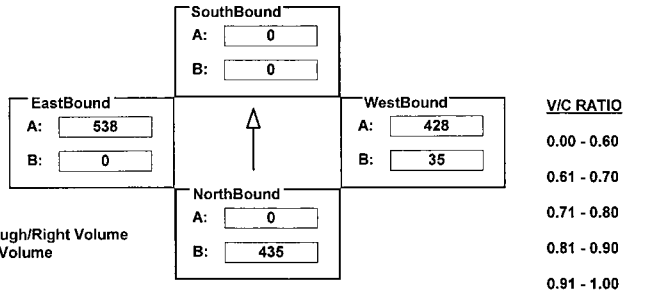
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	791	10	62	13	8	54	64	1285	11	52	1524	629
AMBIENT												
RELATED												
PROJECT												
TOTAL	791	10	62	13	8	54	64	1285	11	52	1524	629
LANE	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	3	0	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)

$$V/C = \frac{435 + 0 + 35 + 538}{1425} = 0.707 \qquad LOS = C$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

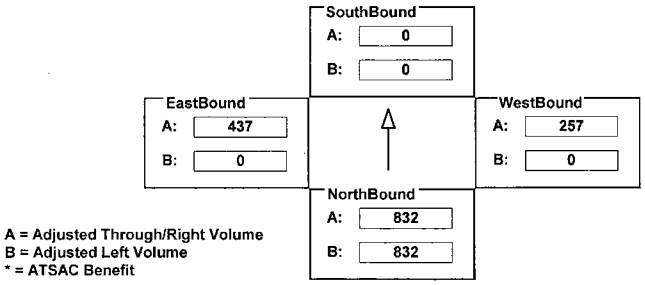
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1536	0	128	0	0	0	0	771	0	0	1119	628
AMBIENT												
RELATED												
PROJECT												
TOTAL	1536	0	128	0	0	0	0	771	0	0	1119	628
LANE	1	0	0	0	0	0	1	0	0	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)

$$V/C = \frac{832 + 0 + 0 + 437}{1500} = 0.846 \qquad LOS = D$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

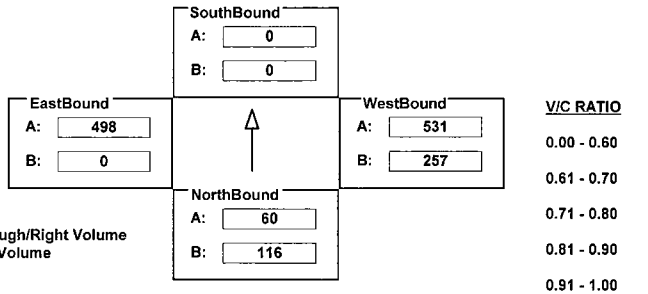
AM/PM: AM Comments:

COUNT DATE: STUDY 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	189	0	0	0	257	1062	0	0	995	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	0	189	0	0	0	257	1062	0	0	995	161
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<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)

$$V/C = \frac{116 + 0 + 257 + 498}{*1425} = 0.541 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

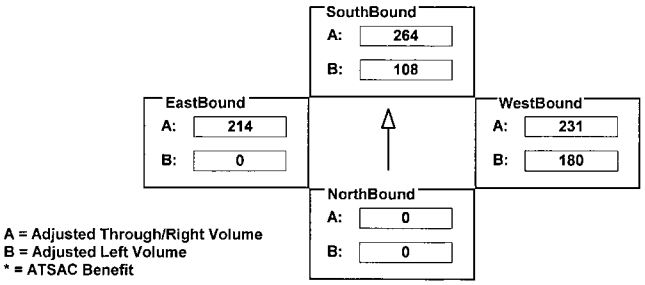
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	108	527	209	327	694	0	0	443	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	108	527	209	327	694	0	0	443	199
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	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)

$$V/C = \frac{0 + 264 + 180 + 214}{*1425} = 0.392 \qquad LOS = A$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

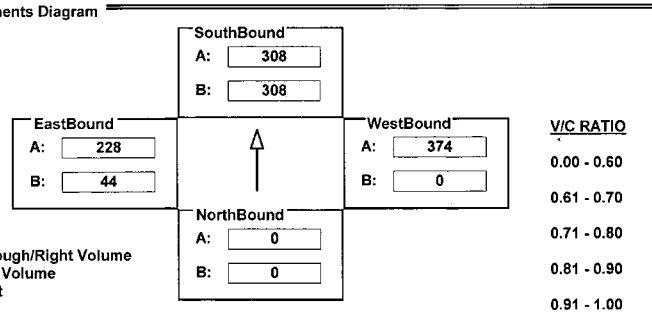
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	615	0	79	0	535	682	81	455	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	615	0	79	0	535	682	81	455	0
LANE	0	0	0	1	0	0	0	1	0	0	1	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)

$$V/C = \frac{0 + 308 + 374 + 44}{*1375} = 0.458 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

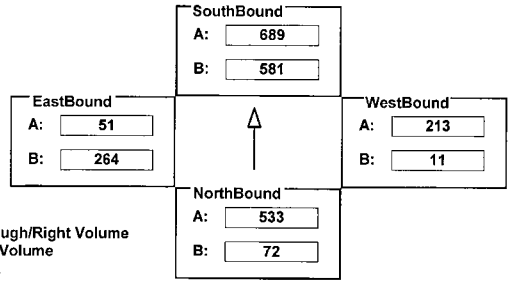
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1598	195	1056	2324	432	20	172	503	480	153	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	1598	195	1056	2324	432	20	172	503	480	153	17
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
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)

$$V/C = \frac{533 + 581 + 213 + 264}{*1375} = 1.087 \qquad LOS = F$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

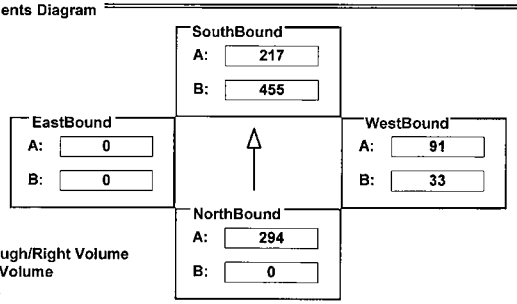
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	589	82	455	435	0	67	0	546	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	589	82	455	435	0	67	0	546	0	0	0
LANE	1 0	2 0	0 1 0	1 0	1 0	1 0 0	1 1	0 0	0 1 0	1 0	1 0	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	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 = A(W/B) + A(E/B)

$$V/C = \frac{294 + 455 + 91 + 0}{*1425} = 0.519 \qquad LOS = A$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

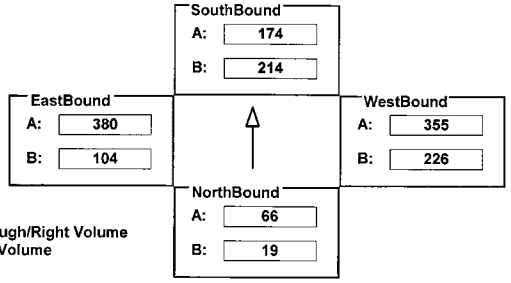
AM/PM: AM Comments:

COUNT DATE: STUDY 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	66	215	390	261	261	410	1066	834	190	1140	266
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	66	215	390	261	261	410	1066	834	190	1140	266
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		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 = A(N/B) + B(S/B)

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

$$V/C = \frac{66 + 214 + 226 + 380}{*1375} = 0.574 \qquad LOS = A$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

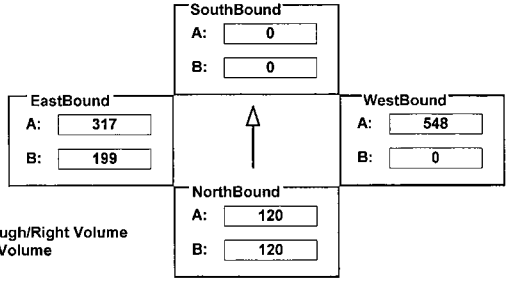
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	169	0	70	0	0	0	0	1095	117	199	951	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	0	70	0	0	0	0	1095	117	199	951	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	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)

$$V/C = \frac{120 + 0 + 548 + 199}{*1200} = 0.653 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

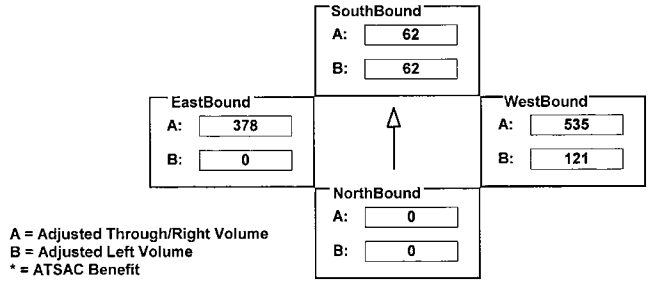
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	89	0	95	221	1070	0	0	1077	57
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	89	0	95	221	1070	0	0	1077	57
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	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	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)

$$V/C = \frac{0 + 62 + 535 + 0}{1200^*} = 0.428 \qquad LOS = A$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

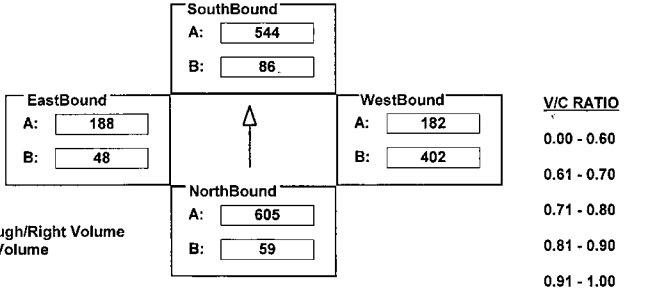
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1816	681	157	1632	186	731	122	268	48	279	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	1816	681	157	1632	186	731	122	268	48	279	188
LANE	1	0	3	0	0	1	0	2	0	3	0	0	1	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	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)

$$V/C = \frac{605 + 86 + 402 + 188}{1375} = 0.932 \qquad LOS = E$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

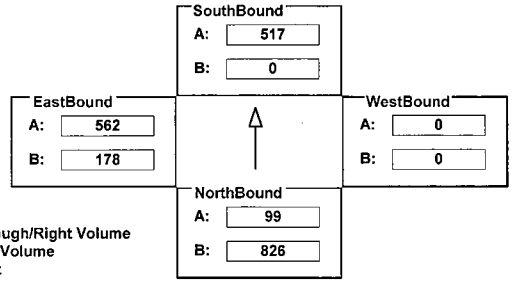
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	826	198	0	0	263	517	0	0	0	325	0	562
AMBIENT												
RELATED												
PROJECT												
TOTAL	826	198	0	0	263	517	0	0	0	325	0	562
LANE	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	2	0	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)

$$V/C = \frac{826 + 517 + 0 + 562}{*1500} = 1.200$$

LOS = F

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

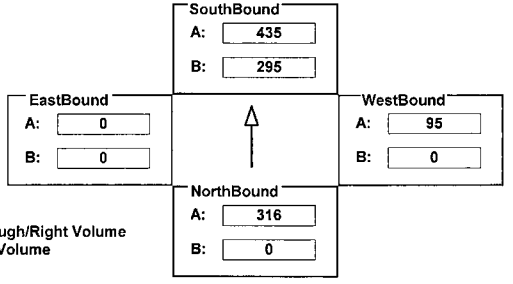
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	3	537	869	0	0	0	441	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	628	3	537	869	0	0	0	441	0	0	0
LANE	0	0	1	0	1	0	0	2	0	2	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{316 + 295 + 95 + 0}{1500*} = 0.401$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

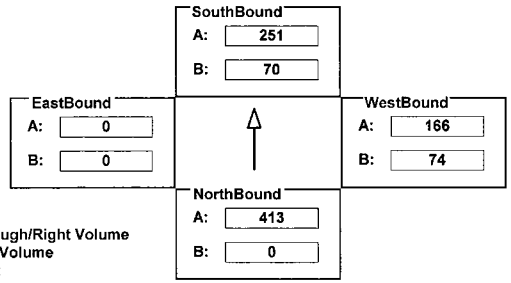
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	826	199	70	754	0	134	0	201	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	826	199	70	754	0	134	0	201	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 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	Auto		Split	Auto		<none>	Auto	

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{413 + 70 + 166 + 0}{*1425} = 0.385 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

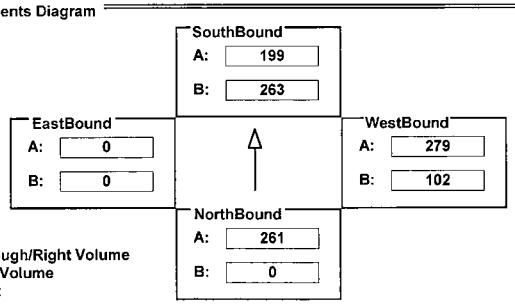
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	404	118	263	596	0	186	0	411	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	404	118	263	596	0	186	0	411	0	0	0
LANE	0 0 1 0 1 0 0			1 0 3 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	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)

$$V/C = \frac{261 + 263 + 279 + 0}{1425} = 0.564 \qquad LOS = A$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

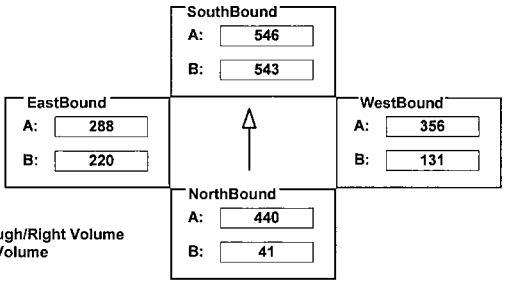
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	808	72	598	1031	546	238	850	218	220	765	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	808	72	598	1031	546	238	850	218	220	765	99
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)

$$V/C = \frac{440 + 546 + 356 + 220}{1375} = 1.136 \qquad LOS = F$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

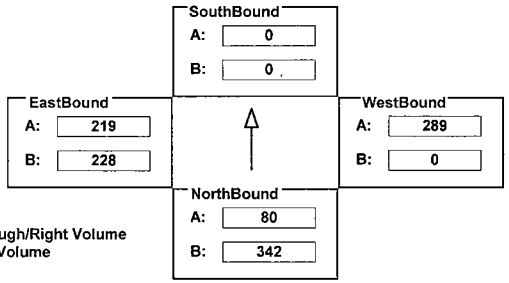
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	80	0	0	0	0	805	63	415	656	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	342	0	80	0	0	0	0	805	63	415	656	0
LANE	1	0	0	0	0	1	0	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	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{342 + 0 + 289 + 228}{1200^*} = 0.646 \qquad LOS = B$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

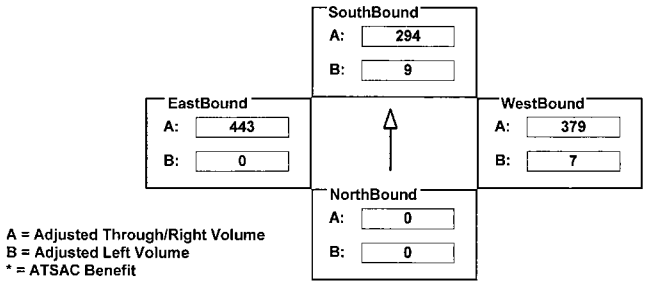
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	9	0	580	13	1137	0	0	1064	265
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	9	0	580	13	1137	0	0	1064	265
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 294 + 7 + 443}{1200^*} = 0.550 \qquad LOS = A$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

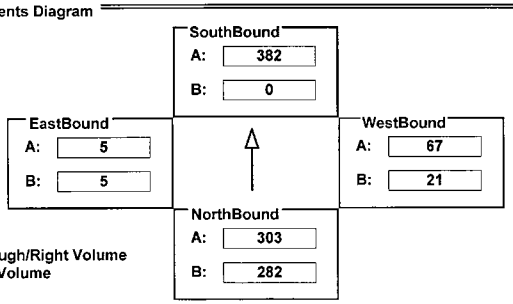
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	513	1140	72	0	1053	94	21	33	12	10	0	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	513	1140	72	0	1053	94	21	33	12	10	0	70
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)

$$V/C = \frac{282 + 382 + 67 + 5}{1375^*} = 0.465 \qquad LOS = A$$

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CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

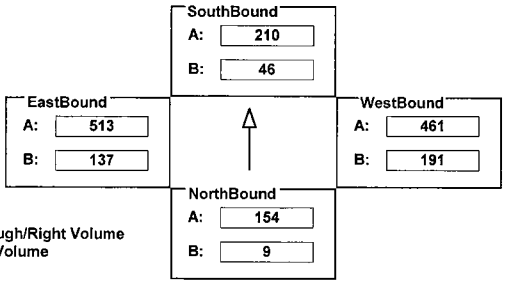
AM/PM: AM Comments:

COUNT DATE: STUDY 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	308	146	46	420	88	191	921	5	137	1027	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	308	146	46	420	88	191	921	5	137	1027	11
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 = B(W/B) + A(E/B)

$$V/C = \frac{9 + 210 + 191 + 513}{*1375} = 0.601 \qquad LOS = B$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

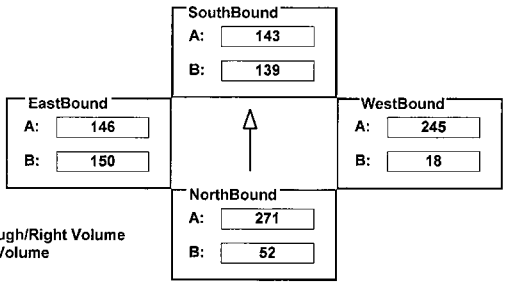
AM/PM: AM Comments:

COUNT DATE: STUDY 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	813	85	139	430	90	33	336	153	150	275	16
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	813	85	139	430	90	33	336	153	150	275	16
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 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-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)

$$V/C = \frac{271 + 139 + 245 + 150}{*1425} = 0.495 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

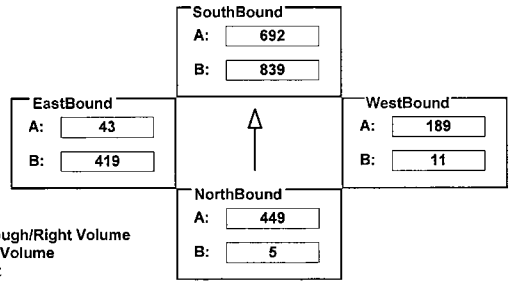
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1792	3	839	1613	463	11	57	608	419	36	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	1792	3	839	1613	463	11	57	608	419	36	7
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		
	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)

$$V/C = \frac{449 + 839 + 189 + 419}{*1375} = 1.309 \qquad LOS = F$$

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08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

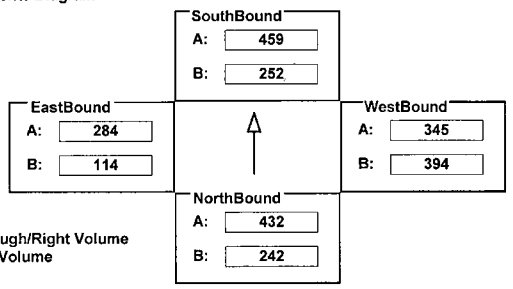
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1510	216	252	1243	135	394	689	180	114	567	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	1510	216	252	1243	135	394	689	180	114	567	67
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{242 + 459 + 394 + 284}{*1375} = 0.933 \qquad LOS = E$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

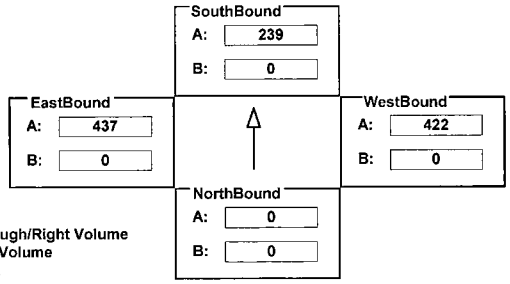
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	954	0	0	1686	1662	0	1747	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	954	0	0	1686	1662	0	1747	0
LANE	0	0	0	0	0	0	0	0	4	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>	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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 239 + 0 + 437}{*1500} = 0.381 \qquad LOS = A$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

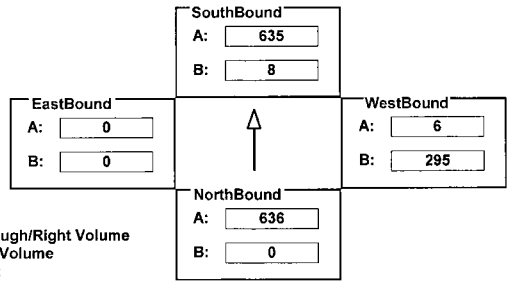
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2545	582	15	2539	0	843	0	14	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2545	582	15	2539	0	843	0	14	0	0	0
LANE	0	0	4	0	0	1	0	2	0	4	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	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)

$$V/C = \frac{636 + 8 + 295 + 0}{*1425} = 0.589 \qquad LOS = A$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

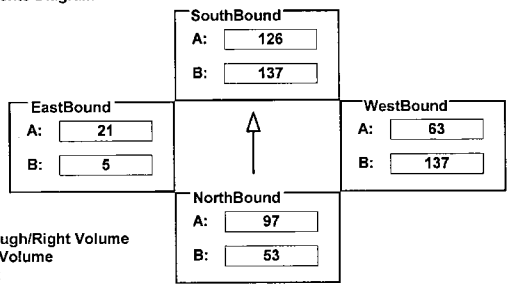
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	53	195	139	137	232	20	137	63	82	5	23	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	53	195	139	137	232	20	137	63	82	5	23	19
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{97 + 137 + 137 + 21}{*1375} = 0.215 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

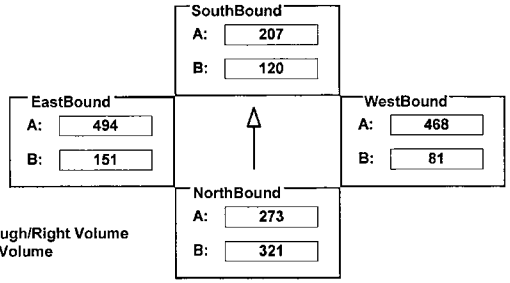
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	321	818	69	120	622	160	81	854	81	275	988	210
AMBIENT												
RELATED												
PROJECT												
TOTAL	321	818	69	120	622	160	81	854	81	275	988	210
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		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)

$$V/C = \frac{321 + 207 + 468 + 151}{*1425} = 0.735 \qquad LOS = C$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

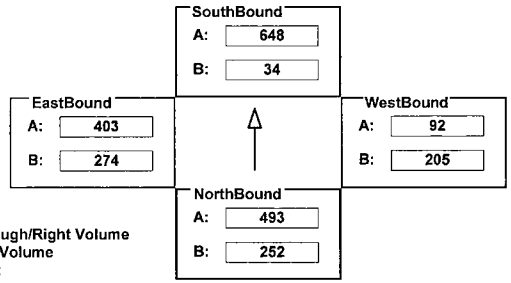
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	252	1971	102	61	2518	73	205	92	72	274	168	235
AMBIENT												
RELATED												
PROJECT												
TOTAL	252	1971	102	61	2518	73	205	92	72	274	168	235
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 = B(W/B) + A(E/B)

$$V/C = \frac{252 + 648 + 205 + 403}{1375} = 1.097 \qquad LOS = F$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

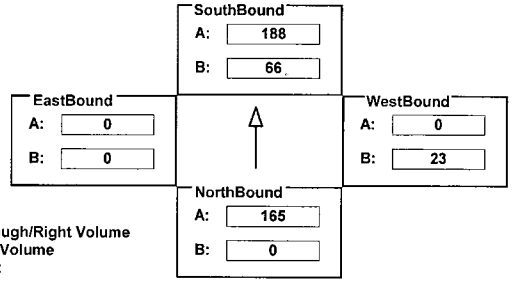
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	331	139	66	376	0	42	0	84	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	331	139	66	376	0	42	0	84	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)

$$V/C = \frac{165 + 66 + 23 + 0}{*1425} = 0.108 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

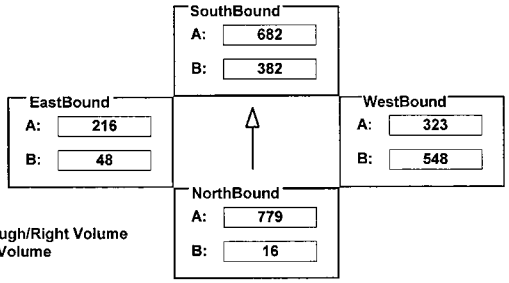
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1962	1053	695	2047	11	996	174	514	88	356	224
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	1962	1053	695	2047	11	996	174	514	88	356	224
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		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)

$$V/C = \frac{779 + 382 + 548 + 216}{1375} = 1.400 \qquad LOS = F$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

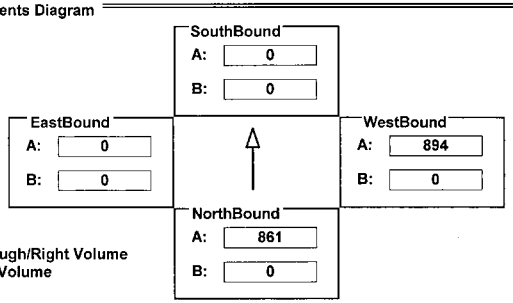
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2584	0	0	0	0	0	0	2554	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2584	0	0	0	0	0	0	2554	0	0	0
LANE	0	0	3	0	0	0	0	0	0	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)

$$V/C = \frac{861 + 0 + 894 + 0}{1500} = 1.170 \qquad LOS = F$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

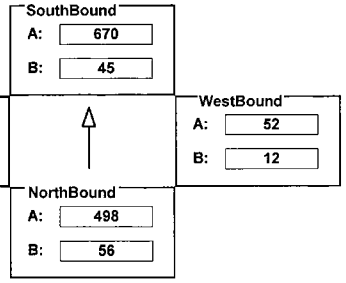
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1487	6	45	1382	627	12	52	38	530	26	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	1487	6	45	1382	627	12	52	38	530	26	53
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Perm	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)

$$V/C = \frac{56 + 670 + 52 + 291}{*1425} = 0.680 \qquad LOS = B$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

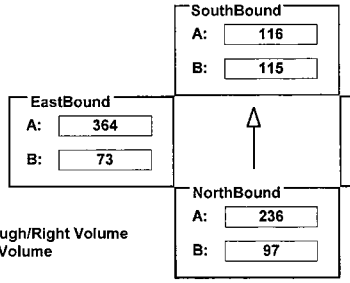
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	97	708	105	115	347	15	137	291	171	73	625	103
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	708	105	115	347	15	137	291	171	73	625	103
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	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)

$$V/C = \frac{236 + 115 + 137 + 364}{*1500} = 0.498 \qquad LOS = A$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

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

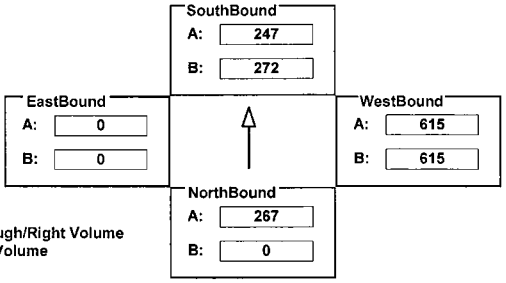
AM/PM: AM Comments:

COUNT DATE: STUDY 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	533	71	272	493	26	875	31	354	28	13	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	533	71	272	493	26	875	31	354	28	13	7
LANE	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		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)

$$V/C = \frac{267 + 272 + 615 + 0}{*1500} = 0.699 \qquad LOS = B$$

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

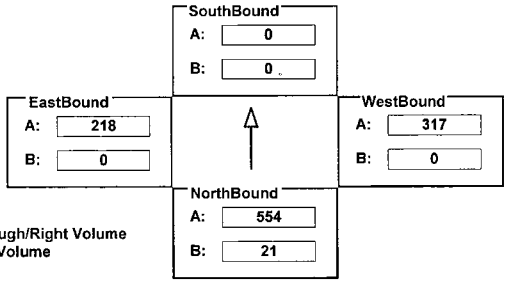
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	554	0	0	0	0	950	0	0	436	611
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	0	554	0	0	0	0	950	0	0	436	611
LANE	2	0	0	0	0	1	0	0	0	0	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{554 + 0 + 317 + 218}{1500} = 0.581 \qquad LOS = A$$

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

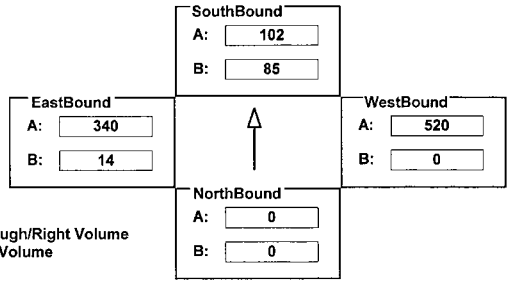
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	154	0	198	0	1529	32	14	1019	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	154	0	198	0	1529	32	14	1019	0
LANE	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 102 + 520 + 14}{1425} = 0.446$$

LOS = A

Developed by Chun Wong, 12/94

08OP

CalcaDB

February 6, 2003 ,Thursday 12:21:29 PM

INTERSECTION DATA SUMMARY SHEET

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

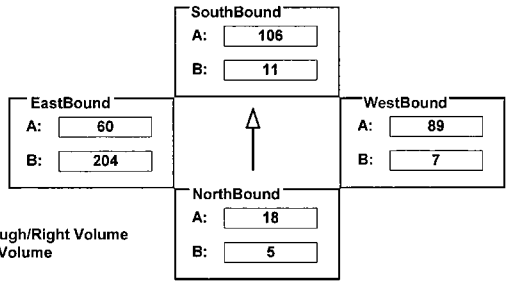
AM/PM: AM Comments:

COUNT DATE: STUDY 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	36	0	11	94	106	7	126	52	204	41	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	36	0	11	94	106	7	126	52	204	41	60
LANE	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	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)

$$V/C = \frac{5 + 106 + 89 + 204}{1375} = 0.294$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

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

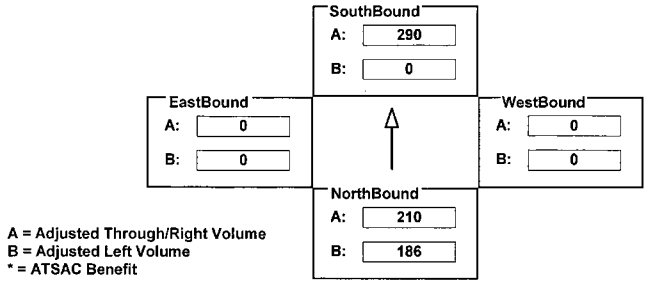
AM/PM: AM Comments:

COUNT DATE: STUDY 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	631	0	0	858	11	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	631	0	0	858	11	0	0	0	0	0	0
LANE	1	0	2	0	1	0	0	1	0	0	0	0	1	0	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	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)

$$V/C = \frac{186 + 290 + 0 + 0}{*1425} = 0.264 \qquad LOS = A$$

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2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

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

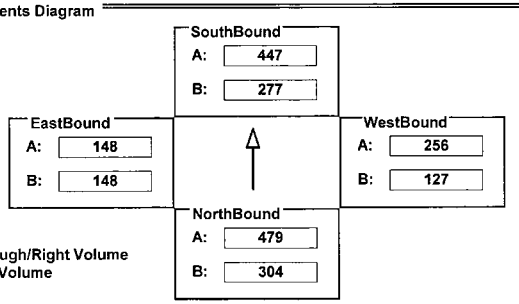
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1221	215	277	929	412	127	33	224	284	11	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	304	1221	215	277	929	412	127	33	224	284	11	87
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{479 + 277 + 256 + 148}{*1375} = 0.774 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

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

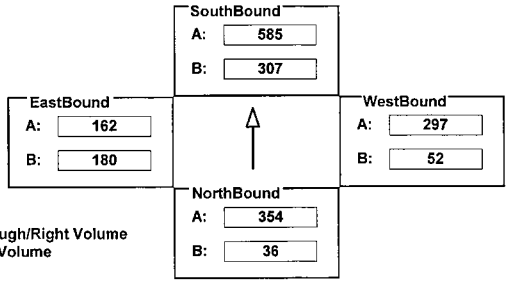
AM/PM: AM Comments:

COUNT DATE: STUDY 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	708	74	307	955	216	52	339	255	180	297	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	708	74	307	955	216	52	339	255	180	297	27
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	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)

$$V/C = \frac{354 + 307 + 297 + 180}{*1500} = 0.689 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

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

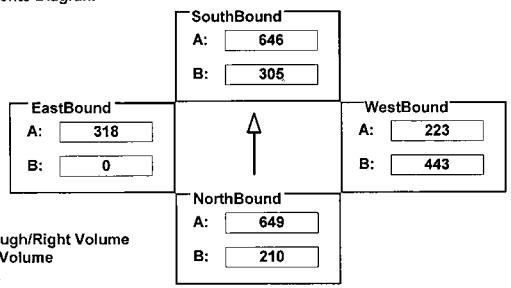
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1836	112	305	1923	16	443	670	138	1	817	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	210	1836	112	305	1923	16	443	670	138	1	817	137
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)

$$V/C = \frac{649 + 305 + 443 + 318}{*1375} = 1.177 \qquad LOS = F$$

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2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

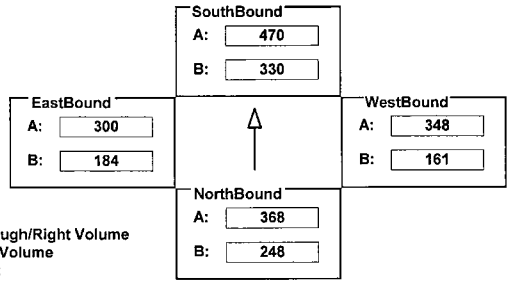
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1354	117	330	1409	103	161	759	286	184	662	239
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	1354	117	330	1409	103	161	759	286	184	662	239
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)

$$V/C = \frac{248 + 470 + 348 + 184}{1375} = 0.909 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

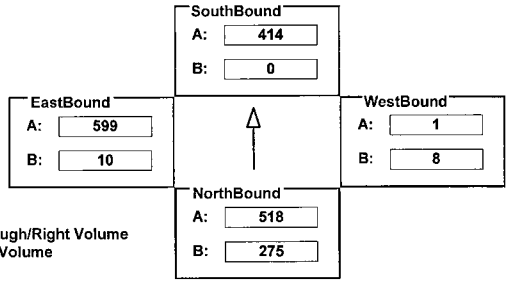
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	501	1555	0	0	1230	12	8	1	1	10	0	737
AMBIENT												
RELATED												
PROJECT												
TOTAL	501	1555	0	0	1230	12	8	1	1	10	0	737
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	Auto

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{275 + 414 + 8 + 599}{*1425} = 0.839 \qquad LOS = D$$

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

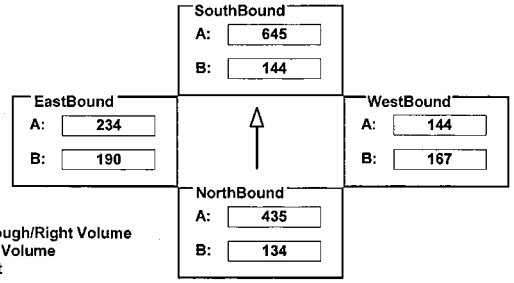
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1304	242	144	1624	311	167	379	52	190	500	202
AMBIENT												
RELATED												
PROJECT												
TOTAL	244	1304	242	144	1624	311	167	379	52	190	500	202
LANE	2	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)

$$V/C = \frac{134 + 645 + 167 + 234}{1375} = 0.858$$

LOS = D

2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

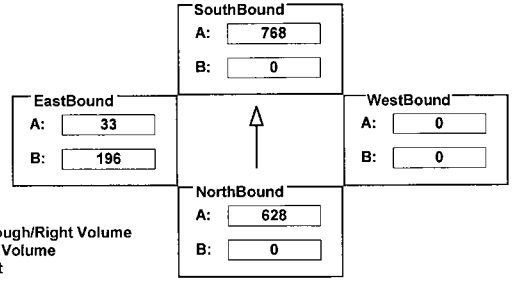
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1858	25	0	2304	613	0	0	0	559	27	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1858	25	0	2304	613	0	0	0	559	27	6
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	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)

$$V/C = \frac{0 + 768 + 0 + 196}{*1500} = 0.573$$

LOS = A

Developed by Chun Wong, 12/94

2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

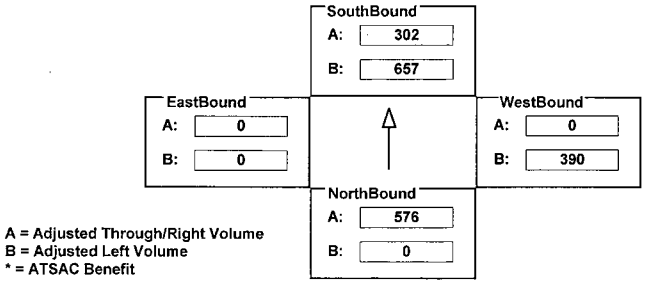
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1596	131	1195	907	0	709	0	416	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1596	131	1195	907	0	709	0	416	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
	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)

$$V/C = \frac{576 + 657 + 390 + 0}{*1425} = 1.069 \qquad LOS = F$$

Developed by Chun Wong, 12/94

2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

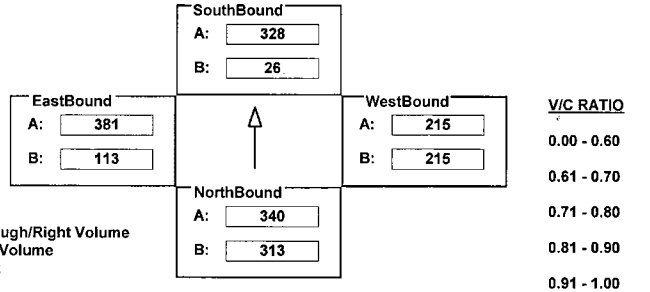
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	569	1021	419	48	1228	84	334	97	40	113	228	538
AMBIENT												
RELATED												
PROJECT												
TOTAL	569	1021	419	48	1228	84	334	97	40	113	228	538
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{313 + 328 + 215 + 381}{*1375} = 0.830 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

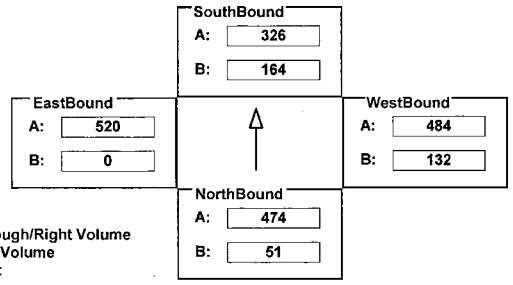
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	1421	95	164	925	53	240	647	320	0	964	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1421	95	164	925	53	240	647	320	0	964	76
LANE	1	0	3	0	0	1	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{474 + 164 + 132 + 520}{*1375} = 0.868 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

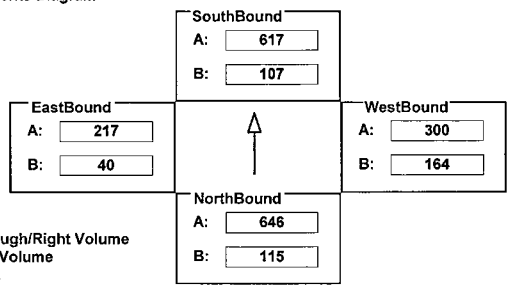
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1033	260	195	1144	89	298	599	143	73	652	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1033	260	195	1144	89	298	599	143	73	652	140
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)

$$V/C = \frac{646 + 107 + 164 + 217}{*1375} = 0.755 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

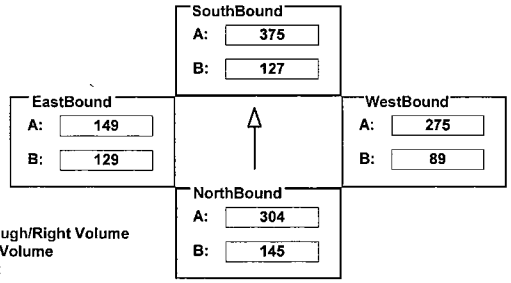
AM/PM: AM Comments:

COUNT DATE: STUDY 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	837	75	232	942	183	162	415	339	234	298	254
AMBIENT												
RELATED												
PROJECT												
TOTAL	263	837	75	232	942	183	162	415	339	234	298	254
LANE	2	0	2	0	1	0	0	2	0	2	0	1	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)

$$V/C = \frac{145 + 375 + 275 + 129}{*1375} = 0.602 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

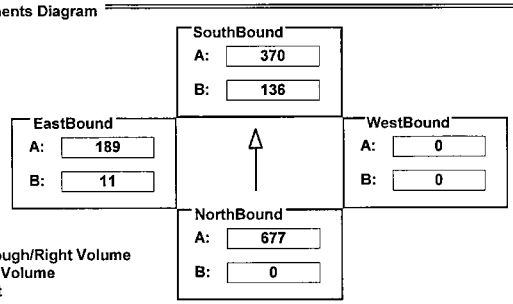
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	650	677	248	1111	0	0	0	0	11	3	364
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	650	677	248	1111	0	0	0	0	11	3	364
LANE	0	0	2	0	1	0	0	2	0	3	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>		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) + A(E/B)

$$V/C = \frac{677 + 136 + 0 + 189}{*1425} = 0.633 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

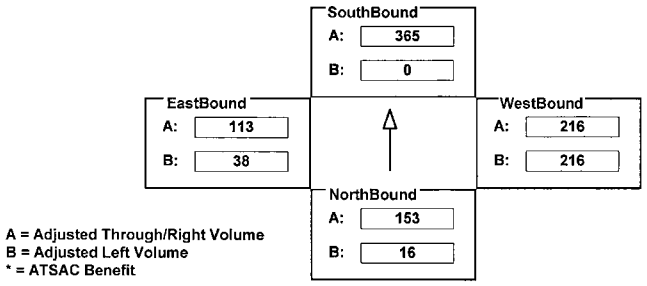
AM/PM: AM Comments:

COUNT DATE: STUDY 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	460	0	0	1045	51	245	33	370	38	0	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	460	0	0	1045	51	245	33	370	38	0	75
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	Auto	Perm	Free	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)

$$V/C = \frac{16 + 365 + 216 + 113}{*1425} = 0.428 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

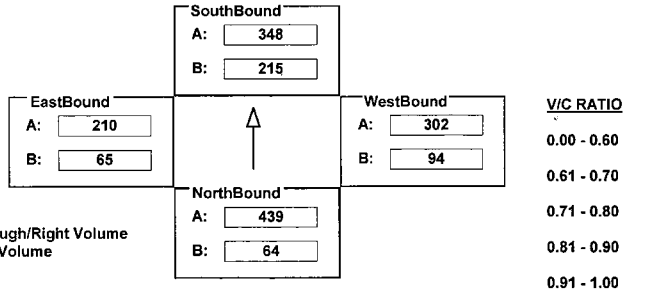
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1223	94	215	1044	123	94	232	183	65	210	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	1223	94	215	1044	123	94	232	183	65	210	27
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{439 + 215 + 302 + 65}{*1500} = 0.611 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

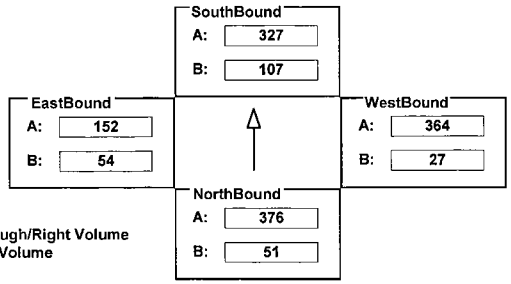
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	1127	40	107	897	83	27	217	147	54	152	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1127	40	107	897	83	27	217	147	54	152	18
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)

$$V/C = \frac{376 + 107 + 364 + 54}{*1500} = 0.531$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

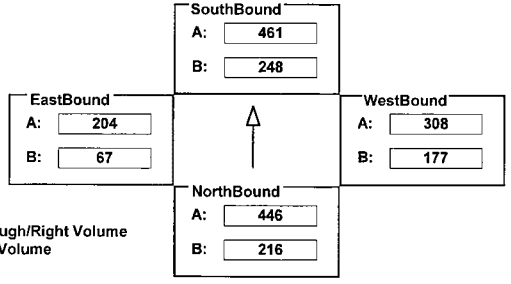
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	216	1338	93	248	1300	82	177	308	180	67	306	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1338	93	248	1300	82	177	308	180	67	306	102
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	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)

$$V/C = \frac{446 + 248 + 177 + 204}{1375} = 0.782$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

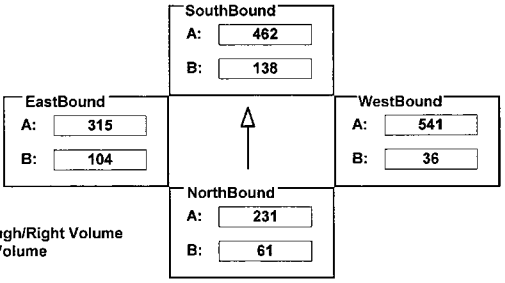
AM/PM: AM Comments:

COUNT DATE: STUDY 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	190	42	138	256	206	36	403	138	104	252	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	190	42	138	256	206	36	403	138	104	252	63
LANE	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	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)

$$V/C = \frac{61 + 462 + 541 + 104}{1500} = 0.779 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

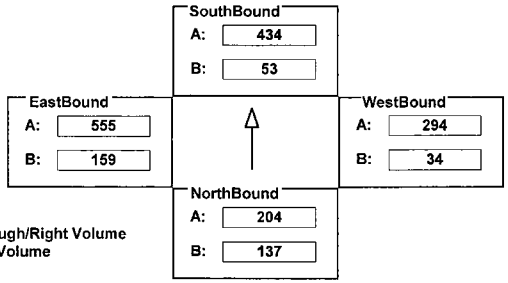
AM/PM: AM Comments:

COUNT DATE: STUDY 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	173	31	53	212	169	34	546	42	159	835	275
AMBIENT												
RELATED												
PROJECT												
TOTAL	137	173	31	53	212	169	34	546	42	159	835	275
LANE	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	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)

$$V/C = \frac{137 + 434 + 34 + 555}{1500} = 0.773 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

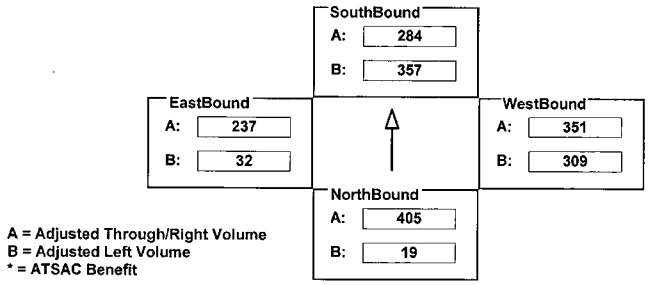
AM/PM: AM Comments:

COUNT DATE: STUDY 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	126	279	357	262	23	309	761	292	32	686	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	126	279	357	262	23	309	761	292	32	686	25
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)

$$V/C = \frac{405 + 357 + 309 + 237}{1500} = 0.872 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

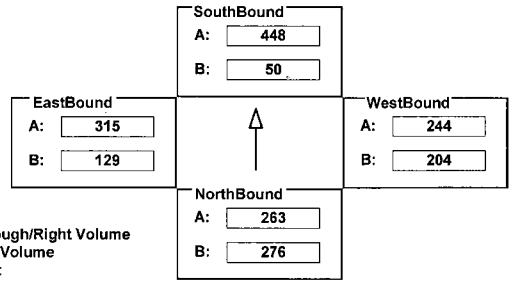
AM/PM: AM Comments:

COUNT DATE: STUDY 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	263	132	50	387	61	204	666	65	129	711	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	276	263	132	50	387	61	204	666	65	129	711	233
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)

$$V/C = \frac{276 + 448 + 204 + 315}{1500} = 0.829 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

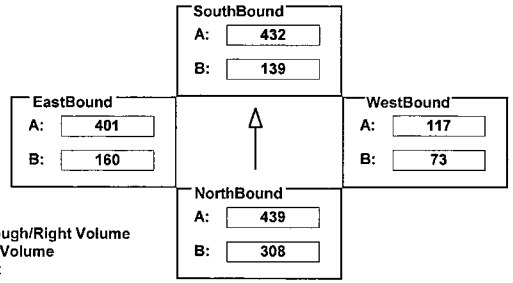
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1254	63	139	1296	63	73	233	72	160	401	305
AMBIENT												
RELATED												
PROJECT												
TOTAL	308	1254	63	139	1296	63	73	233	72	160	401	305
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	Prot-Var	Auto		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 = B(W/B) + A(E/B)

$$V/C = \frac{308 + 432 + 73 + 401}{1375} = 0.883 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2008OP

CalcaDB

February 6, 2003 ,Thursday 12:23:38 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

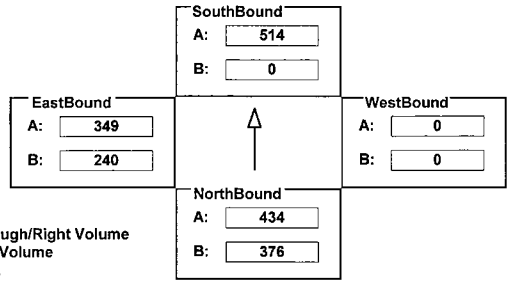
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	376	1301	0	0	1293	249	0	0	0	240	0	349
AMBIENT												
RELATED												
PROJECT												
TOTAL	376	1301	0	0	1293	249	0	0	0	240	0	349
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		
	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)

$$V/C = \frac{376 + 514 + 0 + 349}{1425} = 0.869 \qquad LOS = D$$

Developed by Chun Wong, 12/94

2015 Alternative D Unmitigated

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

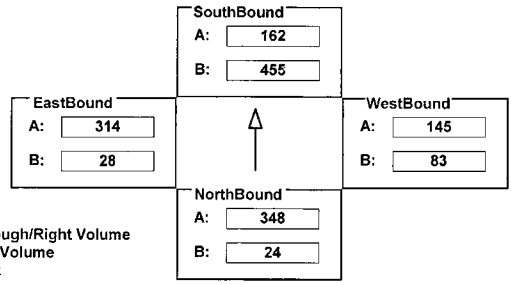
AM/PM: AM Comments:

COUNT DATE: STUDY 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	388	308	455	487	50	83	168	122	28	629	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	388	308	455	487	50	83	168	122	28	629	37
LANE	1 0	1 0	1 0	1 0	3 0	0 1	1 0	1 0	1 0	1 0	2 0	0 1
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)

$$V/C = \frac{348 + 455 + 83 + 314}{*1500} = 0.730$$

LOS = C

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

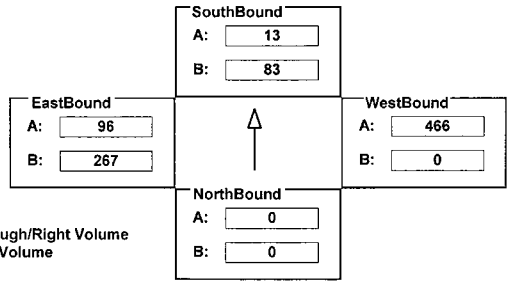
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	238	0	267	0	1217	749	486	382	0
AMBIENT												
RELATED												
PROJECT								-250	-200			
TOTAL	0	0	0	238	0	267	0	967	549	486	382	0
LANE	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{0 + 83 + 466 + 267}{*1375} = 0.523 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

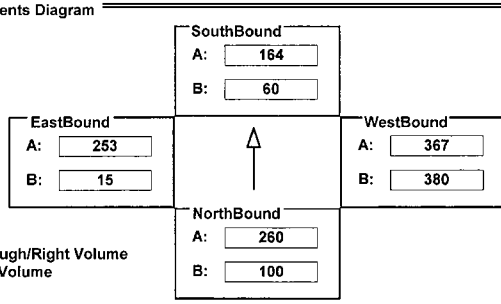
AM/PM: AM Comments:

COUNT DATE: STUDY 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	168	411	60	186	22	690	722	12	15	717	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	168	411	60	186	22	690	722	12	15	717	41
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	Split	OLA		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)

$$V/C = \frac{260 + 164 + 380 + 253}{*1375} = 0.699 \qquad LOS = B$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

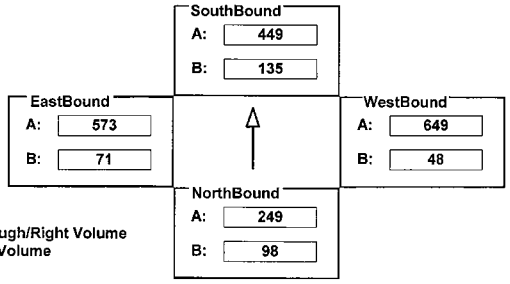
AM/PM: AM Comments:

COUNT DATE: STUDY 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	452	46	135	824	74	48	1298	126	71	1145	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	452	46	135	824	74	48	1298	126	71	1145	58
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{98 + 449 + 649 + 71}{*1500} = 0.775 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

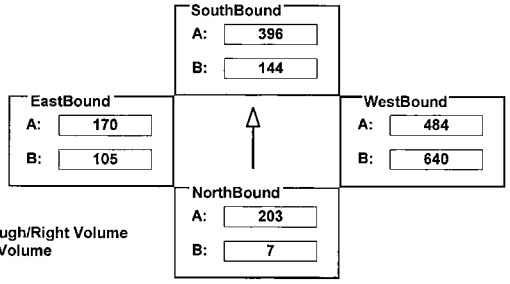
AM/PM: AM Comments:

COUNT DATE: STUDY 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	406	137	219	688	104	940	821	484	105	511	30
AMBIENT												
RELATED												
PROJECT				-75			-300	-100				
TOTAL	13	406	137	144	688	104	640	721	484	105	511	30
LANE	2	0	2	0	0	2	0	1	0	1	0	1	0	0	1	0	2	0	0	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 = B(W/B) + A(E/B)

$$V/C = \frac{7 + 396 + 640 + 170}{*1500} = 0.739 \qquad LOS = C$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

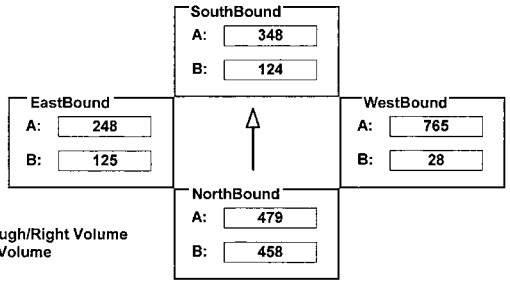
AM/PM: AM Comments:

COUNT DATE: STUDY 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	907	204	124	140	331	51	1454	515	125	669	46
AMBIENT												
RELATED												
PROJECT		50	-100		375	-150		-250	250		75	100
TOTAL	458	957	104	124	515	181	51	1204	765	125	744	146
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	0	2	0	2	0	0	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)

$$V/C = \frac{458 + 348 + 765 + 125}{*1500} = 1.061 \qquad LOS = F$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

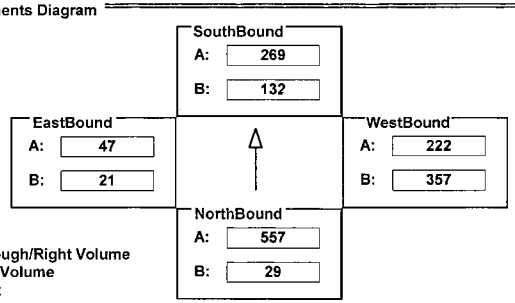
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1370	306	132	694	113	457	291	422	21	36	11
AMBIENT												
RELATED												
PROJECT		300					-100		-200			
TOTAL	29	1670	306	132	694	113	357	291	222	21	36	11
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	2	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{557 + 132 + 357 + 47}{*1500} = 0.659 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

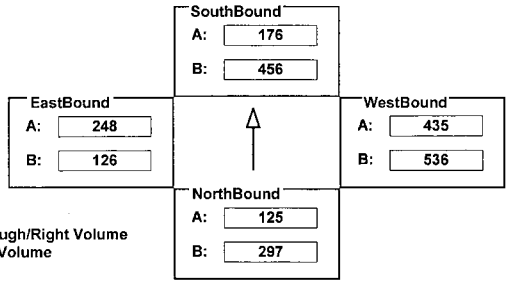
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	739	347	28	878	435	344	536	1656	83	126	837	157
AMBIENT												
RELATED												
PROJECT	-200			-50		-250						
TOTAL	539	347	28	828	435	94	536	1656	83	126	837	157
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)

$$V/C = \frac{125 + 456 + 536 + 248}{*1375} = 0.923 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

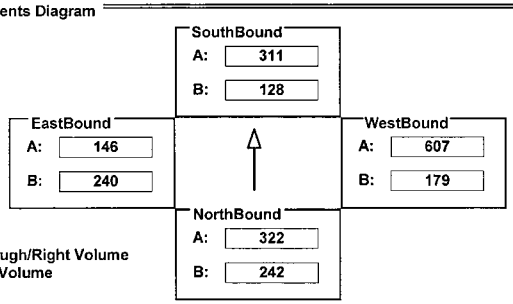
AM/PM: AM Comments:

COUNT DATE: STUDY 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	884	83	128	934	224	325	1499	321	240	426	267
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	884	83	128	934	224	325	1499	321	240	426	267
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{242 + 311 + 607 + 240}{1375} = 1.018 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

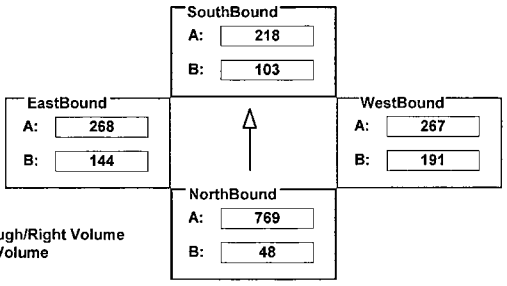
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1237	416	187	611	361	347	800	343	262	681	123
AMBIENT												
RELATED												
PROJECT		300				-100						
TOTAL	88	1537	416	187	611	261	347	800	343	262	681	123
LANE	2	0 2	0 0	1	0	2	0 2	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 = B(W/B) + A(E/B)

$$V/C = \frac{769 + 103 + 191 + 268}{*1375} = 0.898 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

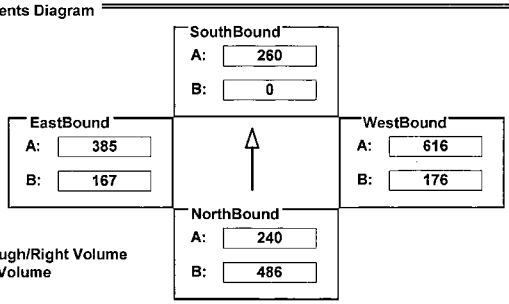
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	486	311	168	2	515	343	176	1232	11	167	695	216
AMBIENT												
RELATED												
PROJECT											75	-75
TOTAL	486	311	168	2	515	343	176	1232	11	167	770	141
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)

$$V/C = \frac{486 + 260 + 616 + 167}{1375} = 1.112 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

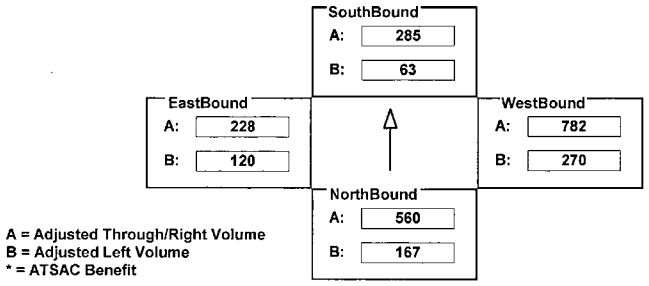
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	305	1679	653	114	472	345	491	2082	782	218	858	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	305	1679	653	114	472	345	491	2082	782	218	858	53
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	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 = A(W/B) + B(E/B)

$$V/C = \frac{560 + 63 + 782 + 120}{1375} = 1.109 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

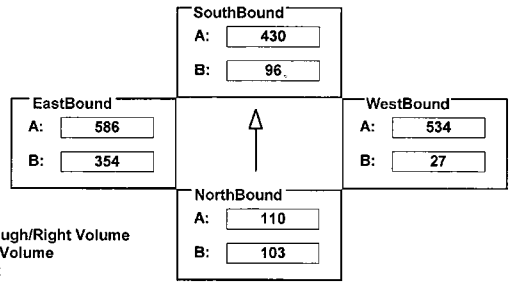
AM/PM: AM Comments:

COUNT DATE: STUDY 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	330	56	174	860	581	49	1603	176	643	1758	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	330	56	174	860	581	49	1603	176	643	1758	181
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 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{103 + 430 + 534 + 354}{*1375} = 0.963 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

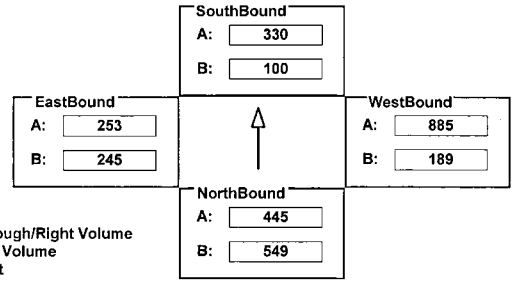
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	999	1334	292	183	990	275	344	1456	314	245	758	618
AMBIENT												
RELATED												
PROJECT												
TOTAL	999	1334	292	183	990	275	344	1456	314	245	758	618
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)

$$V/C = \frac{549 + 330 + 885 + 245}{*1375} = 1.391 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

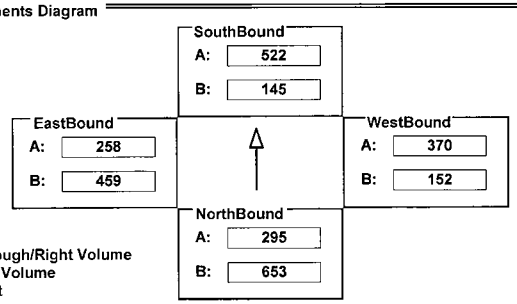
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	653	584	446	70	1067	202	152	1196	284	459	773	655
AMBIENT												
RELATED												
PROJECT		150		75	500							
TOTAL	653	734	446	145	1567	202	152	1196	284	459	773	655
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)

$$V/C = \frac{653 + 522 + 370 + 459}{*1375} = 1.387 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3944	0	0	2131	47	1009	82	77	0	0	0
AMBIENT												
RELATED												
PROJECT							-250					
TOTAL	0	3944	0	0	2131	47	759	82	77	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: <none>		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 533 B: 0

EastBound A: 0 B: 0

WestBound A: 420 B: 420

NorthBound A: 986 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)

$$V/C = \frac{986 + 0 + 420 + 0}{*1500} = 0.867 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1694	275	408	544	0	340	0	0	0	0	0
AMBIENT				-250	250							
RELATED												
PROJECT												
TOTAL	0	1694	275	158	794	0	340	0	0	0	0	0
LANE	0 0 1	0 1 1	0	0 1 1	0 0 0	0	2 0 0	0 0 1	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: 793 B: 158

EastBound A: 0 B: 0

WestBound A: 0 B: 187

NorthBound A: 847 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)

$$V/C = \frac{847 + 158 + 187 + 0}{*1500} = 0.725 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

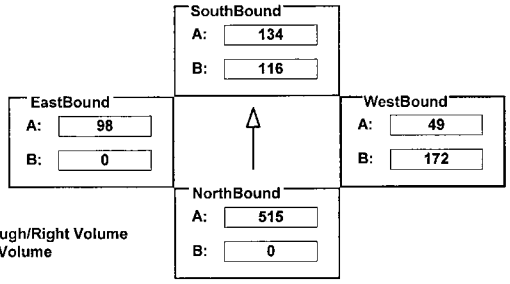
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1028	116	18	1	493	42	8	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1028	116	18	1	493	42	8	0	196	0
LANE	0 0 0 0 1 1 0			0 0 0 1 0 0 0			2 1 0 0 1 0 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)

$$V/C = \frac{515 + 134 + 172 + 98}{*1375} = 0.598 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

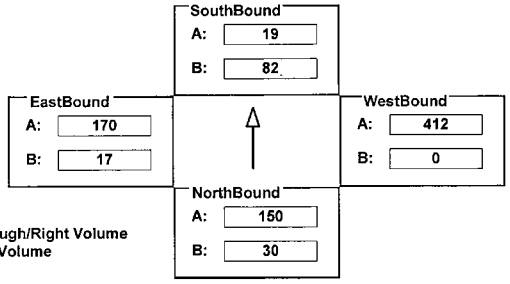
AM/PM: AM Comments:

COUNT DATE: STUDY 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	44	273	148	0	28	0	1126	109	17	511	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	44	273	148	0	28	0	1126	109	17	511	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	Perm	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)

$$V/C = \frac{150 + 82 + 412 + 17}{*1375} = 0.411 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

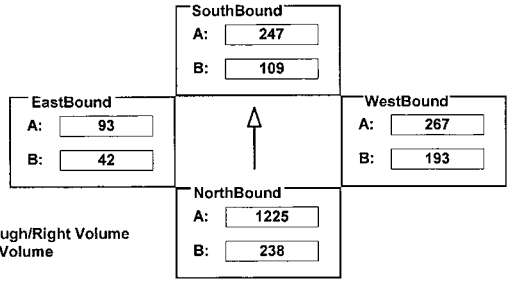
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3776	286	199	987	84	193	534	208	42	185	161
AMBIENT												
RELATED												
PROJECT		-100							100			
TOTAL	432	3676	286	199	987	84	193	534	308	42	185	161
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{1225 + 109 + 267 + 42}{1375} = 1.195 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

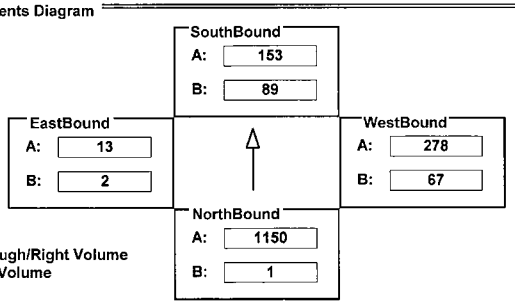
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2140	160	89	301	5	128	6	278	2	2	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2140	160	89	301	5	128	6	278	2	2	9
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	1	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{1150 + 89 + 278 + 2}{*1500} = 0.943 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

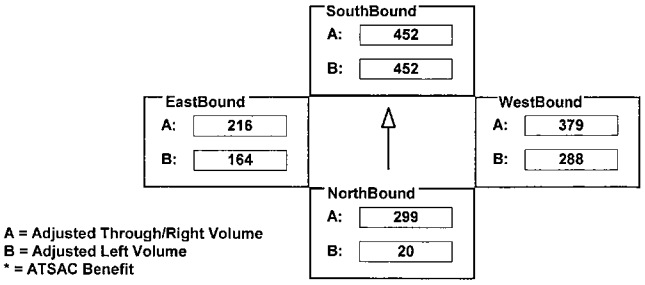
AM/PM: AM Comments:

COUNT DATE: STUDY 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	508	40	551	804	475	288	606	152	164	415	16
AMBIENT		50										
RELATED												
PROJECT												
TOTAL	20	558	40	551	804	475	288	606	152	164	415	16
LANE	1 0 1 0 1 0 0			1 1 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	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)

$$V/C = \frac{299 + 452 + 379 + 164}{1375} = 0.941 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

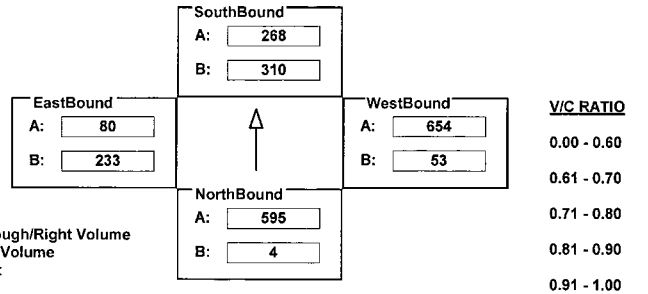
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1133	56	310	253	14	53	125	809	233	76	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1133	56	310	253	14	53	125	809	233	76	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	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)

$$V/C = \frac{595 + 310 + 654 + 233}{1425} = 1.258 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

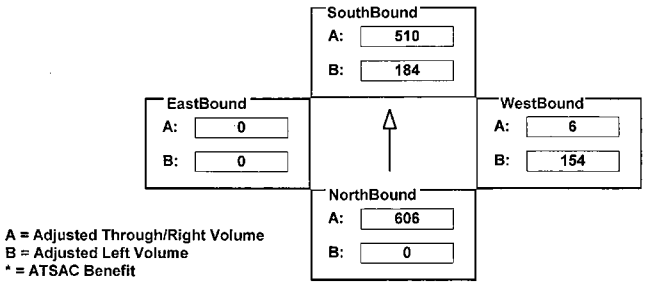
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2425	918	334	1531	0	441	0	190	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2425	918	334	1531	0	441	0	190	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	3	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)

$$V/C = \frac{606 + 184 + 154 + 0}{*1425} = 0.592 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

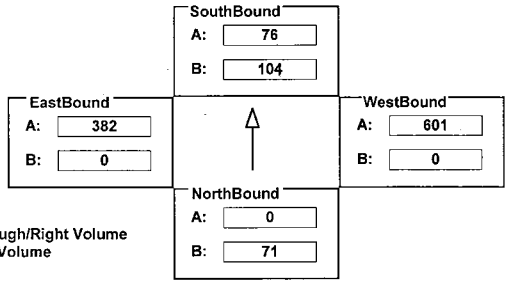
AM/PM: AM Comments:

COUNT DATE: STUDY 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	191	1	190	176	138	0	2102	476	79	1145	168
AMBIENT												
RELATED												
PROJECT								-300				
TOTAL	130	191	1	190	176	138	0	1802	476	79	1145	168
LANE	2	0	0	0	0	2	0	2	0	0	0	2	0	0	2	0	1	0	3	0	0	2	0	0	0	2	0	1	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)

$$V/C = \frac{71 + 104 + 601 + 0}{1375} = 0.564 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

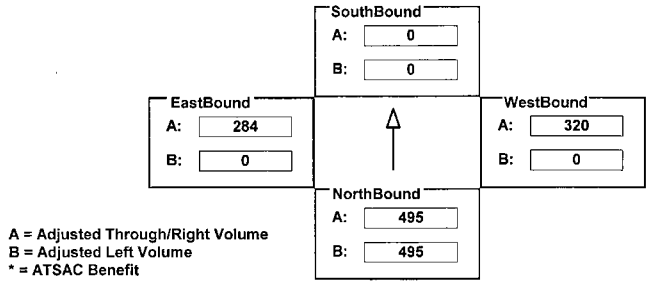
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	889	0	101	0	0	0	0	959	0	0	802	333
AMBIENT												
RELATED												
PROJECT												
TOTAL	889	0	101	0	0	0	0	959	0	0	802	333
LANE	1	0	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 = A(W/B) + B(E/B)

$$V/C = \frac{495 + 0 + 320 + 0}{1500} = 0.543$$

LOS = A

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

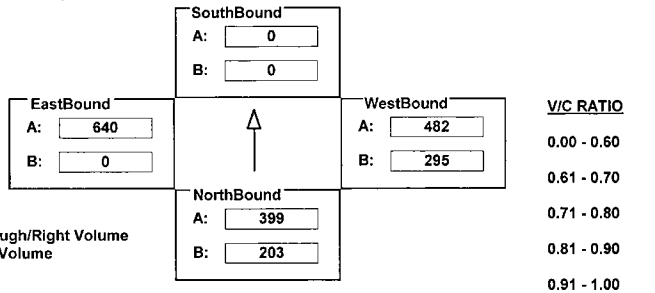
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	546	0	0	0	295	964	0	0	1280	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	368	0	546	0	0	0	295	964	0	0	1280	228
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<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 = A(N/B) + A(S/B)

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

$$V/C = \frac{399 + 0 + 295 + 640}{*1425} = 0.866$$

LOS = D

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

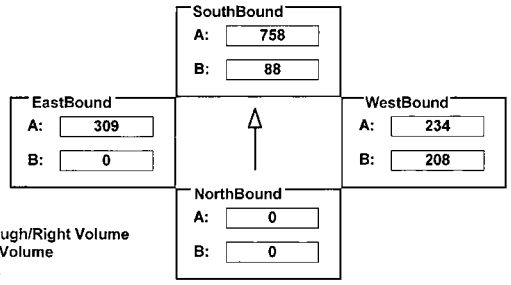
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	88	1517	165	554	528	0	0	284	609
AMBIENT												
RELATED												
PROJECT							-175	175				-300
TOTAL	0	0	0	88	1517	165	379	703	0	0	284	309
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)

$$V/C = \frac{0 + 758 + 208 + 309}{*1425} = 0.825 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

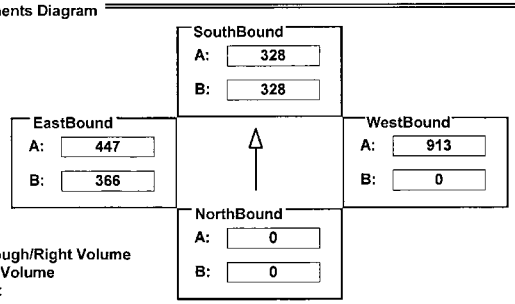
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	657	0	283	0	593	1241	665	895	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	657	0	283	0	593	1241	665	895	0
LANE	0	0	0	1	0	0	0	1	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)

$$V/C = \frac{0 + 328 + 913 + 366}{*1375} = 1.099 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

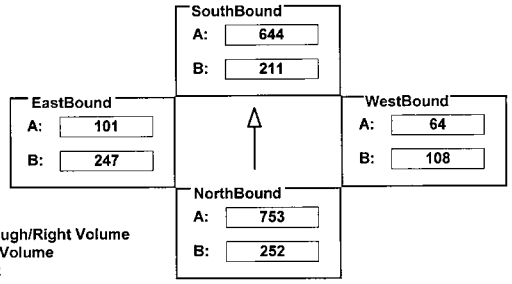
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	252	2260	643	683	2231	297	22	193	84	449	302	87
AMBIENT												
RELATED												
PROJECT			-200	-300	150	-100	175					
TOTAL	252	2260	443	383	2381	197	197	193	84	449	302	87
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)

$$V/C = \frac{753 + 211 + 64 + 247}{*1375} = 0.857 \qquad LOS = D$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

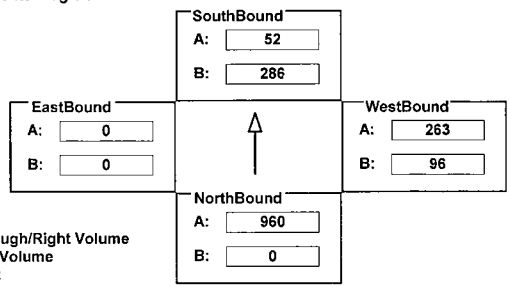
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1373	960	286	105	0	192	0	549	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1373	960	286	105	0	192	0	549	0	0	0
LANE	1 0 2 0 0 1 0			1 0 1 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	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)

$$V/C = \frac{960 + 286 + 263 + 0}{*1425} = 0.989 \qquad LOS = E$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

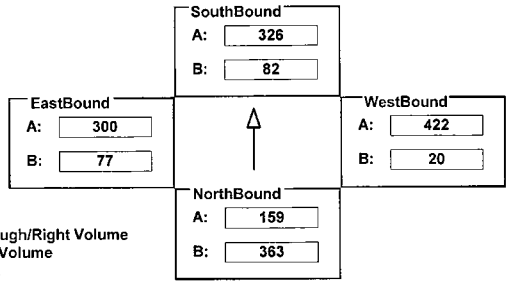
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	959	318	86	149	27	351	37	1267	356	140	901	756
AMBIENT												
RELATED												
PROJECT	-300				600							
TOTAL	659	318	86	149	627	351	37	1267	356	140	901	756
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		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 = A(W/B) + B(E/B)

$$V/C = \frac{363 + 326 + 422 + 77}{*1375} = 0.794 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

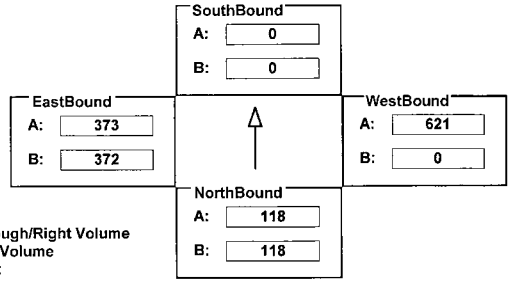
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2	83	0	0	0	0	1494	253	372	1119	0
AMBIENT								-251				
RELATED												
PROJECT												
TOTAL	150	2	83	0	0	0	0	1243	253	372	1119	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	3	0	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)

$$V/C = \frac{118 + 0 + 621 + 372}{*1200} = 0.856 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

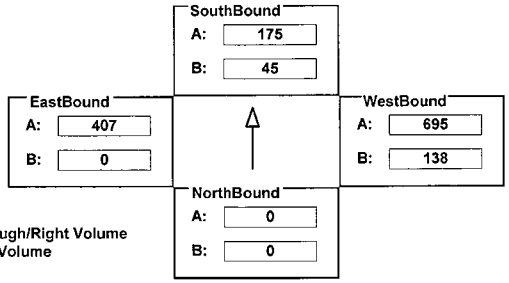
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	45	1	349	251	1391	0	0	1468	407
AMBIENT											-372	
RELATED												
PROJECT												
TOTAL	0	0	0	45	1	349	251	1391	0	0	1096	407
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	0	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)

$$V/C = \frac{0 + 175 + 695 + 0}{*1200} = 0.655$$

LOS = B

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

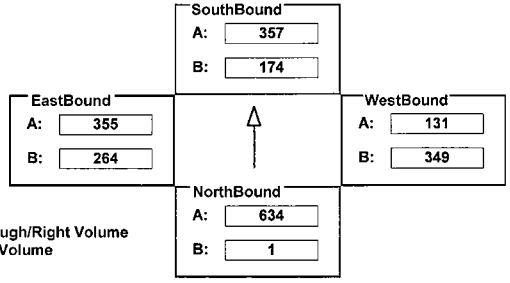
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2140	1328	517	1044	185	634	263	533	264	1088	27
AMBIENT			-300	-200	200						-50	
RELATED												
PROJECT												
TOTAL	1	2140	1028	317	1244	185	634	263	533	264	1038	27
LANE	1	0	3	0	1	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	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)

$$V/C = \frac{634 + 174 + 349 + 355}{*1375} = 1.030$$

LOS = F

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

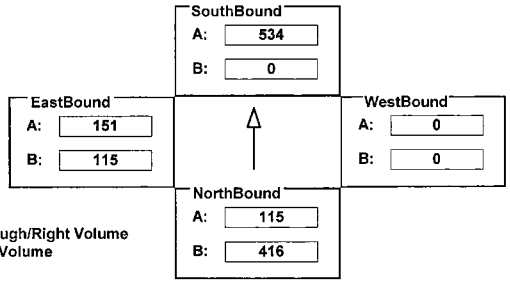
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	616	145	0	0	142	634	0	0	0	209	0	275
AMBIENT												
RELATED												
PROJECT	-200	200			600	-100						
TOTAL	416	345	0	0	742	534	0	0	0	209	0	275
LANE	1	0	2	0	1	0	0	0	0	2	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)

$$V/C = \frac{416 + 534 + 0 + 151}{*1500} = 0.664$$

LOS = B

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

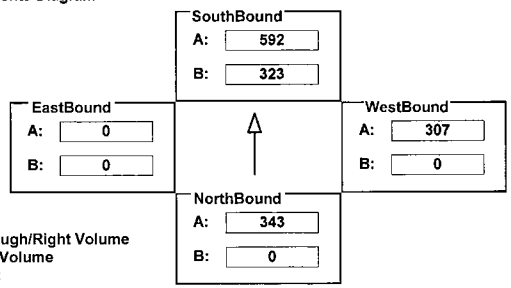
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	826	3	588	1276	0	0	0	853	0	0	0
AMBIENT												
RELATED												
PROJECT		150	50		500							
TOTAL	0	976	53	588	1776	0	0	0	853	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>	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)

$$V/C = \frac{343 + 323 + 307 + 0}{*1500} = 0.579$$

LOS = A

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

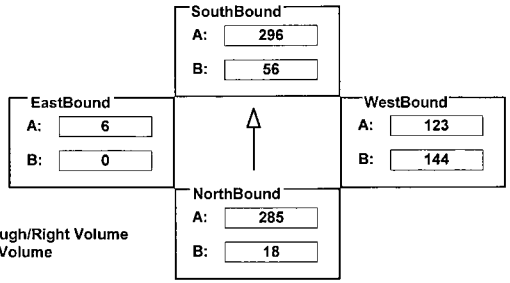
AM/PM: AM Comments:

COUNT DATE: STUDY 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	570	88	101	287	0	262	9	151	0	0	6
AMBIENT												
RELATED												
PROJECT					600							
TOTAL	18	570	88	101	887	0	262	9	151	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	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	<none>	Auto

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{285 + 56 + 144 + 6}{*1425} = 0.275 \qquad LOS = A$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

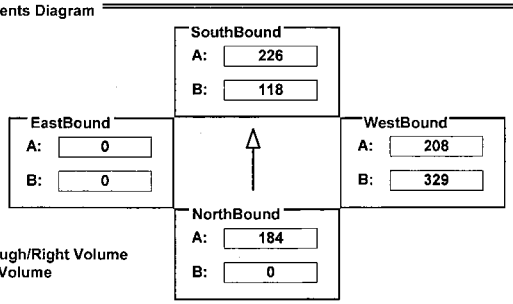
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	332	19	118	177	978	599	0	267	311	0	0
AMBIENT												
RELATED												
PROJECT		200			500							
TOTAL	0	532	19	118	677	978	599	0	267	311	0	0
LANE	0	0	2	0	1	0	0	1	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	<none>	Split	Auto	<none>	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)

$$V/C = \frac{184 + 118 + 329 + 0}{*1425} = 0.373 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

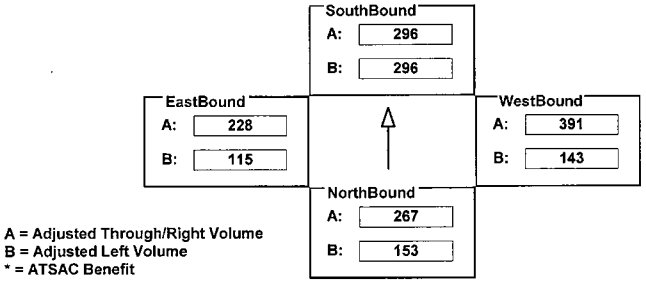
AM/PM: AM Comments:

COUNT DATE: STUDY 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	366	118	328	510	234	160	1192	79	115	583	27
AMBIENT					50	-50	100	-100				75
RELATED												
PROJECT		50										
TOTAL	153	416	118	328	560	184	260	1092	79	115	583	102
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)

$$V/C = \frac{267 + 296 + 391 + 115}{1375} = 0.777$$

LOS = C

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

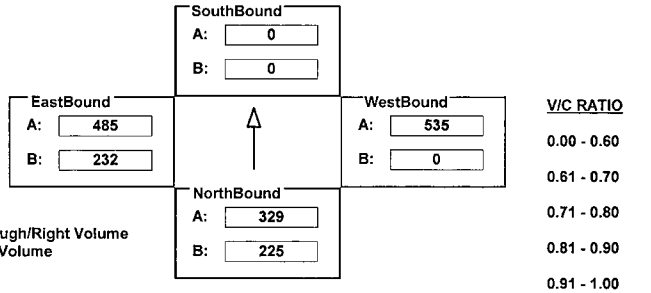
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	329	0	0	0	0	1756	247	422	1456	0
AMBIENT								-397				
RELATED												
PROJECT												
TOTAL	225	0	329	0	0	0	0	1359	247	422	1456	0
LANE	1 0 0 0 0 1 0			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	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)

$$V/C = \frac{329 + 0 + 535 + 232}{*1425} = 0.699$$

LOS = B

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

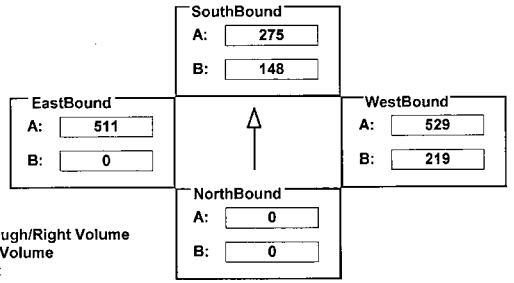
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	148	0	401	397	1587	0	0	1742	213
AMBIENT											-422	
RELATED												
PROJECT												
TOTAL	0	0	0	148	0	401	397	1587	0	0	1320	213
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 275 + 219 + 511}{*1425} = 0.635 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

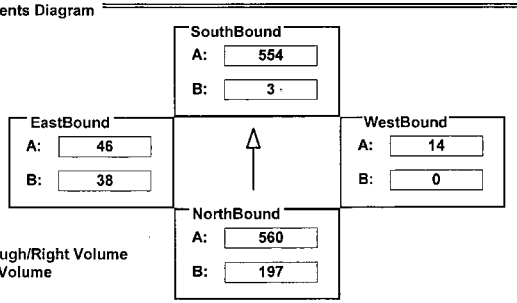
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	357	2238	2	3	1414	249	0	0	14	74	1	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	357	2238	2	3	1414	249	0	0	14	74	1	144
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{197 + 554 + 14 + 46}{*1375} = 0.520 \qquad LOS = A$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

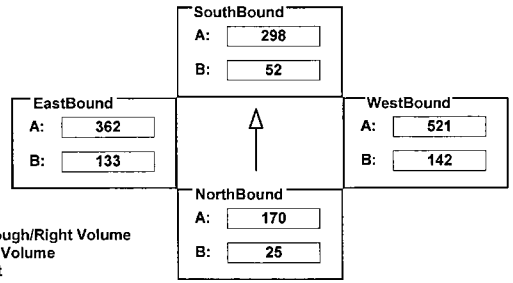
AM/PM: AM Comments:

COUNT DATE: STUDY 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	339	214	52	597	191	142	1042	17	133	725	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	339	214	52	597	191	142	1042	17	133	725	10
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)

$$V/C = \frac{25 + 298 + 521 + 133}{*1375} = 0.641$$

LOS = B

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

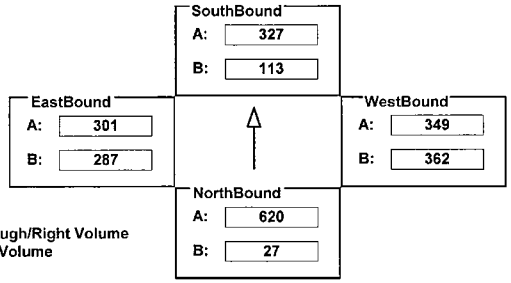
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	1910	99	113	982	89	362	588	110	287	603	103
AMBIENT												
RELATED												
PROJECT		-50	50									
TOTAL	27	1860	149	113	982	89	362	588	110	287	603	103
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		
	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)

$$V/C = \frac{620 + 113 + 362 + 301}{*1425} = 0.910$$

LOS = E

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

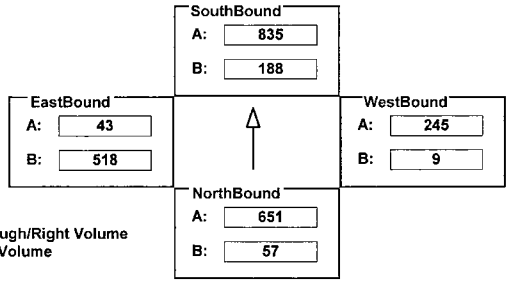
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2589	14	338	2146	359	9	130	339	518	37	6
AMBIENT												
RELATED												
PROJECT				-150	200	-200						
TOTAL	57	2589	14	188	2346	159	9	130	339	518	37	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 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)

$$V/C = \frac{57 + 835 + 245 + 518}{*1375} = 1.134$$

LOS = F

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

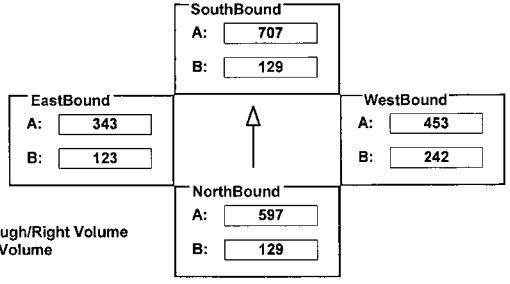
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2179	210	129	1830	89	242	906	324	123	687	212
AMBIENT												
RELATED												
PROJECT						200						
TOTAL	129	2179	210	129	1830	289	242	906	324	123	687	212
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{129 + 707 + 242 + 343}{*1375} = 0.963$$

LOS = E

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

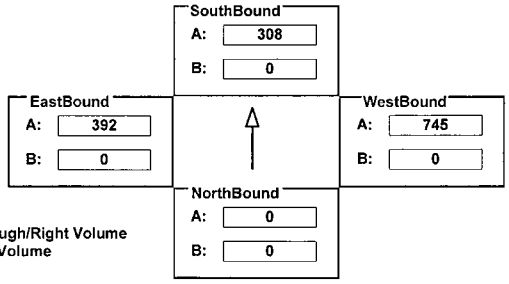
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1232	0	2	0	2979	1462	0	1569	0
AMBIENT				-1232	1232							
RELATED												
PROJECT												
TOTAL	0	0	0	-0	1232	2	0	2979	1462	0	1569	0
LANE	0	0	0	0	0	0	0	0	4	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>	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)

$$V/C = \frac{0 + 308 + 745 + 0}{*1500} = 0.632 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

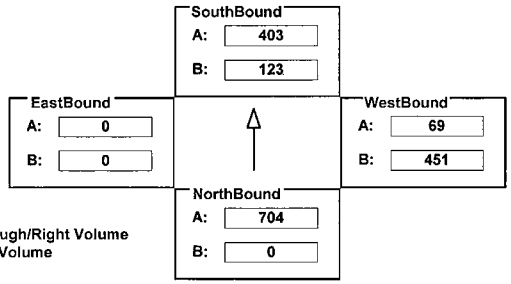
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3116	135	24	1611	0	1288	0	193	0	0	0
AMBIENT		-300	300	200								
RELATED												
PROJECT												
TOTAL	0	2816	435	224	1611	0	1288	0	193	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{704 + 123 + 451 + 0}{*1425} = 0.827 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

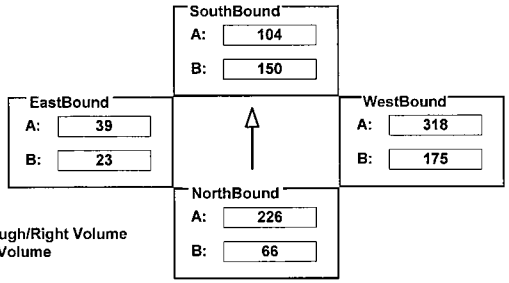
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	451	102	150	189	19	175	232	468	23	49	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	451	102	150	189	19	175	232	468	23	49	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 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 = A(W/B) + A(E/B)

$$V/C = \frac{226 + 150 + 318 + 39}{*1375} = 0.463 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

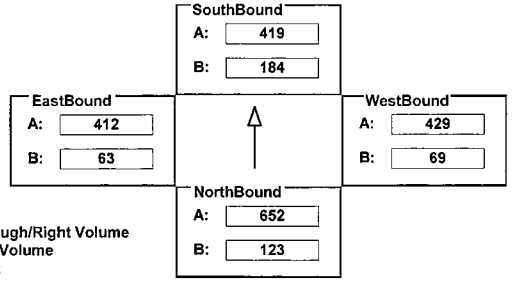
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1957	56	84	1357	130	69	970	316	115	824	124
AMBIENT												
RELATED												
PROJECT				100	-100							
TOTAL	123	1957	56	184	1257	130	69	970	316	115	824	124
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			1 0 2 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		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)

$$V/C = \frac{652 + 184 + 429 + 63}{*1425} = 0.862 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

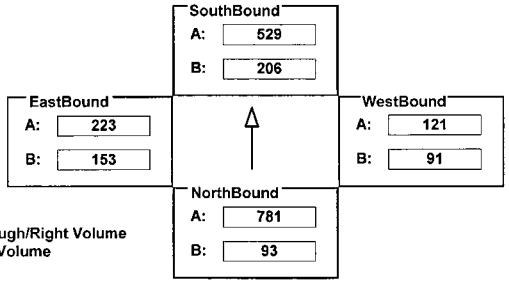
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3326	40	49	2055	62	91	121	58	153	54	169
AMBIENT												
RELATED												
PROJECT		-200	200	325								
TOTAL	93	3126	240	374	2055	62	91	121	58	153	54	169
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-Fix	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 = B(W/B) + A(E/B)

$$V/C = \frac{781 + 206 + 91 + 223}{1425} = 0.913 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

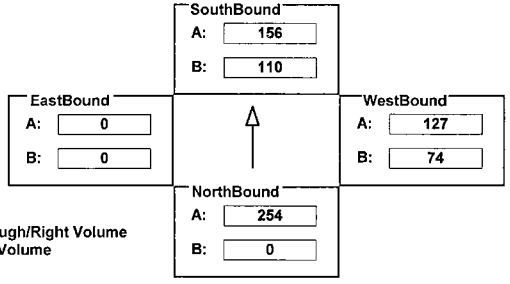
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	597	110	312	0	135	0	430	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	505	597	110	312	0	135	0	430	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 = A(W/B) + A(E/B)

$$V/C = \frac{254 + 110 + 127 + 0}{*1425} = 0.275 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

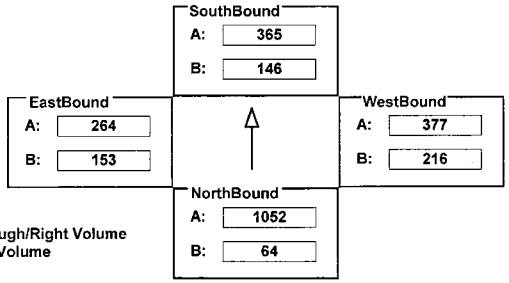
AM/PM: AM Comments:

COUNT DATE: STUDY 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	4208	518	265	1094	53	392	396	550	279	792	146
AMBIENT												
RELATED												
PROJECT									-100			
TOTAL	116	4208	518	265	1094	53	392	396	450	279	792	146
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		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)

$$V/C = \frac{1052 + 146 + 377 + 153}{1375} = 1.257 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

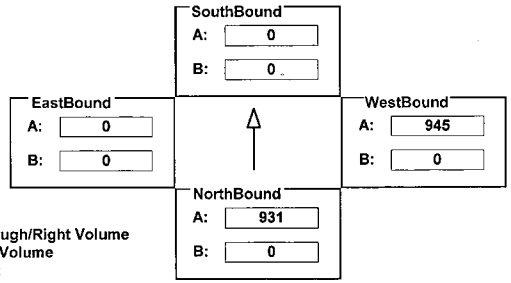
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2794	0	0	0	0	0	0	2699	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2794	0	0	0	0	0	0	2699	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{931 + 0 + 945 + 0}{1500} = 1.251 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

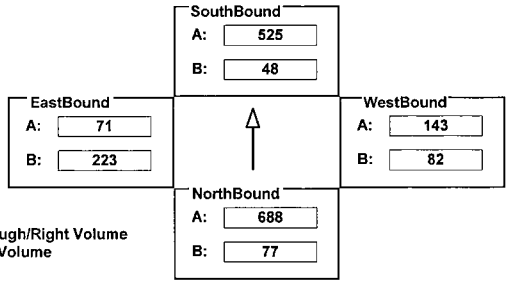
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2045	18	48	1378	197	82	143	112	405	54	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	2045	18	48	1378	197	82	143	112	405	54	71
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Perm	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{688 + 48 + 143 + 223}{*1425} = 0.703 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

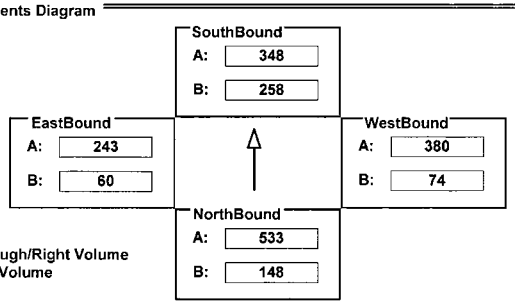
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1599	16	258	1044	249	74	593	167	60	452	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	1599	16	258	1044	249	74	593	167	60	452	34
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
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)

$$V/C = \frac{533 + 258 + 380 + 60}{*1500} = 0.751 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

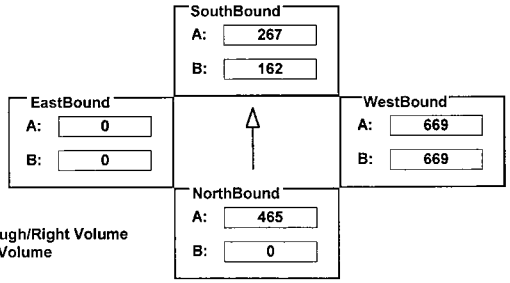
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	15	12	225	0	1115	0	222	0	0	0
AMBIENT												
RELATED												
PROJECT		50	100	150	575							
TOTAL	0	1394	115	162	800	0	1115	0	222	0	0	0
LANE	0 0 3	0 0 1 0		1 0 3	0 0 0 0		1 0 0	0 0 0 1		0 0 0	0 0 0 0	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		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)

$$V/C = \frac{465 + 162 + 669 + 0}{*1500} = 0.794 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

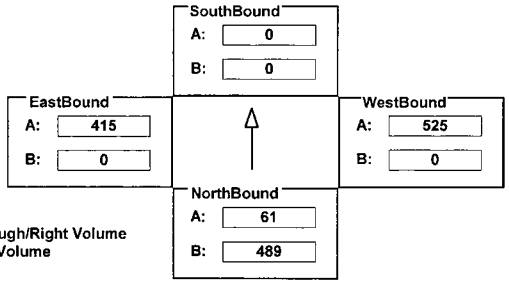
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	890	8	61	0	0	10	0	1576	0	0	830	1106
AMBIENT												
RELATED												
PROJECT												
TOTAL	890	8	61	0	0	10	0	1576	0	0	830	1106
LANE	2 0 0	0 0 1 0		0 0 0	0 0 0 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{489 + 0 + 525 + 415}{1500} = 0.676 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

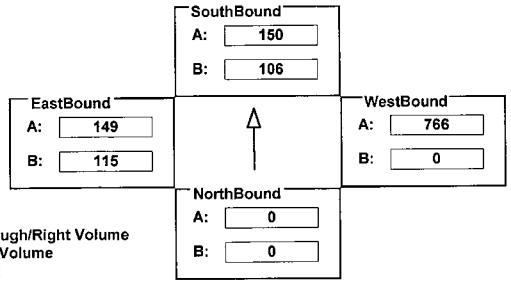
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	193	0	377	0	1668	631	115	446	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	193	0	377	0	1668	631	115	446	0
LANE	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 150 + 766 + 115}{1425} = 0.724$$

LOS = C

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:51:40 AM

INTERSECTION DATA SUMMARY SHEET

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

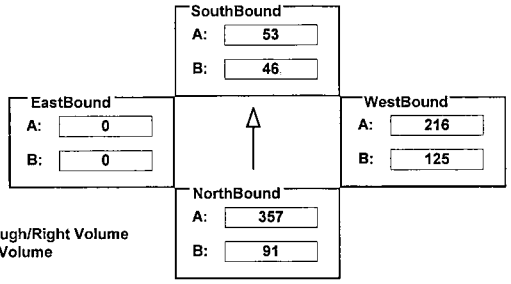
AM/PM: AM Comments:

COUNT DATE: STUDY 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	604	110	46	71	34	125	247	185	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	604	110	46	71	34	125	247	185	0	0	0
LANE	1	0	1	0	1	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	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)

$$V/C = \frac{357 + 46 + 216 + 0}{1375} = 0.450$$

LOS = A

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

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

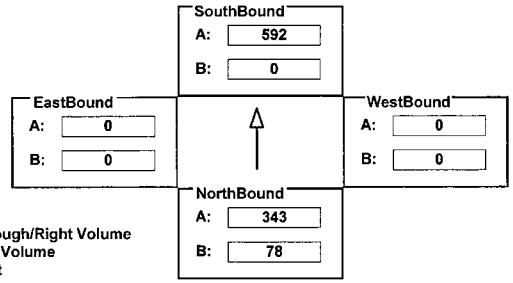
AM/PM: AM Comments:

COUNT DATE: STUDY 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	829	0	0	1275	3	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT		200			500							
TOTAL	78	1029	0	0	1775	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	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{78 + 592 + 0 + 0}{*1425} = 0.400 \qquad LOS = A$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

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

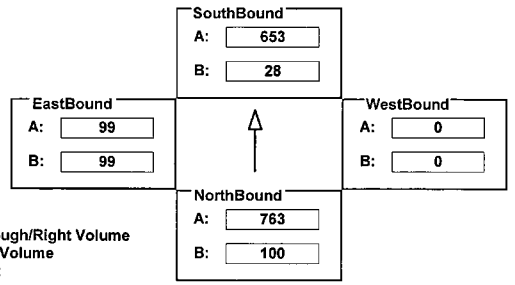
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2069	144	78	1547	362	0	0	72	198	12	52
AMBIENT	-75	175	-100	-50	100	-50			-72		-12	
RELATED												
PROJECT												
TOTAL	100	2244	44	28	1647	312	0	0	-0	198	0	52
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{763 + 28 + 0 + 99}{*1375} = 0.577 \qquad LOS = A$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

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

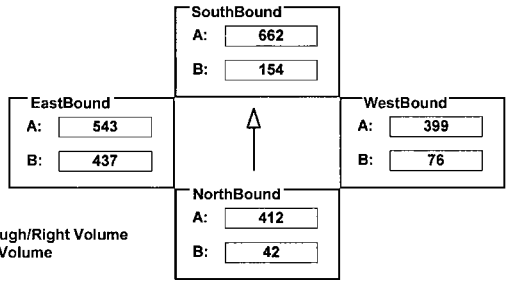
AM/PM: AM Comments:

COUNT DATE: STUDY 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	824	91	154	1072	253	76	698	100	437	1058	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	824	91	154	1072	253	76	698	100	437	1058	28
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)

$$V/C = \frac{42 + 662 + 399 + 437}{*1500} = 0.957 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

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

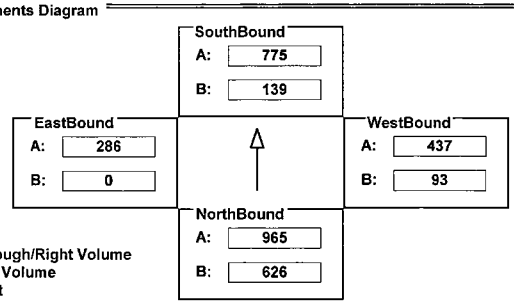
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2800	46	139	2256	70	93	1312	145	0	755	103
AMBIENT												
RELATED												
PROJECT		50										
TOTAL	626	2850	46	139	2256	70	93	1312	145	0	755	103
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{626 + 775 + 437 + 0}{*1375} = 1.267 \qquad LOS = F$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

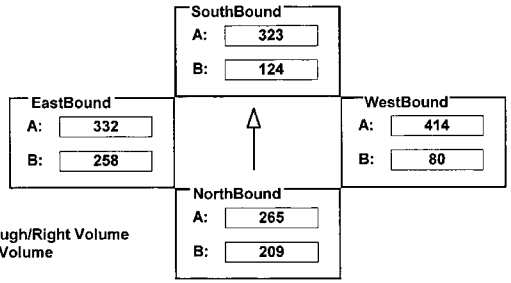
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1020	38	124	969	73	80	1163	78	258	765	231
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1020	38	124	969	73	80	1163	78	258	765	231
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)

$$V/C = \frac{209 + 323 + 414 + 258}{1375} = 0.876$$

LOS = D

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

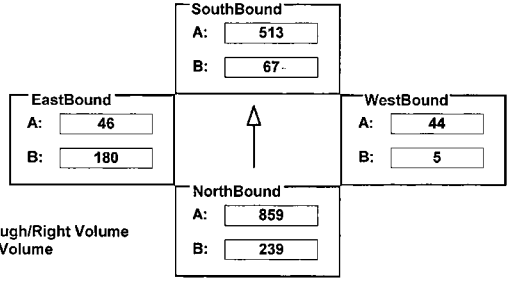
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	435	2578	9	67	1204	336	5	37	44	180	19	166
AMBIENT												
RELATED												
PROJECT												
TOTAL	435	2578	9	67	1204	336	5	37	44	180	19	166
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		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	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)

$$V/C = \frac{859 + 67 + 44 + 180}{*1425} = 0.737$$

LOS = C

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

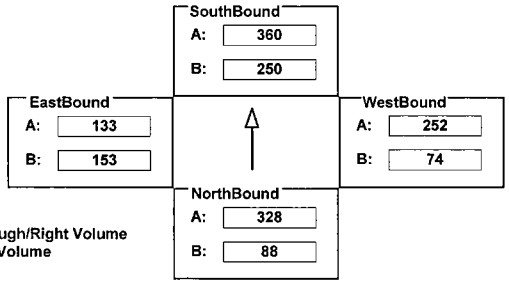
AM/PM: AM Comments:

COUNT DATE: STUDY 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	985	342	250	803	278	74	587	169	153	374	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	985	342	250	803	278	74	587	169	153	374	27
LANE	2	0	3	0	0	1	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)

$$V/C = \frac{328 + 250 + 252 + 153}{1375} = 0.715 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

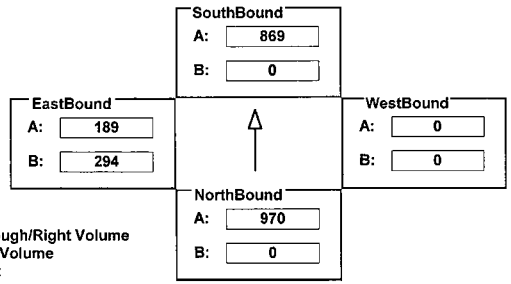
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2565	69	0	2425	1052	0	0	0	841	189	0
AMBIENT		225										
RELATED												
PROJECT		50										
TOTAL	0	2840	69	0	2425	1052	0	0	0	841	189	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	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		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 = A(N/B) + B(S/B)

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

$$V/C = \frac{970 + 0 + 0 + 294}{*1500} = 0.773 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

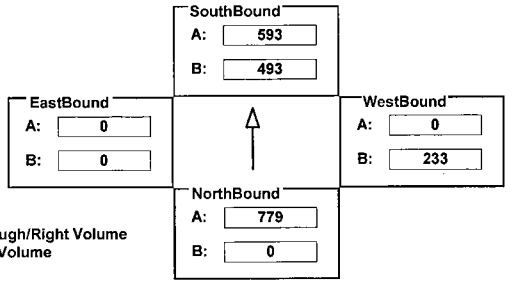
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2104	232	1072	1778	0	424	0	923	0	0	0
AMBIENT				-175					-175			
RELATED												
PROJECT												
TOTAL	0	2104	232	897	1778	0	424	0	748	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	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)

$$V/C = \frac{779 + 493 + 233 + 0}{*1425} = 0.986 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

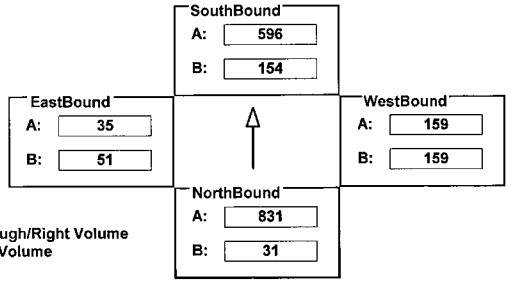
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2494	229	281	2534	9	263	4	331	51	30	51
AMBIENT	50				-200	41		50	-150			
RELATED												
PROJECT												
TOTAL	57	2494	229	281	2334	50	263	54	181	51	30	51
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	1	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)

$$V/C = \frac{831 + 154 + 159 + 51}{*1375} = 0.799 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

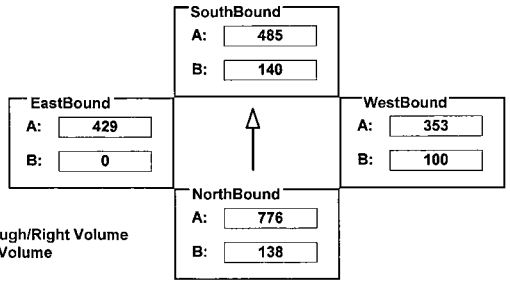
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2329	301	140	1397	59	181	611	95	0	806	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	138	2329	301	140	1397	59	181	611	95	0	806	53
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{776 + 140 + 100 + 429}{*1375} = 0.981 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

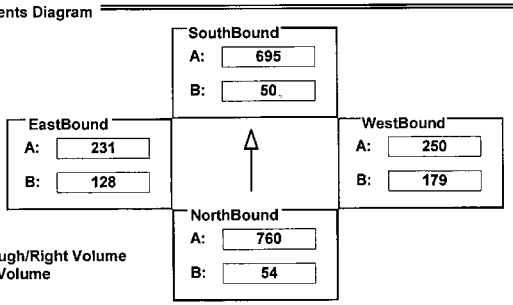
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1464	55	92	1334	55	325	500	264	233	692	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	1464	55	92	1334	55	325	500	264	233	692	223
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)

$$V/C = \frac{760 + 50 + 179 + 231}{*1375} = 0.817 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

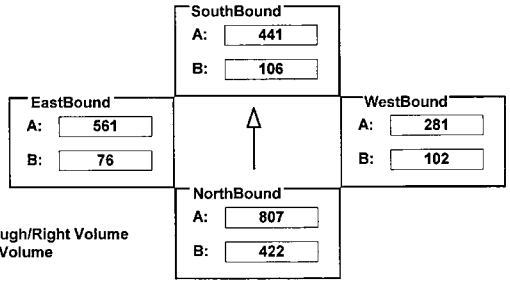
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	820	2062	416	91	1228	67	246	417	83	98	745	1074
AMBIENT	-52	136	-195	102	-3	32	-61	145	21	39	377	-514
RELATED												
PROJECT												
TOTAL	768	2198	221	193	1225	99	185	562	104	137	1122	560
LANE	2	0	2	0	1	0	0	2	0	2	0	1	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)

$$V/C = \frac{807 + 106 + 102 + 561}{*1375} = 1.076$$

LOS = F

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

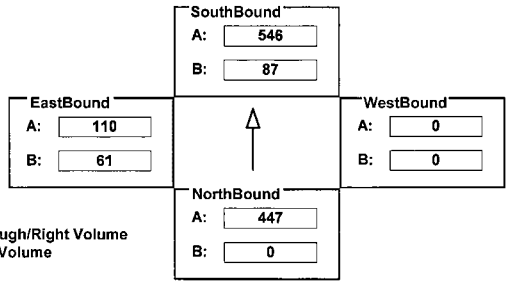
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	447	159	1638	0	0	0	0	61	0	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	482	447	159	1638	0	0	0	0	61	0	159
LANE	0	0	2	0	1	0	0	2	0	3	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>		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)

$$V/C = \frac{0 + 546 + 0 + 110}{*1425} = 0.390$$

LOS = A

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

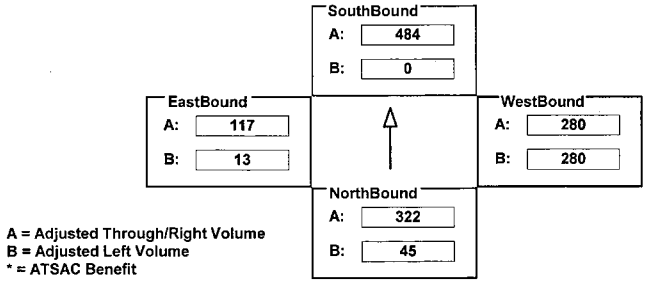
AM/PM: AM Comments:

COUNT DATE: STUDY 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	965	0	0	1436	15	555	5	261	13	0	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	965	0	0	1436	15	555	5	261	13	0	104
LANE	1	0	2	0	1	0	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Free	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)

$$V/C = \frac{45 + 484 + 280 + 117}{*1425} = 0.580 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

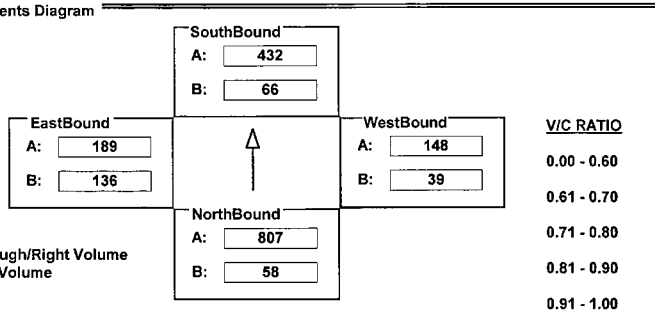
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2359	63	66	1297	107	39	92	126	136	189	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2359	63	66	1297	107	39	92	126	136	189	150
LANE	1	0	2	0	1	0	0	1	0	3	0	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	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)

$$V/C = \frac{807 + 66 + 148 + 136}{*1500} = 0.701 \qquad LOS = C$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

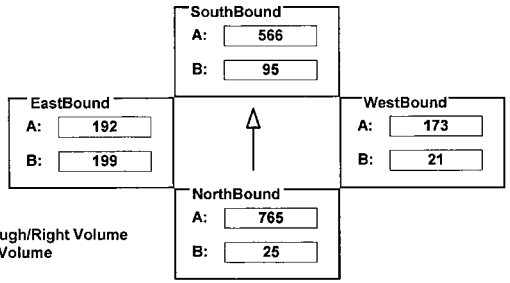
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2295	12	95	1629	70	21	154	173	199	192	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	2295	12	95	1629	70	21	154	173	199	192	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 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)

$$V/C = \frac{765 + 95 + 173 + 199}{*1500} = 0.751 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

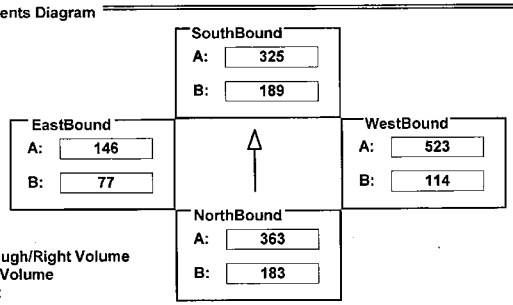
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1089	60	189	816	158	114	523	242	77	244	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1089	60	189	816	158	114	523	242	77	244	49
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		
	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)

$$V/C = \frac{363 + 189 + 523 + 77}{1375} = 0.838 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

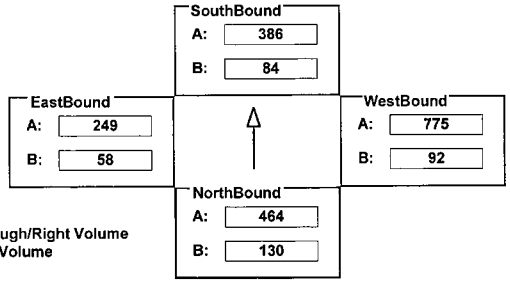
AM/PM: AM Comments:

COUNT DATE: STUDY 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	369	95	84	289	97	92	682	93	58	186	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	369	95	84	289	97	92	682	93	58	186	63
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	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)

$$V/C = \frac{464 + 84 + 775 + 58}{1500} = 0.921 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

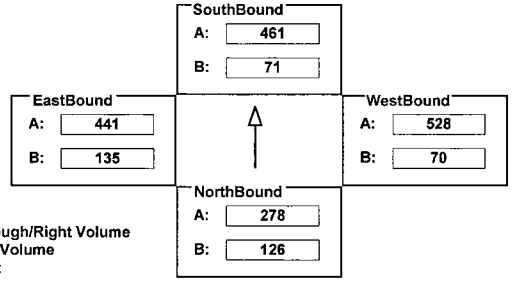
AM/PM: AM Comments:

COUNT DATE: STUDY 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	232	46	71	245	145	70	950	107	135	726	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	232	46	71	245	145	70	950	107	135	726	156
LANE	1 0 0	0 1 0	0	0 0 0	1 0 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)

$$V/C = \frac{126 + 461 + 528 + 135}{1500} = 0.833 \qquad LOS = D$$

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

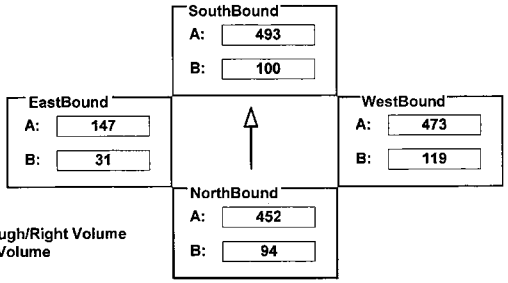
AM/PM: AM Comments:

COUNT DATE: STUDY 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	244	208	100	408	85	119	1327	91	31	426	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	244	208	100	408	85	119	1327	91	31	426	15
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{94 + 493 + 473 + 31}{1500} = 0.727$$

LOS = C

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

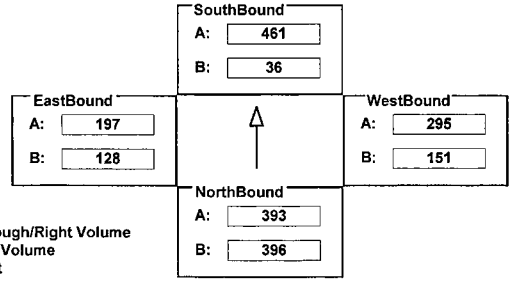
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	396	393	110	36	391	71	151	808	78	128	409	182
AMBIENT												
RELATED												
PROJECT												
TOTAL	396	393	110	36	391	71	151	808	78	128	409	182
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 = A(W/B) + B(E/B)

$$V/C = \frac{396 + 461 + 295 + 128}{1500} = 0.853$$

LOS = D

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POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

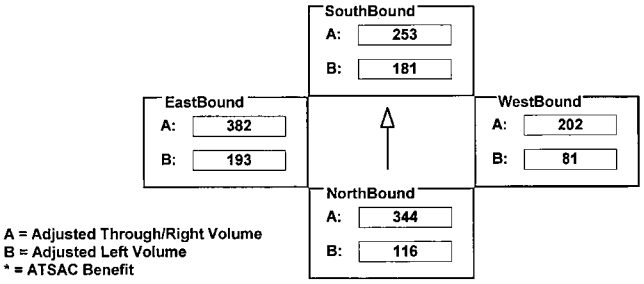
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1005	27	181	760	53	81	405	226	193	382	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	1005	27	181	760	53	81	405	226	193	382	132
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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	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)

$$V/C = \frac{344 + 181 + 81 + 382}{1375} = 0.719 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTAM

CalcaDB

February 6, 2003 ,Thursday 11:54:20 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

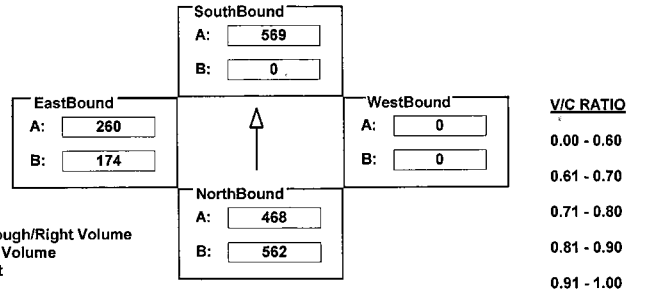
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	562	1404	0	0	1258	448	0	0	0	174	0	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	562	1404	0	0	1258	448	0	0	0	174	0	260
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)

$$V/C = \frac{562 + 569 + 0 + 260}{1425} = 0.976 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

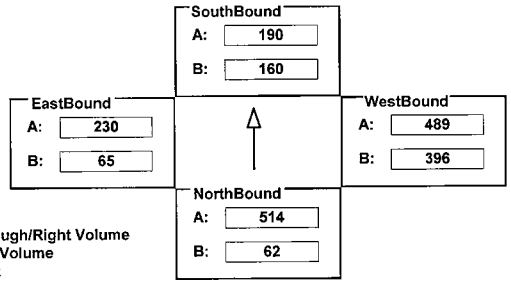
AM/PM: PM Comments:

COUNT DATE: STUDY 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	809	220	160	570	25	596	659	319	65	460	110
AMBIENT							-200					
RELATED												
PROJECT												
TOTAL	62	809	220	160	570	25	396	659	319	65	460	110
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
	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)

$$V/C = \frac{514 + 160 + 396 + 230}{*1500} = 0.797 \qquad LOS = C$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

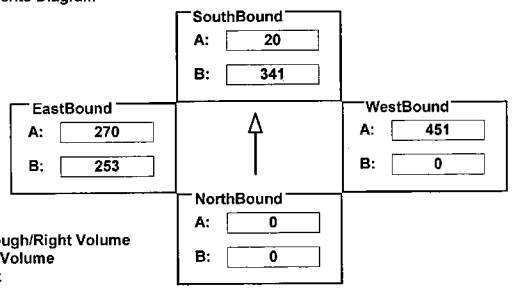
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	1175	0	266	0	980	793	459	1080	0
AMBIENT				-200								
RELATED												
PROJECT												
TOTAL	0	0	0	975	0	266	0	980	793	459	1080	0
LANE	0	0	0	0	0	0	0	3	0	0	0	0	2	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{0 + 341 + 451 + 253}{*1375} = 0.690 \qquad LOS = B$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

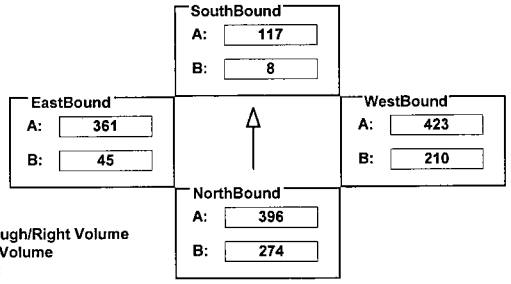
AM/PM: PM Comments:

COUNT DATE: STUDY 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	181	610	8	157	52	382	844	2	45	952	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	274	181	610	8	157	52	382	844	2	45	952	132
LANE	0	1	0	0	1	1	0	0	1	0	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	Split	OLA	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)

$$V/C = \frac{396 + 117 + 210 + 361}{*1375} = 0.718$$

LOS = C

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

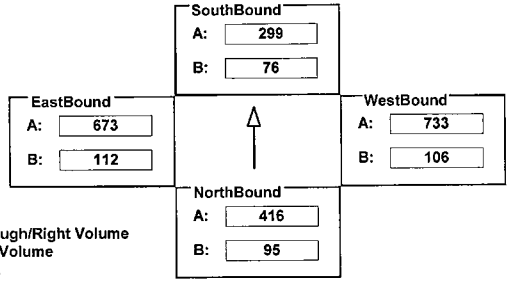
AM/PM: PM Comments:

COUNT DATE: STUDY 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	792	40	76	528	69	106	1466	133	112	1347	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	792	40	76	528	69	106	1466	133	112	1347	84
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)

$$V/C = \frac{416 + 76 + 733 + 112}{*1500} = 0.821$$

LOS = D

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

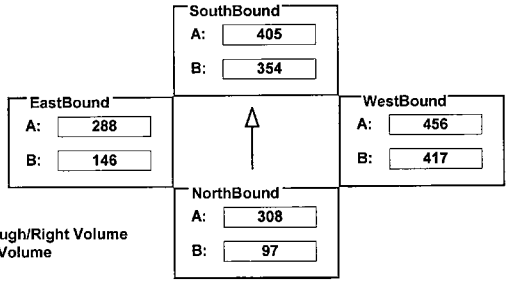
AM/PM: PM Comments:

COUNT DATE: STUDY 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	616	412	354	699	110	617	912	237	146	863	21
AMBIENT							-200					200
RELATED												
PROJECT												
TOTAL	176	616	412	354	699	110	417	912	237	146	863	221
LANE	2	0	2	0	0	2	0	1	0	1	0	1	0	2	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{308 + 354 + 417 + 288}{*1500} = 0.841 \qquad LOS = D$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

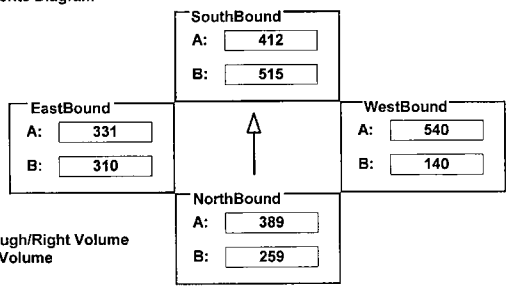
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	259	778	220	515	598	226	55	1279	308	310	992	276
AMBIENT							200	-200				
RELATED												
PROJECT												
TOTAL	259	778	220	515	598	226	255	1079	308	310	992	276
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	2	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{389 + 515 + 540 + 310}{*1500} = 1.099 \qquad LOS = F$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

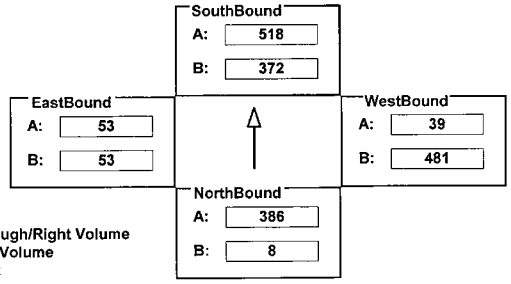
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1158	122	372	1322	32	481	78	24	53	34	19
AMBIENT					200							
RELATED												
PROJECT												
TOTAL	8	1158	122	372	1522	32	481	78	24	53	34	19
LANE	1	0	3	0	0	1	0	1	0	2	0	0	1	0	1	0	2	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{386 + 372 + 481 + 53}{*1500} = 0.791 \qquad LOS = C$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

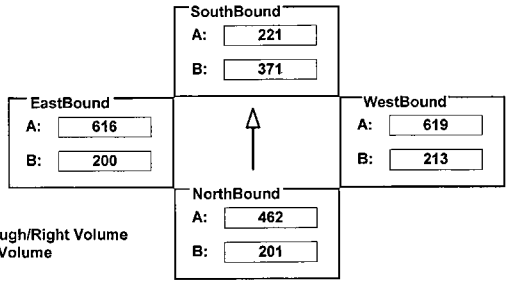
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	365	657	462	1075	250	12	213	2130	347	200	1976	487
AMBIENT				-400	200	200						
RELATED												
PROJECT												
TOTAL	365	657	462	675	450	212	213	2130	347	200	1976	487
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)

$$V/C = \frac{462 + 371 + 213 + 616}{*1375} = 1.139 \qquad LOS = F$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

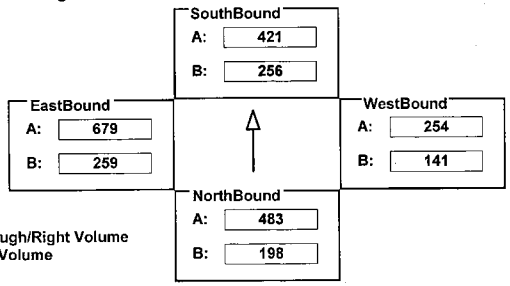
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1181	270	256	1264	206	257	683	79	259	2038	375
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1181	270	256	1264	206	257	683	79	259	2038	375
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)

$$V/C = \frac{483 + 256 + 141 + 679}{1375} = 1.134 \qquad LOS = F$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

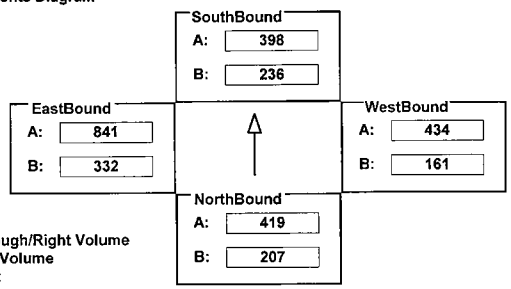
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	576	837	282	228	957	634	293	1303	4	604	1249	841
AMBIENT	-200			200								
RELATED												
PROJECT												
TOTAL	376	837	282	428	957	634	293	1303	4	604	1249	841
LANE	2 0	2 0	1 0	0	2 0	2 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 = B(W/B) + A(E/B)

$$V/C = \frac{419 + 236 + 161 + 841}{*1375} = 1.135 \qquad LOS = F$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

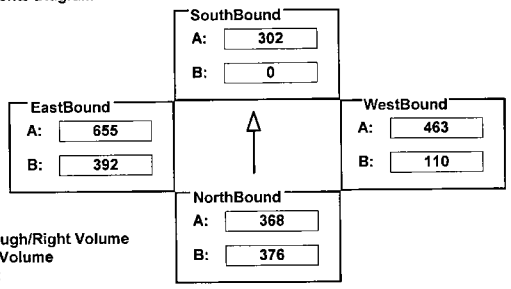
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	376	572	163	0	605	308	110	927	8	392	1309	489
AMBIENT												
RELATED												
PROJECT												
TOTAL	376	572	163	0	605	308	110	927	8	392	1309	489
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)

$$V/C = \frac{376 + 302 + 463 + 392}{1375} = 1.115 \qquad LOS = F$$

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February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

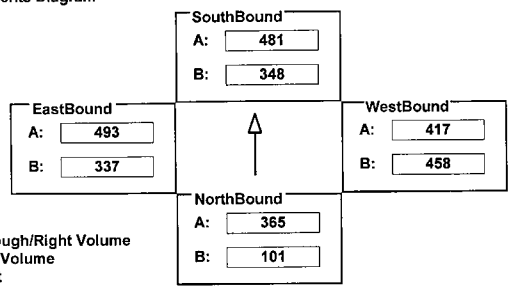
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	184	1061	594	632	1922	428	833	1485	185	613	1823	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	1061	594	632	1922	428	833	1485	185	613	1823	149
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)

$$V/C = \frac{365 + 348 + 458 + 493}{1375} = 1.210 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

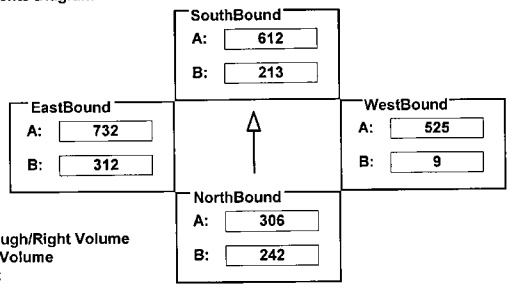
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	440	918	222	387	368	768	16	1575	205	568	2197	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	440	918	222	387	368	768	16	1575	205	568	2197	43
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	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)

$$V/C = \frac{242 + 612 + 525 + 312}{*1375} = 1.160 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

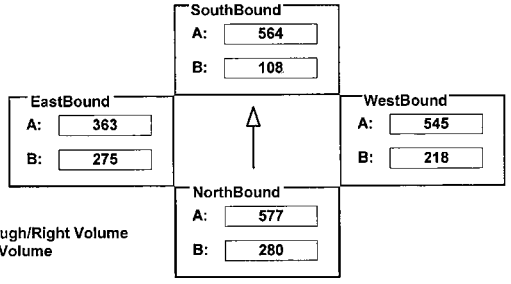
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	709	1305	243	196	1692	242	397	893	197	275	1089	898
AMBIENT	-200	425										
RELATED												
PROJECT												
TOTAL	509	1730	243	196	1692	242	397	893	197	275	1089	898
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)

$$V/C = \frac{280 + 564 + 545 + 275}{1375} = 1.210 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

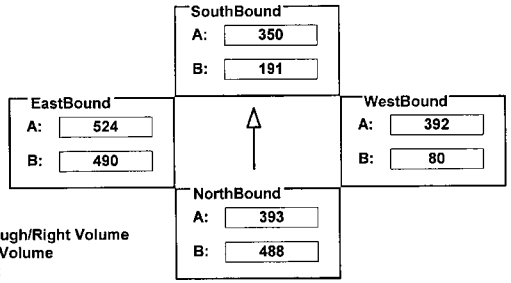
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	488	339	860	191	850	426	80	1472	95	490	1772	1174
AMBIENT					200						-200	
RELATED												
PROJECT												
TOTAL	488	339	860	191	1050	426	80	1472	95	490	1572	1174
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{488 + 350 + 392 + 490}{*1375} = 1.181 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

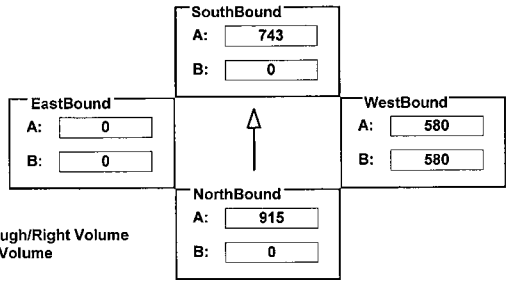
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3659	0	0	2974	41	1129	32	150	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3659	0	0	2974	41	1129	32	150	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: <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)

$$V/C = \frac{915 + 0 + 580 + 0}{*1500} = 0.927 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

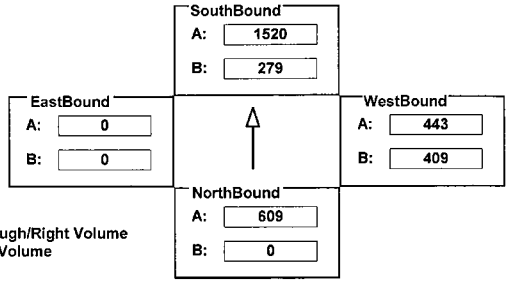
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1419	108	629	1744	0	743	0	443	0	0	0
AMBIENT		-200	200	-350	-100							
RELATED												
PROJECT												
TOTAL	0	1219	308	279	1644	0	743	0	443	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1520 + 443 + 0}{*1500} = 1.239 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

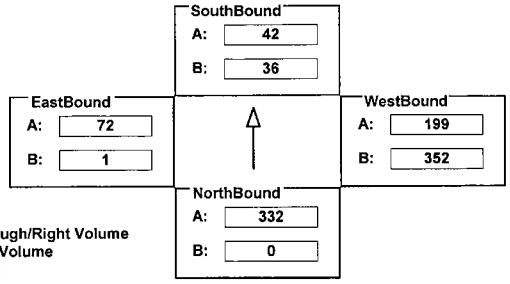
AM/PM: PM Comments:

COUNT DATE: STUDY 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	19	645	36	5	1	1007	157	42	1	135	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	19	645	36	5	1	1007	157	42	1	135	6
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	2	1	0	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{332 + 42 + 352 + 72}{*1375} = 0.510 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

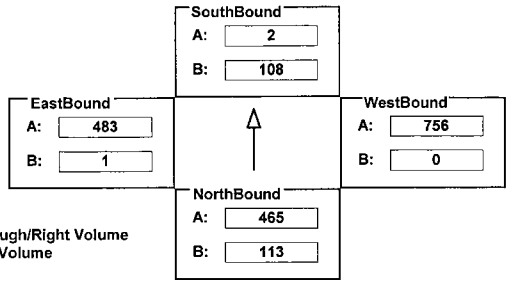
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1	845	196	0	2	0	2165	102	1	1450	0
AMBIENT	200											
RELATED												
PROJECT												
TOTAL	205	1	845	196	0	2	0	2165	102	1	1450	0
LANE	2	0	2	0	0	2	0	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	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)

$$V/C = \frac{465 + 108 + 756 + 1}{*1375} = 0.897 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

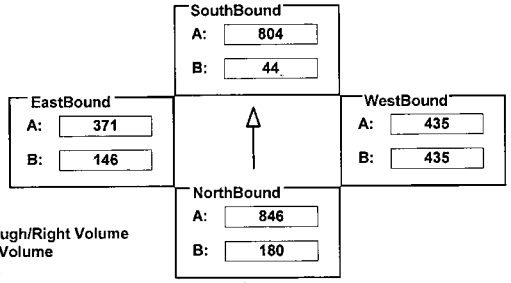
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2539	17	80	3218	97	814	491	271	146	312	461
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2539	17	80	3218	97	814	491	271	146	312	461
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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 = B(W/B) + A(E/B)

$$V/C = \frac{180 + 804 + 435 + 371}{1375} = 1.302 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

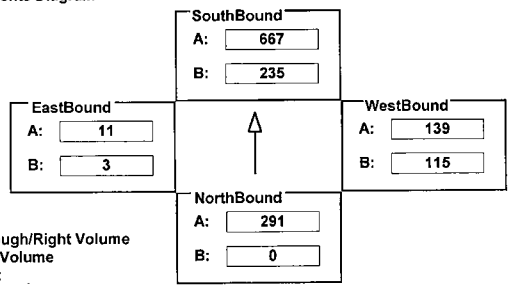
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	447	135	235	1330	4	222	9	139	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	447	135	235	1330	4	222	9	139	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 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)

$$V/C = \frac{0 + 667 + 139 + 3}{*1500} = 0.469 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

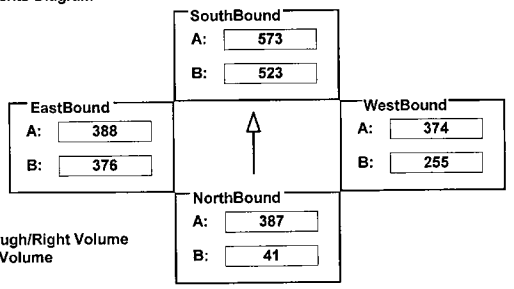
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	680	95	523	1147	453	255	651	97	376	744	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	680	95	523	1147	453	255	651	97	376	744	33
LANE	1 0 1 0 1 0 0			1 1 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	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)

$$V/C = \frac{387 + 573 + 374 + 376}{1375} = 1.244 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

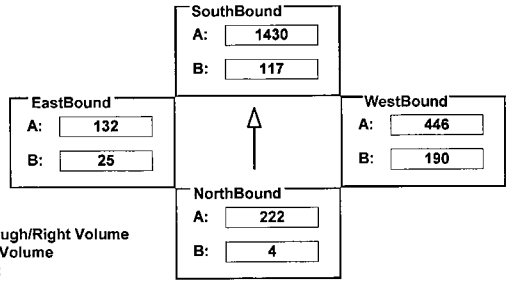
AM/PM: PM Comments:

COUNT DATE: STUDY 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	282	161	117	937	493	190	85	505	25	118	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	282	161	117	937	493	190	85	505	25	118	14
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	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)

$$V/C = \frac{4 + 1430 + 446 + 25}{1425} = 1.337 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

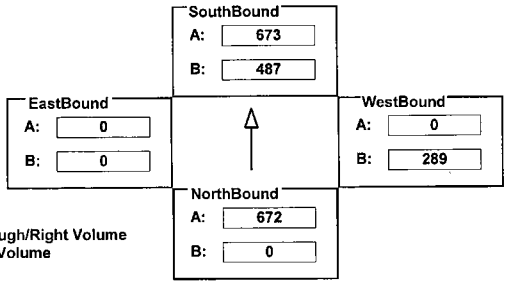
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2062	705	886	2019	0	827	0	170	0	0	0
AMBIENT		625	75									
RELATED												
PROJECT												
TOTAL	0	2687	780	886	2019	0	827	0	170	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)

$$V/C = \frac{672 + 487 + 289 + 0}{*1425} = 0.946 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

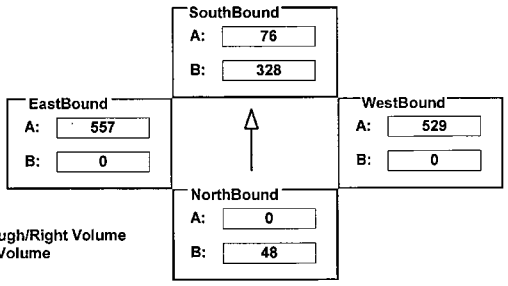
AM/PM: PM Comments:

COUNT DATE: STUDY 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	207	1	596	206	138	0	1588	452	223	1470	245
AMBIENT											200	
RELATED												
PROJECT												
TOTAL	88	207	1	596	206	138	0	1588	452	223	1670	245
LANE	2	0	0	0	0	2	0	2	0	0	0	2	0	0	2	0	1	1	0	2	0	3	0	0	0	0	0	0	2	0	1	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 = B(W/B) + A(E/B)

$$V/C = \frac{48 + 328 + 0 + 557}{1375} = 0.679 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

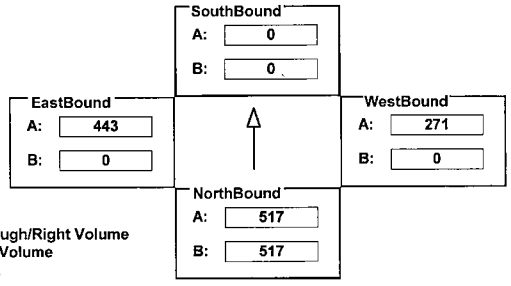
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	744	0	289	0	0	0	0	813	0	0	1130	216
AMBIENT											200	200
RELATED												
PROJECT												
TOTAL	744	0	289	0	0	0	0	813	0	0	1330	416
LANE	1	0	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)

$$V/C = \frac{517 + 0 + 0 + 443}{1500} = 0.640 \qquad LOS = B$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

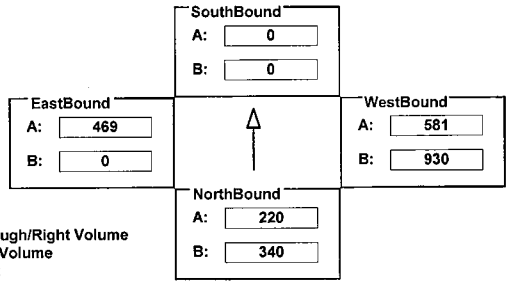
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	618	0	685	0	0	0	930	1162	0	0	939	584
AMBIENT												
RELATED												
PROJECT												
TOTAL	618	0	685	0	0	0	930	1162	0	0	939	584
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<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)

$$V/C = \frac{340 + 0 + 930 + 469}{*1425} = 1.150 \qquad LOS = F$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

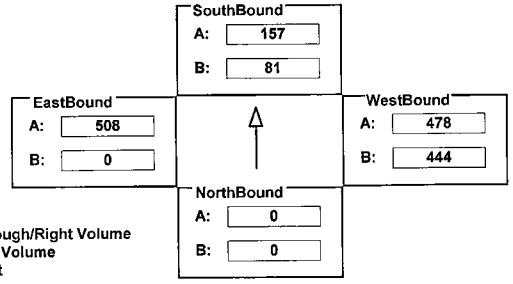
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	81	314	123	808	1434	0	0	1234	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	81	314	123	808	1434	0	0	1234	290
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	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)

$$V/C = \frac{0 + 157 + 444 + 508}{*1425} = 0.708 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

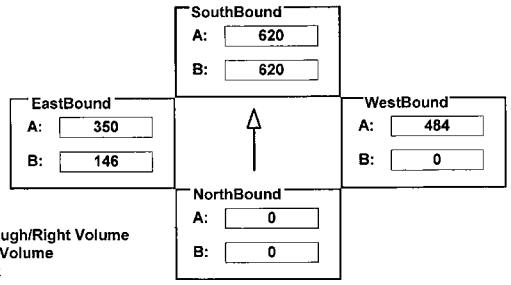
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	1240	0	470	0	964	1104	266	700	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1240	0	470	0	964	1104	266	700	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	OLA		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)

$$V/C = \frac{0 + 620 + 484 + 146}{*1375} = 0.839 \qquad LOS = D$$

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

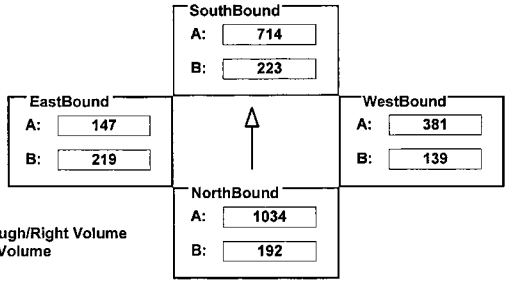
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1962	1104	406	2726	130	254	568	493	399	441	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	1962	1104	406	2726	130	254	568	493	399	441	213
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)

$$V/C = \frac{1034 + 223 + 381 + 219}{*1375} = 1.281 \qquad LOS = F$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

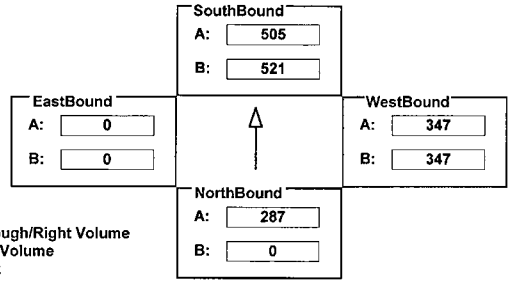
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	326	287	521	1010	0	694	0	521	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	326	287	521	1010	0	694	0	521	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	1	0	0	0	1	0	1	0	1	0	0	1	0	1	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)

$$V/C = \frac{287 + 521 + 347 + 0}{*1425} = 0.741 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

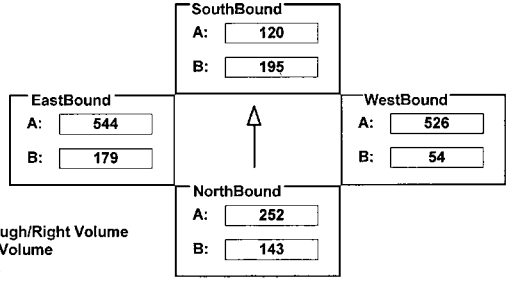
AM/PM: PM Comments:

COUNT DATE: STUDY 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	195	261	354	144	216	99	1578	201	325	1431	844
AMBIENT		100	200								200	
RELATED												
PROJECT												
TOTAL	261	295	461	354	144	216	99	1578	201	325	1631	844
LANE	2	0	1	0	1	1	0	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 = A(W/B) + B(E/B)

$$V/C = \frac{252 + 195 + 526 + 179}{*1375} = 0.768 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments:

COUNT DATE: STUDY 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	2	206	0	0	0	0	1536	112	375	1663	0
AMBIENT								-408				
RELATED												
PROJECT												
TOTAL	205	2	206	0	0	0	0	1128	112	375	1663	0
LANE	1	0	0	1	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

SouthBound A: 0 B: 0

EastBound A: 554 B: 375

WestBound A: 564 B: 0

NorthBound A: 208 B: 205

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{208 + 0 + 564 + 375}{*1200} = 0.886$$

LOS = D

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	161	0	248	408	1271	0	0	1884	325
AMBIENT											-375	
RELATED												
PROJECT												
TOTAL	0	0	0	161	0	248	408	1271	0	0	1509	325
LANE	0	0	0	0	0	0	0	1	0	0	1	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: 136 B: 136

EastBound A: 503 B: 0

WestBound A: 635 B: 224

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)

$$V/C = \frac{0 + 136 + 224 + 503}{*1200} = 0.649$$

LOS = B

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	2872	998	251	1496	742	1328	933	718	186	717	212
AMBIENT		-200		200	175						-275	-75
RELATED												
PROJECT												
TOTAL	194	2672	998	451	1671	742	1328	933	718	186	442	137
LANE	1	0	3	0	1	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

SouthBound A: 742 B: 248

EastBound A: 193 B: 186

WestBound A: 467 B: 731

NorthBound A: 734 B: 194

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{734 + 248 + 731 + 193}{*1375} = 1.316$$

LOS = F

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments:

COUNT DATE: STUDY 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	551	0	0	198	515	0	0	0	312	0	300
AMBIENT		100										
RELATED												
PROJECT												
TOTAL	166	651	0	0	198	515	0	0	0	312	0	300
LANE	1	0	2	0	1	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

SouthBound A: 515 B: 0

EastBound A: 165 B: 171

WestBound A: 0 B: 0

NorthBound A: 217 B: 166

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{166 + 515 + 0 + 171}{*1500} = 0.498$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

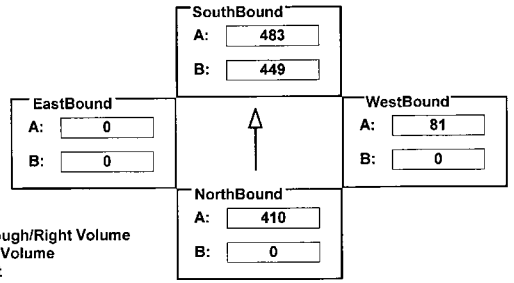
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1129	2	816	1248	0	0	0	556	0	0	0
AMBIENT			100		200							
RELATED												
PROJECT												
TOTAL	0	1129	102	816	1448	0	0	0	556	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	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)

$$V/C = \frac{410 + 449 + 81 + 0}{*1500} = 0.557 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

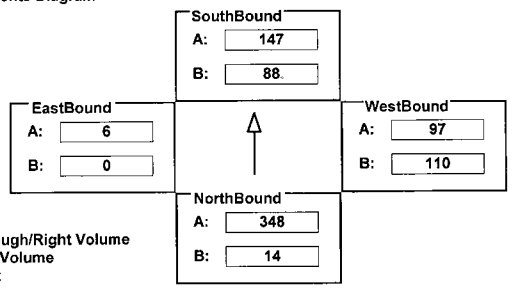
AM/PM: PM Comments:

COUNT DATE: STUDY 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	597	97	159	440	0	199	0	141	0	1	5
AMBIENT		100										
RELATED												
PROJECT												
TOTAL	14	697	97	159	440	0	199	0	141	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	OLA	Prot-Fix	Auto	Perm	Auto	<none>	Auto

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{348 + 88 + 110 + 6}{*1425} = 0.317 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

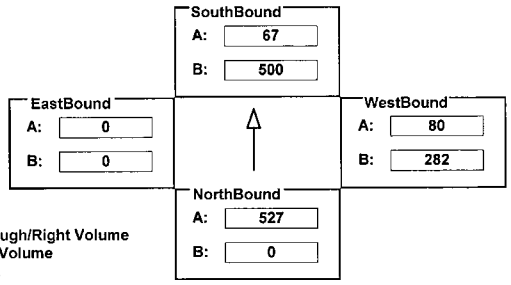
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	292	527	500	200	555	512	0	330	509	0	0
AMBIENT		100				200						
RELATED												
PROJECT												
TOTAL	0	392	527	500	200	755	512	0	330	509	0	0
LANE	0 0 2 0 1 0 0			1 0 3 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	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 = B(W/B) + A(E/B)

$$V/C = \frac{527 + 500 + 282 + 0}{*1425} = 0.849 \qquad LOS = D$$

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

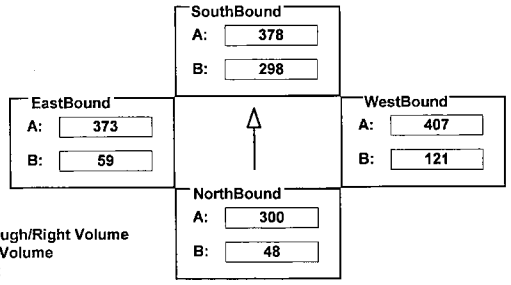
AM/PM: PM Comments:

COUNT DATE: STUDY 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	521	80	298	964	171	221	1090	131	59	1002	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	521	80	298	964	171	221	1090	131	59	1002	116
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 = B(W/B) + A(E/B)

$$V/C = \frac{300 + 378 + 121 + 373}{1375} = 0.852 \qquad LOS = D$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

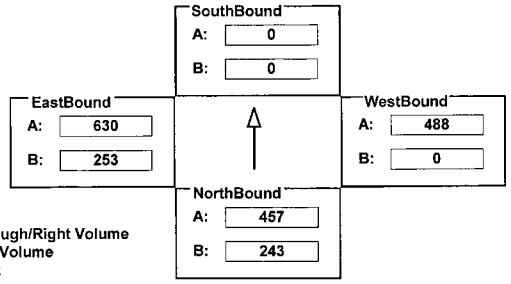
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	243	3	457	0	0	0	0	1713	181	460	1889	0
AMBIENT								-430				
RELATED												
PROJECT												
TOTAL	243	3	457	0	0	0	0	1283	181	460	1889	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	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)

$$V/C = \frac{457 + 0 + 488 + 253}{*1425} = 0.771$$

LOS = C

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

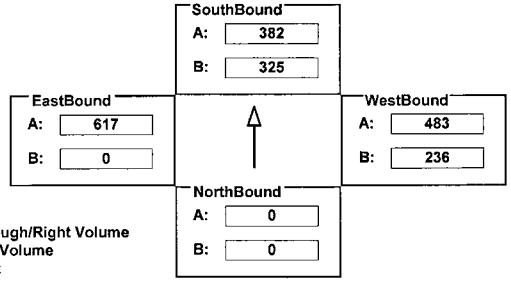
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	325	0	439	430	1449	0	0	2006	304
AMBIENT											-460	
RELATED												
PROJECT												
TOTAL	0	0	0	325	0	439	430	1449	0	0	1546	304
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 382 + 236 + 617}{*1425} = 0.797$$

LOS = C

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

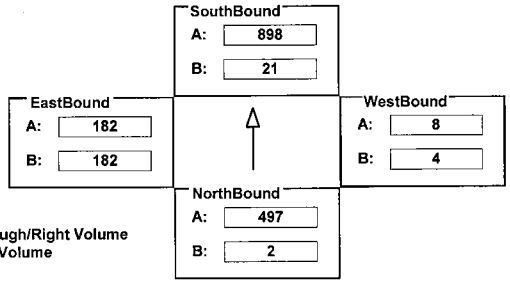
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2386	1	21	2644	49	4	0	4	162	1	61
AMBIENT		-400								200		75
RELATED												
PROJECT												
TOTAL	3	1986	1	21	2644	49	4	0	4	362	1	136
LANE	2 0	3 0	1	0 0	1 0	2 0	1	0 0	0	0 0	0 1	0 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)

$$V/C = \frac{2 + 898 + 8 + 182}{*1375} = 0.723 \qquad LOS = C$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

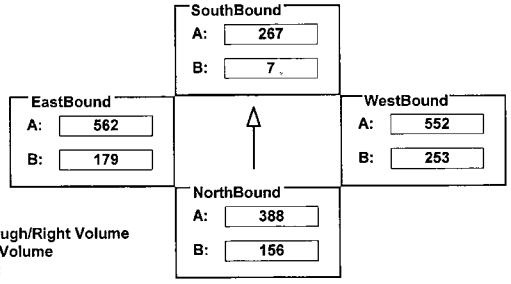
AM/PM: PM Comments:

COUNT DATE: STUDY 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	776	297	7	533	200	253	1105	6	179	924	235
AMBIENT											200	-50
RELATED												
PROJECT												
TOTAL	156	776	297	7	533	200	253	1105	6	179	1124	185
LANE	1 0	2 0	1	0 1	0 2	0	1	0 0	1	0 1	0 2	0	0	1 1	0 2	0	0	1
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 = B(W/B) + A(E/B)

$$V/C = \frac{156 + 267 + 253 + 562}{*1375} = 0.830 \qquad LOS = D$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

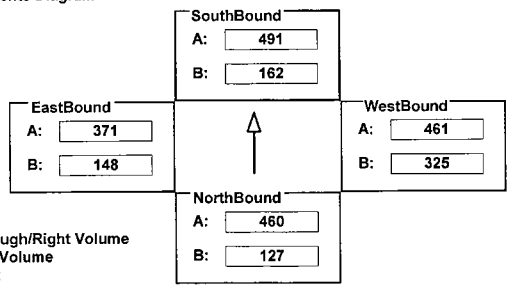
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1380	202	312	1474	173	325	709	213	148	743	51
AMBIENT				-150								
RELATED												
PROJECT												
TOTAL	127	1380	202	162	1474	173	325	709	213	148	743	51
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)

$$V/C = \frac{460 + 162 + 325 + 371}{*1425} = 0.855 \qquad LOS = D$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

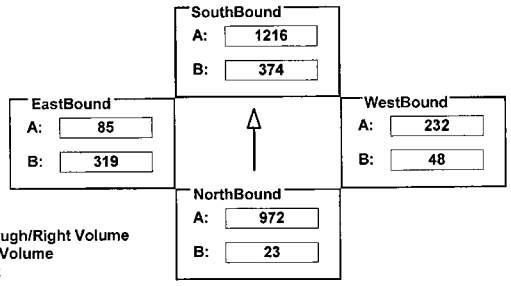
AM/PM: PM Comments:

COUNT DATE: STUDY 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	4556	33	574	3296	352	48	56	619	319	61	24
AMBIENT		-700		-200					-200			
RELATED												
PROJECT												
TOTAL	23	3856	33	374	3296	352	48	56	419	319	61	24
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)

$$V/C = \frac{972 + 374 + 232 + 319}{*1375} = 1.310 \qquad LOS = F$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

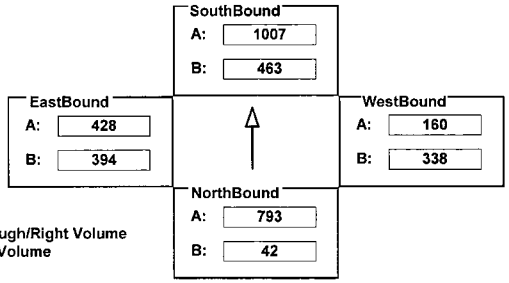
AM/PM: PM Comments:

COUNT DATE: STUDY 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	3219	152	463	2894	128	338	320	891	594	855	216
AMBIENT		-200							-300	-200		-75
RELATED												
PROJECT												
TOTAL	42	3019	152	463	2894	128	338	320	591	394	855	141
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)

$$V/C = \frac{793 + 463 + 338 + 428}{*1375} = 1.401$$

LOS = F

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

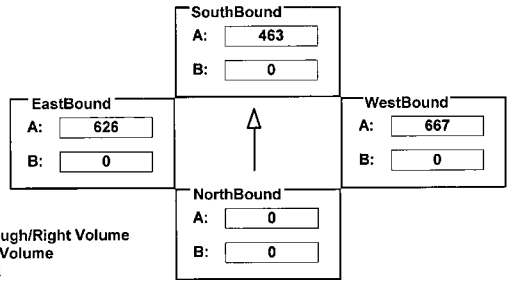
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	1852	0	113	0	2667	1503	0	2430	0
AMBIENT											75	
RELATED												
PROJECT				-1852	1852							
TOTAL	0	0	0	0	1852	113	0	2667	1503	0	2505	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	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)

$$V/C = \frac{0 + 463 + 667 + 0}{*1500} = 0.683$$

LOS = B

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

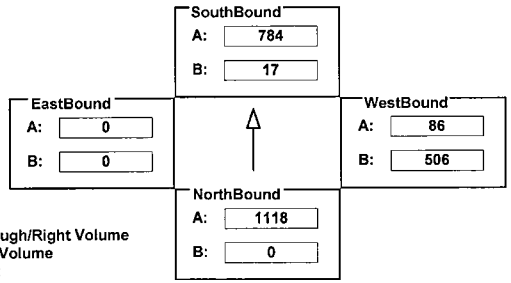
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4197	1871	31	3136	0	1446	0	103	0	0	0
AMBIENT		-200	-500									
RELATED												
PROJECT												
TOTAL	0	3997	1371	31	3136	0	1446	0	103	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{1118 + 17 + 506 + 0}{*1425} = 1.082 \qquad LOS = F$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

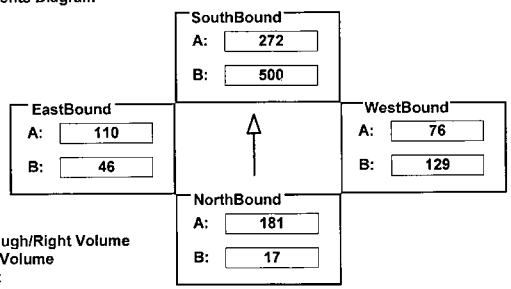
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	17	362	229	500	504	40	129	76	250	46	151	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	362	229	500	504	40	129	76	250	46	151	69
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{181 + 500 + 129 + 110}{*1375} = 0.599 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

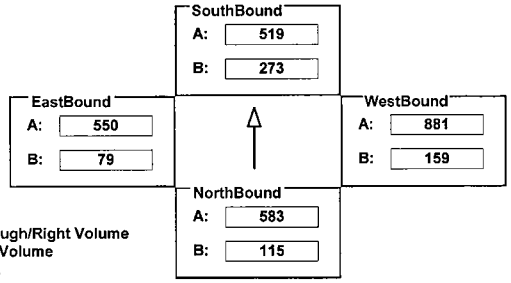
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1750	115	123	1708	248	159	1203	260	143	1099	163
AMBIENT				150	-150				300			
RELATED												
PROJECT												
TOTAL	115	1750	115	273	1558	248	159	1203	560	143	1099	163
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		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)

$$V/C = \frac{583 + 273 + 881 + 79}{*1425} = 1.204$$

LOS = F

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

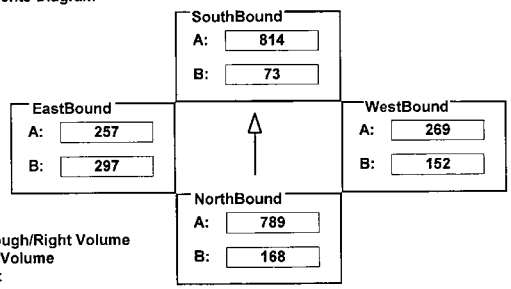
AM/PM: PM Comments:

COUNT DATE: STUDY 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	3154	53	132	3099	159	152	269	102	297	148	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	3154	53	132	3099	159	152	269	102	297	148	109
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 = A(W/B) + B(E/B)

$$V/C = \frac{168 + 814 + 269 + 297}{1375} = 1.126$$

LOS = F

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

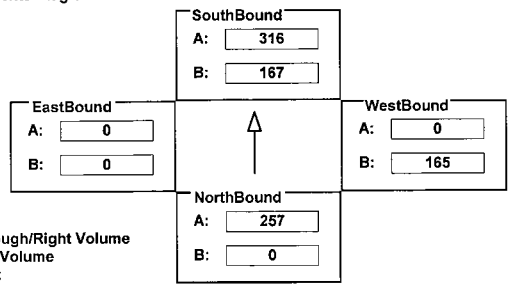
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	314	167	633	0	372	0	288	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	515	314	167	633	0	372	0	288	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)

$$V/C = \frac{257 + 167 + 165 + 0}{*1425} = 0.343 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

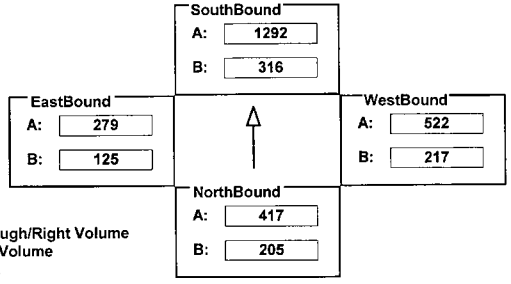
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	373	1666	449	575	3876	179	395	861	680	227	837	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	373	1666	449	575	3876	179	395	861	680	227	837	286
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	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)

$$V/C = \frac{205 + 1292 + 522 + 125}{1375} = 1.559 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

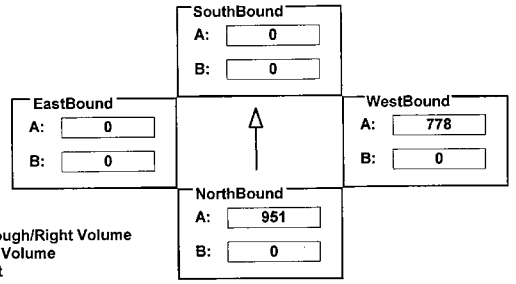
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	2222	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2852	0	0	0	0	0	0	2222	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
	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)

$$V/C = \frac{951 + 0 + 778 + 0}{*1500} = 1.083 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

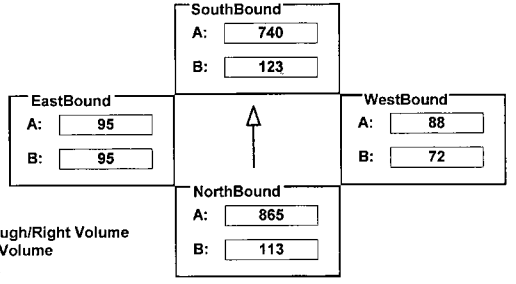
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1869	27	123	1919	301	72	88	70	172	95	60
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	113	2569	27	123	1919	301	72	88	70	172	95	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	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)

$$V/C = \frac{865 + 123 + 88 + 95}{*1425} = 0.752 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments:

COUNT DATE: STUDY 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	1473	60	317	1278	207	123	953	265	79	843	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	1473	60	317	1278	207	123	953	265	79	843	51
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	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

SouthBound A: 426 B: 317

EastBound A: 447 B: 79

WestBound A: 609 B: 123

NorthBound A: 491 B: 170

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{491 + 317 + 609 + 79}{*1500} = 0.927 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 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:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	889	141	43	886	0	547	0	370	0	0	0
AMBIENT					200							
RELATED												
PROJECT												
TOTAL	0	889	141	43	1086	0	547	0	370	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	0	0	0	1	0	0	0	0	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 362 B: 43

EastBound A: 0 B: 0

WestBound A: 459 B: 459

NorthBound A: 296 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)

$$V/C = \frac{0 + 362 + 459 + 0}{*1500} = 0.477 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

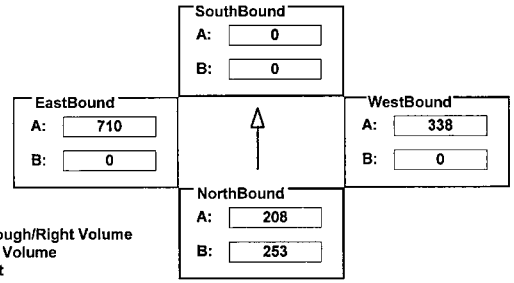
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	460	0	208	1	0	24	0	1013	18	0	1619	1766
AMBIENT											-200	
RELATED												
PROJECT												
TOTAL	460	0	208	1	0	24	0	1013	18	0	1419	1766
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{253 + 0 + 338 + 710}{1500} = 0.642 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

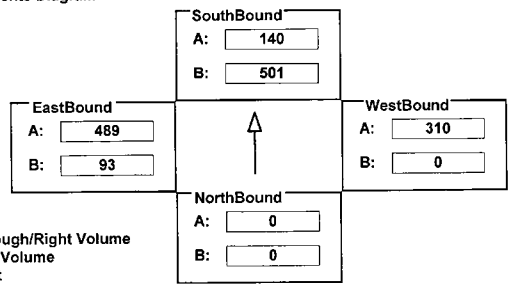
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	911	0	337	0	767	164	93	1468	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	911	0	337	0	767	164	93	1468	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	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)

$$V/C = \frac{0 + 501 + 0 + 489}{1425} = 0.695 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:52:53 AM

INTERSECTION DATA SUMMARY SHEET

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

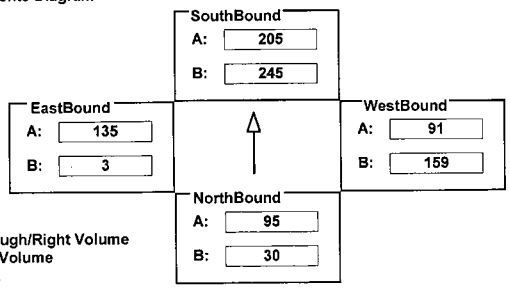
AM/PM: PM Comments:

COUNT DATE: STUDY 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	29	95	245	384	26	159	158	23	3	206	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	29	95	245	384	26	159	158	23	3	206	65
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{95 + 245 + 159 + 135}{1375} = 0.461 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

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

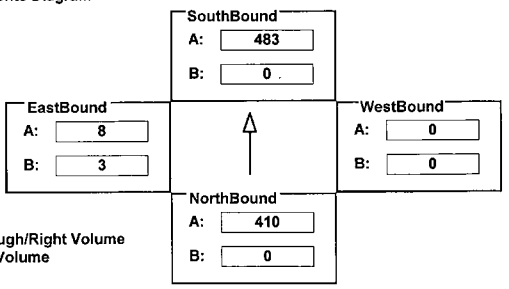
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1129	0	0	1248	0	0	0	0	3	0	8
AMBIENT		100			200							
RELATED												
PROJECT												
TOTAL	0	1229	0	0	1448	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 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 483 + 0 + 8}{*1425} = 0.275 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

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

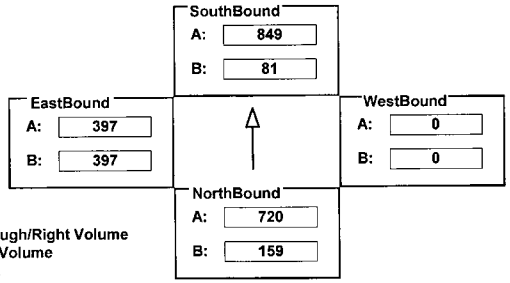
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	259	2038	84	162	1951	595	20	31	164	794	13	187
AMBIENT	-100	100	-63	-81	100	-100	-20	-31	-164		-13	
RELATED												
PROJECT												
TOTAL	159	2138	21	81	2051	495	0	-0	0	794	0	187
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			0 0 0 0 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)

$$V/C = \frac{159 + 849 + 0 + 397}{*1375} = 0.952 \qquad LOS = E$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

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

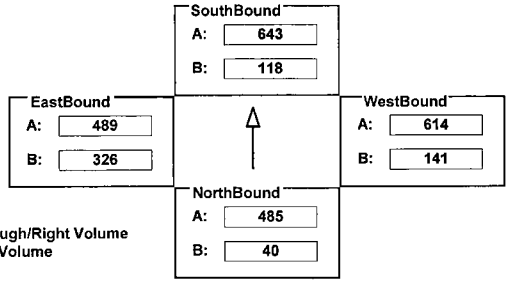
AM/PM: PM Comments:

COUNT DATE: STUDY 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	970	108	118	1041	244	141	1074	154	326	904	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	970	108	118	1041	244	141	1074	154	326	904	74
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)

$$V/C = \frac{40 + 643 + 614 + 326}{*1500} = 1.012 \qquad LOS = F$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

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

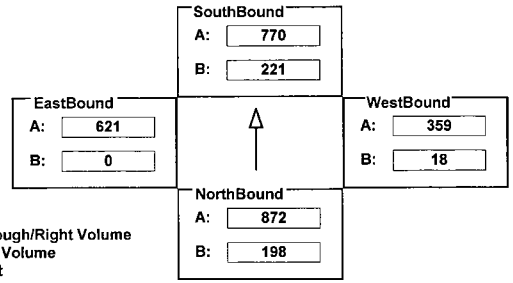
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2609	7	221	2094	217	18	1076	213	0	1625	239
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	2609	7	221	2094	217	18	1076	213	0	1625	239
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)

$$V/C = \frac{872 + 221 + 18 + 621}{*1375} = 1.190 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

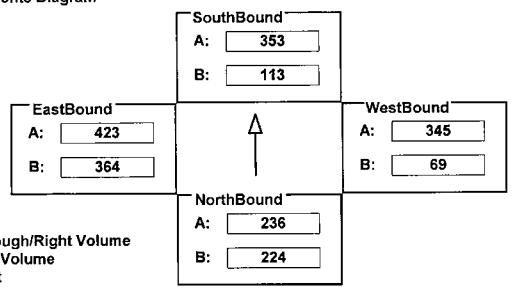
AM/PM: PM Comments:

COUNT DATE: STUDY 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	925	18	113	1060	142	69	950	85	364	1094	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	925	18	113	1060	142	69	950	85	364	1094	176
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)

$$V/C = \frac{224 + 353 + 345 + 364}{1375} = 0.935 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

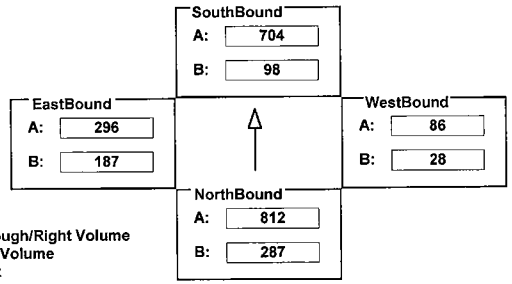
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	522	2436	38	98	1830	281	28	53	62	187	38	439
AMBIENT												
RELATED												
PROJECT												
TOTAL	522	2436	38	98	1830	281	28	53	62	187	38	439
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		Auto	

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{287 + 704 + 28 + 296}{*1425} = 0.853 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

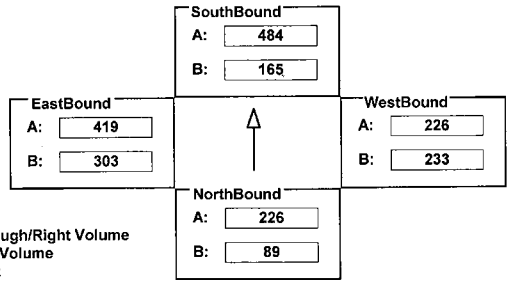
AM/PM: PM Comments:

COUNT DATE: STUDY 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	437	342	165	1246	204	233	506	172	303	1024	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	437	342	165	1246	204	233	506	172	303	1024	233
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)

$$V/C = \frac{89 + 484 + 233 + 419}{1375} = 0.891 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

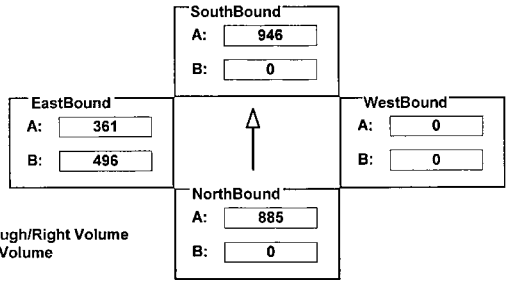
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1992	165	0	2418	1367	0	0	0	1418	361	0
AMBIENT		500										
RELATED												
PROJECT												
TOTAL	0	2492	165	0	2418	1367	0	0	0	1418	361	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	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)

$$V/C = \frac{0 + 946 + 0 + 496}{*1500} = 0.891 \qquad LOS = D$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

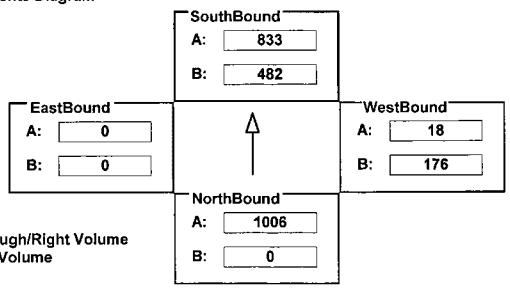
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2547	371	1077	2498	0	320	0	910	0	0	0
AMBIENT		100		-200								
RELATED												
PROJECT												
TOTAL	0	2647	371	877	2498	0	320	0	910	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
	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)

$$V/C = \frac{1006 + 482 + 176 + 0}{*1425} = 1.098 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

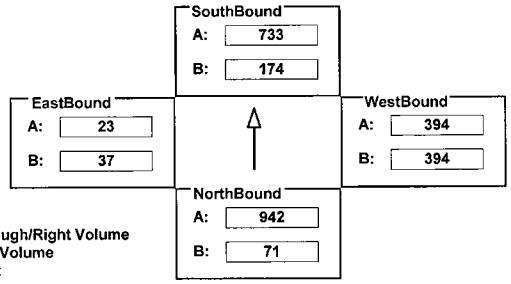
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2827	367	242	2914	91	608	81	507	37	23	51
AMBIENT				75	-75			100	-100			
RELATED												
PROJECT												
TOTAL	129	2827	367	317	2839	91	608	181	407	37	23	51
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	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)

$$V/C = \frac{942 + 174 + 394 + 37}{*1375} = 1.055 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

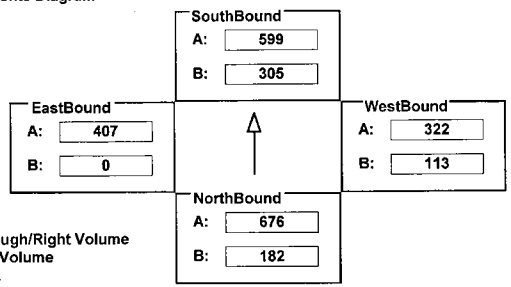
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	182	2027	439	305	1671	126	206	579	65	0	751	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	182	2027	439	305	1671	126	206	579	65	0	751	64
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	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)

$$V/C = \frac{676 + 305 + 113 + 407}{*1375} = 1.022 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

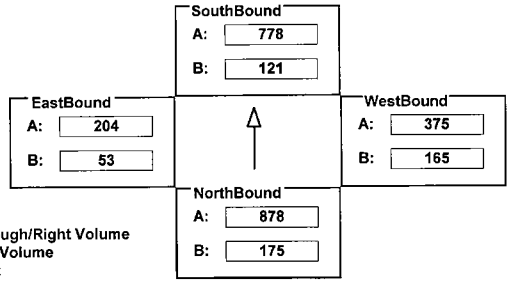
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1569	188	220	1468	88	300	750	173	96	611	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	318	1569	188	220	1468	88	300	750	173	96	611	128
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 = A(W/B) + B(E/B)

$$V/C = \frac{878 + 121 + 375 + 53}{*1375} = 0.968 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

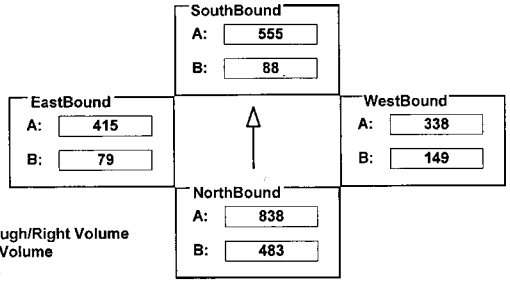
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1179	2094	319	84	1435	131	271	526	65	144	731	1372
AMBIENT	-300	100		75	100			150	75		100	-500
RELATED												
PROJECT												
TOTAL	879	2194	319	159	1535	131	271	676	140	144	831	872
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)

$$V/C = \frac{483 + 555 + 149 + 415}{*1375} = 1.095 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

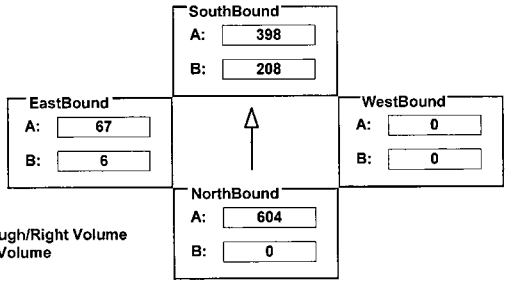
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1087	604	378	1193	0	0	0	0	6	0	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1087	604	378	1193	0	0	0	0	6	0	127
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>		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) + A(E/B)

$$V/C = \frac{604 + 208 + 0 + 67}{*1425} = 0.547 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

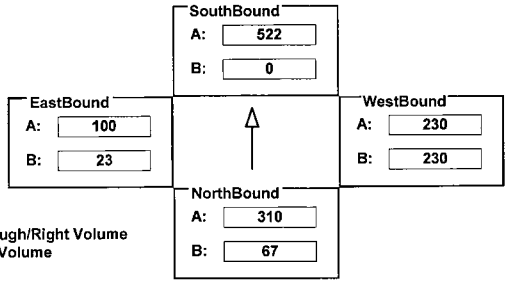
AM/PM: PM Comments:

COUNT DATE: STUDY 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	930	0	0	1537	28	273	39	377	23	0	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	930	0	0	1537	28	273	39	377	23	0	77
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	Auto		Perm	Free		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)

$$V/C = \frac{67 + 522 + 230 + 100}{*1425} = 0.575 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

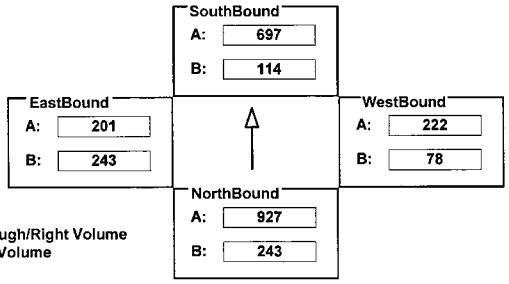
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	243	2008	73	114	2092	253	78	188	99	243	201	149
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	243	2708	73	114	2092	253	78	188	99	243	201	149
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	1	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)

$$V/C = \frac{927 + 114 + 222 + 243}{*1500} = 0.934 \qquad LOS = E$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

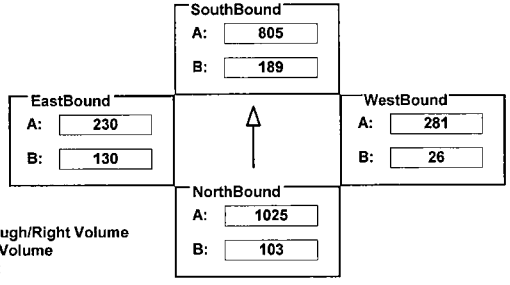
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2376	47	189	2298	117	26	281	154	130	230	80
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	103	3076	47	189	2298	117	26	281	154	130	230	80
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	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)

$$V/C = \frac{1025 + 189 + 281 + 130}{*1500} = 1.013 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

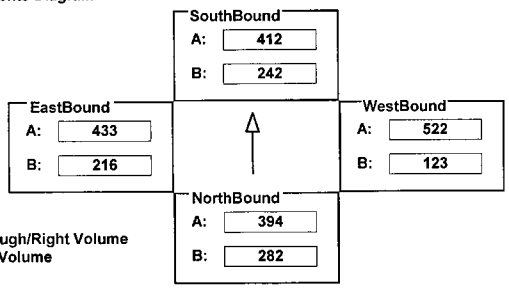
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1181	128	242	1071	166	123	522	158	216	706	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	282	1181	128	242	1071	166	123	522	158	216	706	159
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		
	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)

$$V/C = \frac{282 + 412 + 522 + 216}{1375} = 1.041$$

LOS = F

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

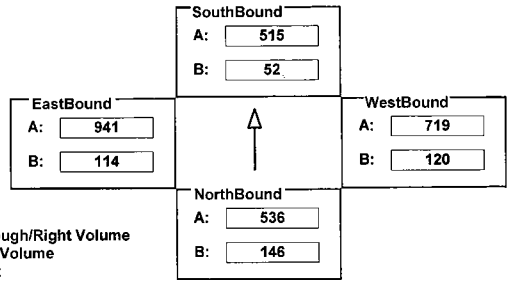
AM/PM: PM Comments:

COUNT DATE: STUDY 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	345	191	52	296	219	120	609	111	114	783	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	345	191	52	296	219	120	609	111	114	783	158
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 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)

$$V/C = \frac{146 + 515 + 120 + 941}{1500} = 1.148$$

LOS = F

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

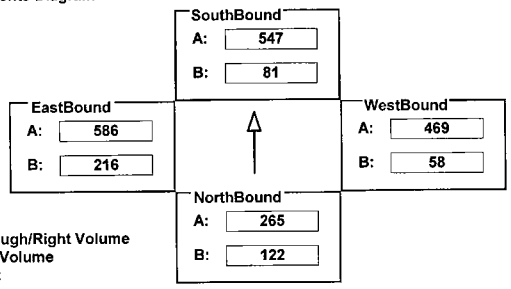
AM/PM: PM Comments:

COUNT DATE: STUDY 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	217	48	81	276	190	58	852	86	216	998	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	217	48	81	276	190	58	852	86	216	998	174
LANE	1 0 0 0 1 0 0			0 0 0 1 0 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)

$$V/C = \frac{122 + 547 + 469 + 216}{1500} = 0.903 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

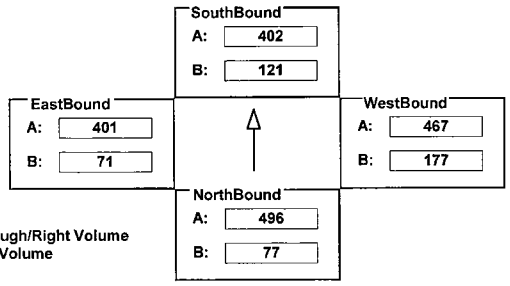
AM/PM: PM Comments:

COUNT DATE: STUDY 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	290	205	121	350	53	177	1265	135	71	1152	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	290	205	121	350	53	177	1265	135	71	1152	50
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)

$$V/C = \frac{496 + 121 + 177 + 401}{1500} = 0.797 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

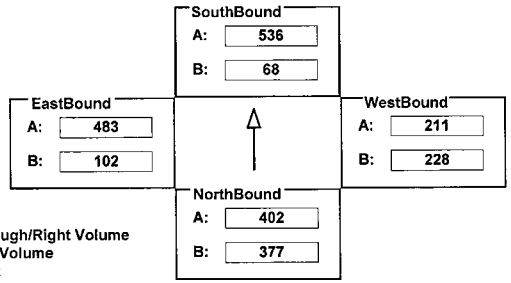
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	377	402	265	68	490	46	228	581	52	102	1125	323
AMBIENT												
RELATED												
PROJECT												
TOTAL	377	402	265	68	490	46	228	581	52	102	1125	323
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)

$$V/C = \frac{377 + 536 + 228 + 483}{1500} = 1.083 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

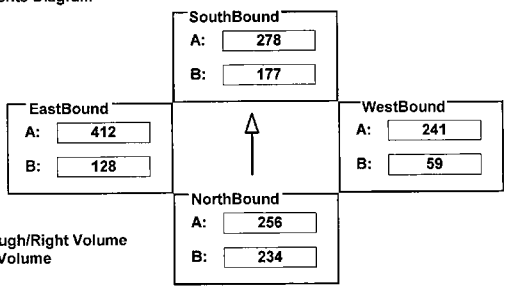
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	234	705	63	177	833	80	59	483	129	128	412	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	234	705	63	177	833	80	59	483	129	128	412	164
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	Prot-Var	Auto		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 = B(W/B) + A(E/B)

$$V/C = \frac{234 + 278 + 59 + 412}{1375} = 0.715 \qquad LOS = C$$

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POSTPM

CalcaDB

February 6, 2003 ,Thursday 11:55:14 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

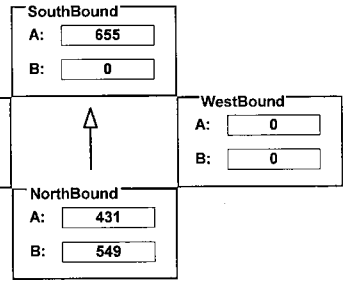
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	549	1294	0	0	1615	351	0	0	0	582	0	579
AMBIENT												
RELATED												
PROJECT												
TOTAL	549	1294	0	0	1615	351	0	0	0	582	0	579
LANE	1	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	1	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)

$$V/C = \frac{549 + 655 + 0 + 582}{1425} = 1.253$$

LOS = F

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

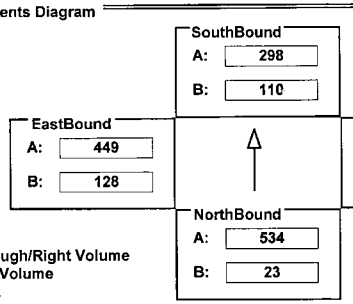
AM/PM: AM Comments:

COUNT DATE: STUDY 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	667	401	110	795	43	290	236	172	128	897	181
AMBIENT					100			50				
RELATED												
PROJECT												
TOTAL	23	667	401	110	895	43	290	286	172	128	897	181
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
	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)

$$V/C = \frac{534 + 110 + 290 + 449}{*1500} = 0.852$$

LOS = D

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

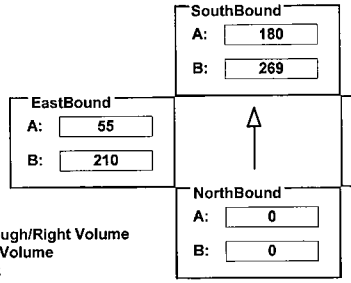
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	769	0	418	0	260	926	382	219	0
AMBIENT						100						
RELATED												
PROJECT												
TOTAL	0	0	0	769	0	518	0	260	926	382	219	0
LANE	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	4	0	0	1	0	2	0	4	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	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)

$$V/C = \frac{0 + 269 + 657 + 210}{*1375} = 0.756 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

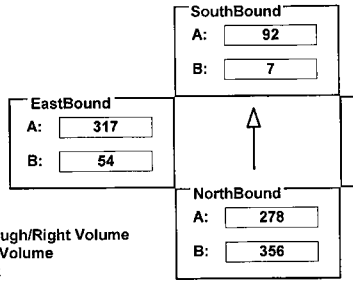
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	386	121	386	7	138	33	633	767	10	54	731	220
AMBIENT	-30		50									
RELATED												
PROJECT												
TOTAL	356	121	436	7	138	33	633	767	10	54	731	220
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
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	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)

$$V/C = \frac{356 + 92 + 348 + 317}{*1375} = 0.739 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

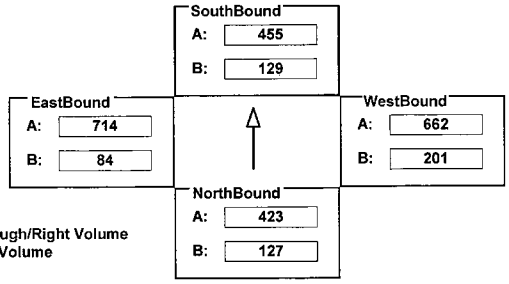
AM/PM: AM Comments:

COUNT DATE: STUDY 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	665	181	129	782	128	101	1325	143	84	1428	71
AMBIENT							100		50			
RELATED												
PROJECT												
TOTAL	127	665	181	129	782	128	201	1325	193	84	1428	71
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 = B(W/B) + A(E/B)

$$V/C = \frac{127 + 455 + 201 + 714}{*1500} = 0.928 \qquad LOS = E$$

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

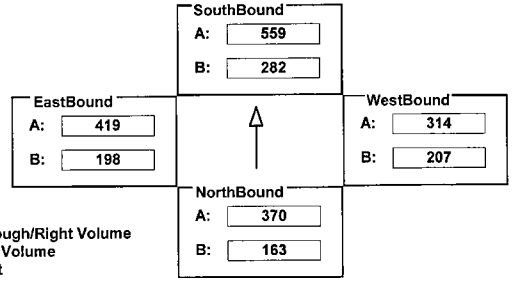
AM/PM: AM Comments:

COUNT DATE: STUDY 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	739	268	282	939	178	282	578	180	198	1256	135
AMBIENT	200						-75	50				
RELATED												
PROJECT												
TOTAL	296	739	268	282	939	178	207	628	180	198	1256	135
LANE	2 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 2 0 0 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{163 + 559 + 207 + 419}{*1500} = 0.829 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

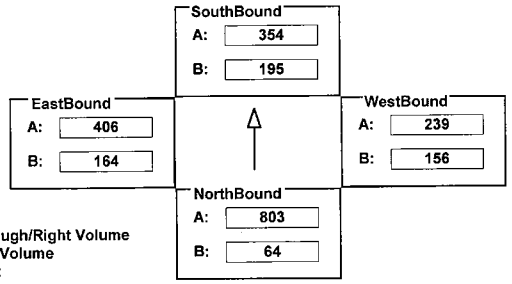
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1329	177	355	527	181	81	791	239	164	1218	332
AMBIENT	50	50	50				75	-75				
RELATED												
PROJECT												
TOTAL	117	1379	227	355	527	181	156	716	239	164	1218	332
LANE	2	0	1	0	1	0	0	2	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)

$$V/C = \frac{803 + 195 + 156 + 406}{*1500} = 0.970 \qquad LOS = E$$

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

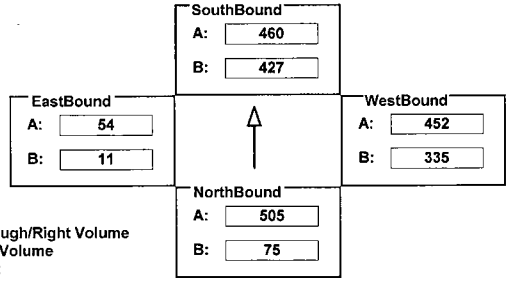
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1314	357	627	1128	76	415	77	502	11	18	0
AMBIENT	75	200		-200	175		-80	100	-50			36
RELATED												
PROJECT												
TOTAL	75	1514	357	427	1303	76	335	177	452	11	18	36
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{505 + 427 + 452 + 11}{*1500} = 0.860 \qquad LOS = D$$

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

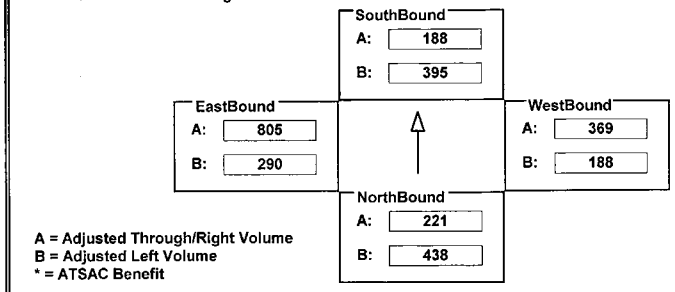
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1046	460	2	968	276	112	188	1122	354	290	571	1005
AMBIENT	-250	200		-250	175						200	-200
RELATED												
PROJECT												
TOTAL	796	660	2	718	451	112	188	1122	354	290	771	805
LANE	2 0	2 0	1 0	2 0	2 0	1 0	1 0	3 0	1 0	1 0	3 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)

$$V/C = \frac{438 + 188 + 188 + 805}{*1375} = 1.107$$

LOS = F

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

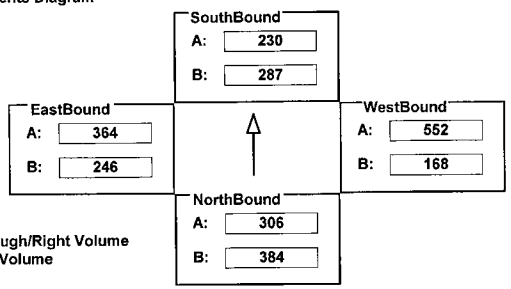
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	384	695	223	287	689	273	305	1301	356	246	1091	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	384	695	223	287	689	273	305	1301	356	246	1091	234
LANE	1 0	2 0	1 0	1 0	3 0	0 1	2 0	2 0	1 0	1 0	3 0	0 1
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)

$$V/C = \frac{384 + 230 + 552 + 246}{1375} = 1.027$$

LOS = F

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

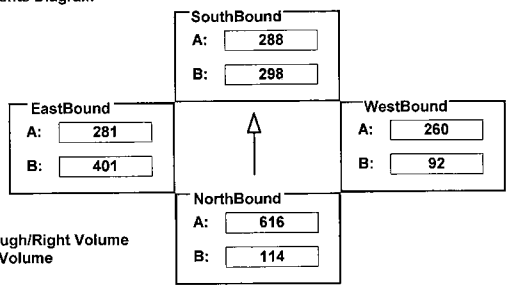
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1232	0	341	683	519	168	780	95	1029	449	193
AMBIENT			175	200	-50				200	-300	300	-100
RELATED												
PROJECT												
TOTAL	207	1232	175	541	633	519	168	780	295	729	749	93
LANE	2	0	2	0	0	1	0	2	0	2	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)

$$V/C = \frac{616 + 298 + 260 + 401}{*1375} = 1.075 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

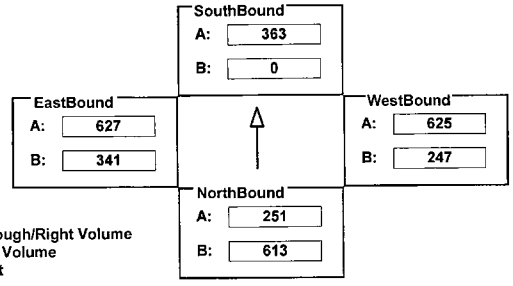
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	613	502	0	0	726	317	347	1101	24	341	1255	322
AMBIENT							-100	150				75
RELATED												
PROJECT												
TOTAL	613	502	0	0	726	317	247	1251	24	341	1255	397
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)

$$V/C = \frac{613 + 363 + 625 + 341}{1375} = 1.412 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

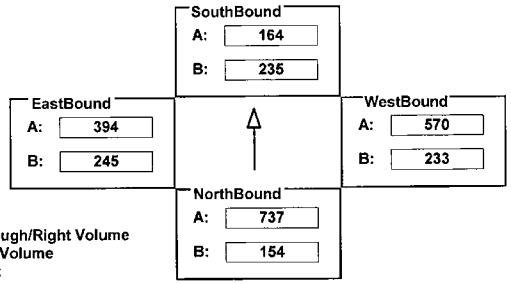
AM/PM: AM Comments:

COUNT DATE: STUDY 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	830	853	428	655	260	424	1813	467	446	1441	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	279	830	853	428	655	260	424	1813	467	446	1441	134
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)

$$V/C = \frac{737 + 235 + 570 + 245}{1375} = 1.300 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

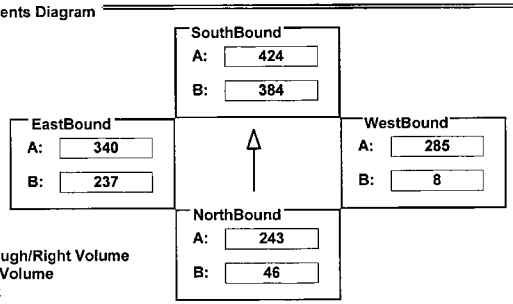
AM/PM: AM Comments:

COUNT DATE: STUDY 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	108	697	458	542	15	854	464	430	1020	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	728	108	697	458	542	15	854	464	430	1020	14
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	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)

$$V/C = \frac{243 + 384 + 285 + 237}{*1375} = 0.766 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

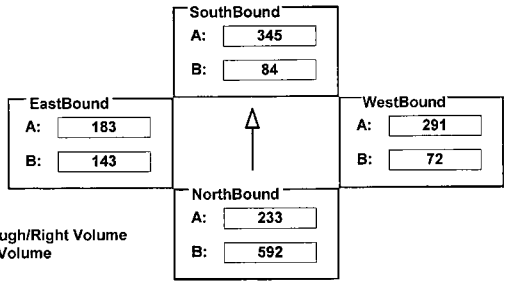
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1076	700	241	153	1035	404	131	582	96	143	550	914
AMBIENT												
RELATED												
PROJECT												
TOTAL	1076	700	241	153	1035	404	131	582	96	143	550	914
LANE	2	0	3	0	0	1	0	2	0	3	0	2	0	2	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{592 + 345 + 291 + 143}{1375} = 0.997 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

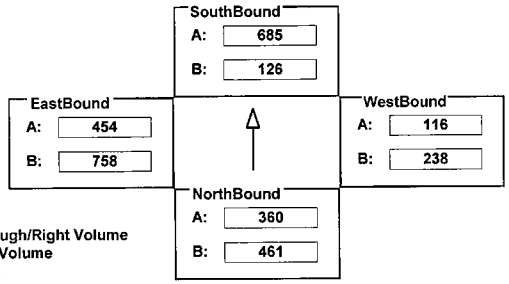
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	461	566	375	51	2304	191	88	417	47	958	1161	238
AMBIENT		350	150	75	-250		150			-200	200	100
RELATED												
PROJECT												
TOTAL	461	916	525	126	2054	191	238	417	47	758	1361	338
LANE	1	0	2	0	1	1	0	1	0	3	0	0	1	0	1	0	3	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{461 + 685 + 116 + 758}{*1375} = 1.399 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

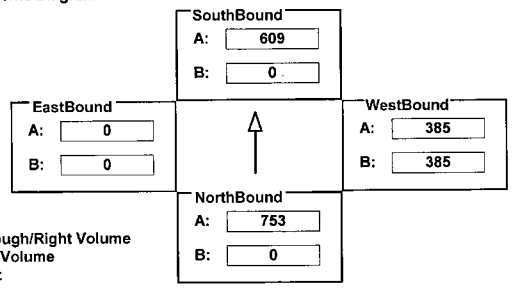
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3010	0	0	2436	1	769	1	20	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3010	0	0	2436	1	769	1	20	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
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	<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)

$$V/C = \frac{753 + 0 + 385 + 0}{*1500} = 0.689 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

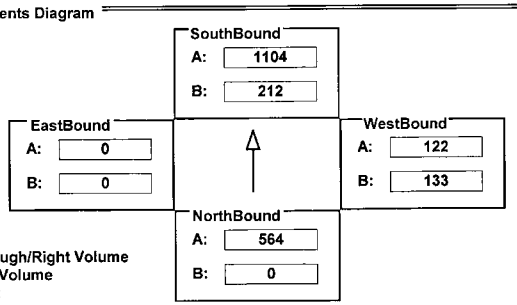
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1127	72	612	1149	0	242	0	122	0	0	0
AMBIENT				-400								
RELATED												
PROJECT												
TOTAL	0	1127	72	212	1149	0	242	0	122	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1104 + 133 + 0}{*1500} = 0.755 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

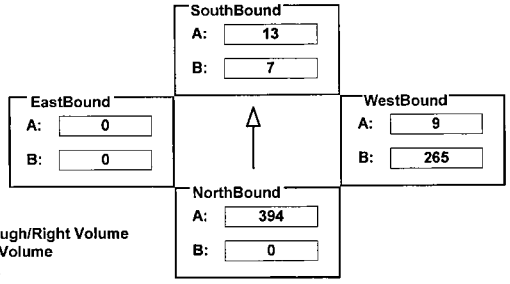
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2	785	7	6	0	758	0	9	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	785	7	6	0	758	0	9	0	0	0
LANE	0	0	0	0	1	1	0	0	0	1	0	0	2	1	0	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{394 + 13 + 265 + 0}{*1375} = 0.419 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

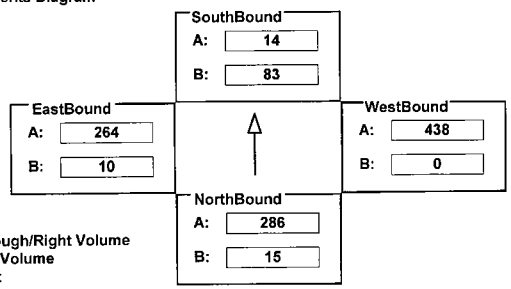
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	12	521	151	0	19	0	1205	108	10	792	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	12	521	151	0	19	0	1205	108	10	792	0
LANE	2	0	2	0	0	2	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	0	0	0	0
SIGNAL	Phasing: Perm	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)

$$V/C = \frac{286 + 83 + 438 + 10}{*1375} = 0.524 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

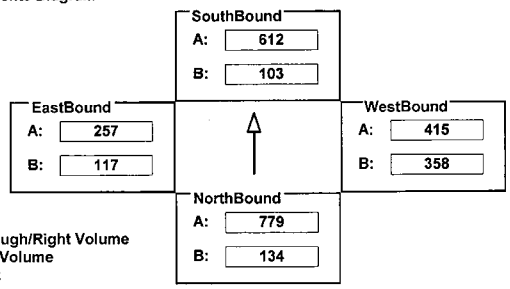
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2338	160	188	2450	146	646	429	467	131	219	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	244	2338	160	188	2450	146	646	429	467	131	219	324
LANE	2 0 3 0 0 1 0			2 0 4 0 0 1 0			1 1 1 0 0 1 0			1 1 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 = A(N/B) + B(S/B)

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

$$V/C = \frac{779 + 103 + 358 + 257}{1375} = 1.089$$

LOS = F

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

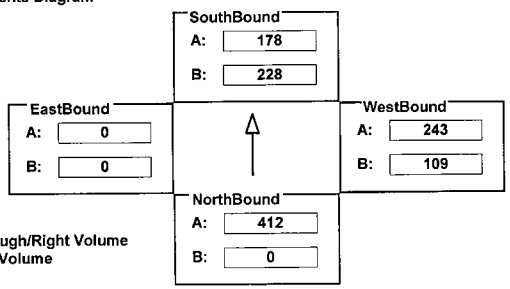
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	555	269	228	356	0	218	0	243	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	555	269	228	356	0	218	0	243	0	0	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 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 = A(W/B) + B(E/B)

$$V/C = \frac{412 + 228 + 243 + 0}{*1500} = 0.519$$

LOS = A

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

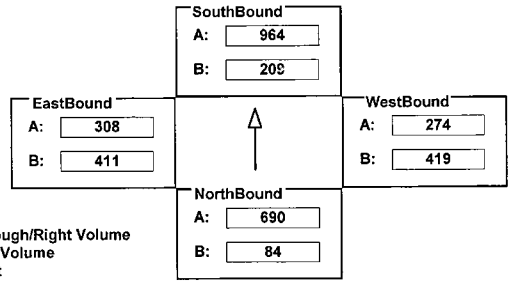
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1263	118	209	1927	560	419	473	74	411	450	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	1263	118	209	1927	560	419	473	74	411	450	165
LANE	1 0 1 0 1 0 0			1 1 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	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)

$$V/C = \frac{690 + 964 + 419 + 308}{1375} = 1.732 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

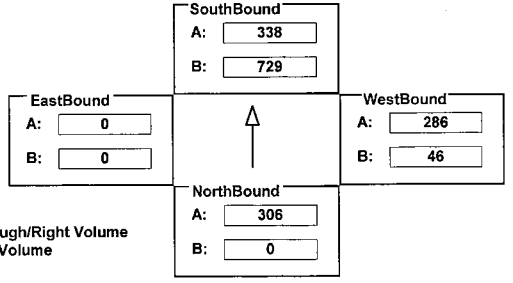
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	86	729	338	0	46	0	650	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	526	86	729	338	0	46	0	650	0	0	0
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	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)

$$V/C = \frac{306 + 729 + 286 + 0}{1425} = 0.927 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

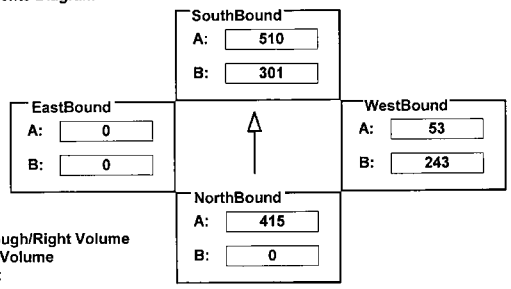
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1660	538	547	1530	0	695	0	354	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1660	538	547	1530	0	695	0	354	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)

$$V/C = \frac{415 + 301 + 243 + 0}{*1425} = 0.603 \qquad LOS = B$$

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

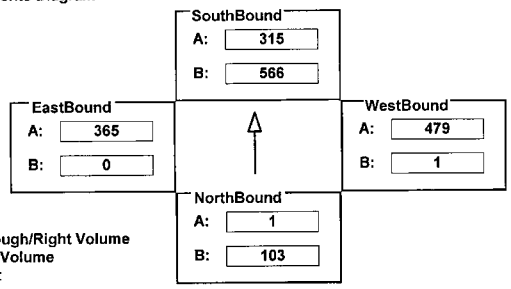
AM/PM: AM Comments:

COUNT DATE: STUDY 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	578	3	1278	265	573	1	1238	1277	0	720	71
AMBIENT				-250				200	-500		375	100
RELATED												
PROJECT												
TOTAL	187	578	3	1028	265	573	1	1438	777	0	1095	171
LANE	2 0 0 0 0 2 0			2 0 0 0 0 2 0			1 0 3 0 0 2 0			0 0 2 0 1 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)

$$V/C = \frac{103 + 566 + 479 + 0}{1375} = 0.835 \qquad LOS = D$$

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

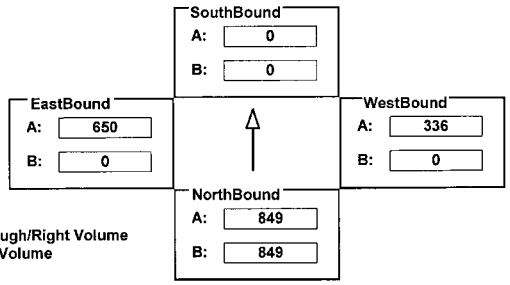
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1917	0	81	0	0	0	0	808	0	0	1492	1207
AMBIENT	-300							200				-100
RELATED												
PROJECT												
TOTAL	1617	0	81	0	0	0	0	1008	0	0	1492	1107
LANE	1	0	0	0	0	0	1	0	0	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)

$$V/C = \frac{849 + 0 + 0 + 650}{1500} = 0.999 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

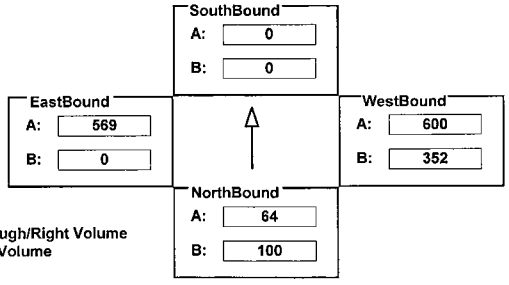
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	240	0	0	0	352	1199	0	0	1139	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	0	240	0	0	0	352	1199	0	0	1139	219
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	<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)

$$V/C = \frac{100 + 0 + 352 + 569}{*1425} = 0.646 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

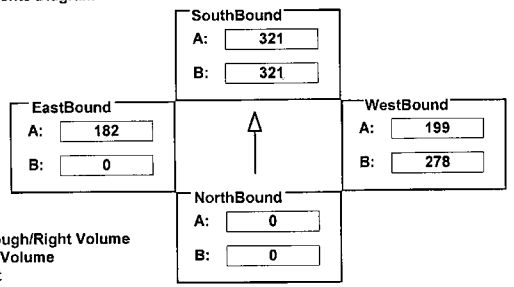
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	440	523	55	705	396	0	0	333	37
AMBIENT							-200	200			100	75
RELATED												
PROJECT												
TOTAL	0	0	0	440	523	55	505	596	0	0	433	112
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)

$$V/C = \frac{0 + 321 + 278 + 182}{*1425} = 0.478 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

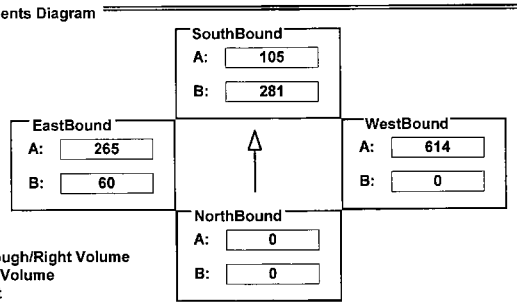
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	803	0	105	0	617	895	108	530	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	803	0	105	0	617	895	108	530	0
LANE	0	0	0	1	0	0	0	3	0	0	0	1	0	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) + B(S/B)

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

$$V/C = \frac{0 + 281 + 614 + 60}{*1375} = 0.625 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

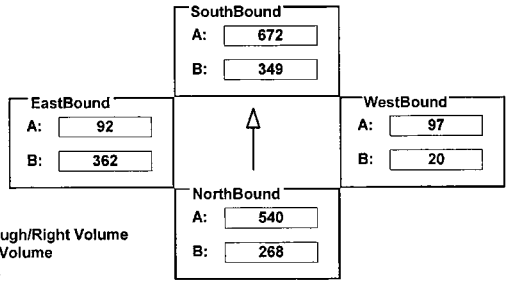
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1621	259	459	2334	527	11	121	96	659	275	72
AMBIENT				175	-175		25		175			
RELATED												
PROJECT												
TOTAL	268	1621	259	634	2159	527	36	121	271	659	275	72
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{268 + 672 + 97 + 362}{*1375} = 0.947 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

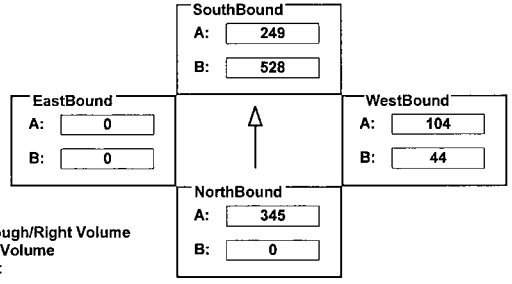
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	691	111	528	498	0	88	0	632	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	691	111	528	498	0	88	0	632	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	1	0	0	0	1	0	1	0	1	0	0	1	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)

$$V/C = \frac{345 + 528 + 104 + 0}{*1425} = 0.616 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

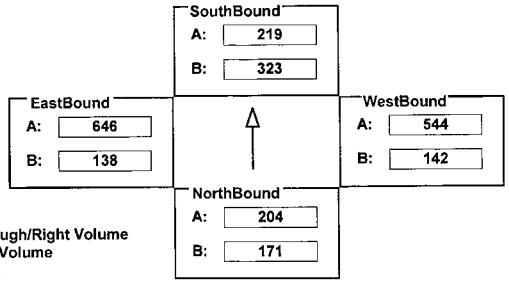
AM/PM: AM Comments:

COUNT DATE: STUDY 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	209	173	587	383	273	58	1933	736	51	1939	954
AMBIENT		200					200	-300		200		-250
RELATED												
PROJECT												
TOTAL	310	409	173	587	383	273	258	1633	736	251	1939	704
LANE	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)

$$V/C = \frac{204 + 323 + 142 + 646}{*1375} = 0.886 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

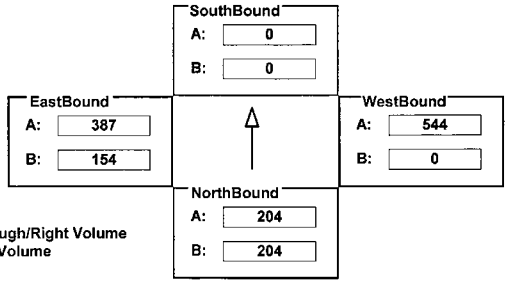
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	188	0	0	0	0	1334	190	154	1160	0
AMBIENT								-247				
RELATED												
PROJECT												
TOTAL	219	0	188	0	0	0	0	1087	190	154	1160	0
LANE	1	0	0	1	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	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)

$$V/C = \frac{204 + 0 + 544 + 154}{*1200} = 0.682 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

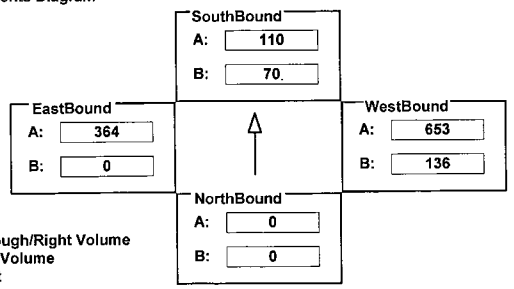
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	70	0	219	247	1307	0	0	1245	177
AMBIENT											-154	
RELATED												
PROJECT												
TOTAL	0	0	0	70	0	219	247	1307	0	0	1091	177
LANE	0	0	0	0	0	0	0	1	0	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)

$$V/C = \frac{0 + 110 + 653 + 0}{*1200} = 0.566 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

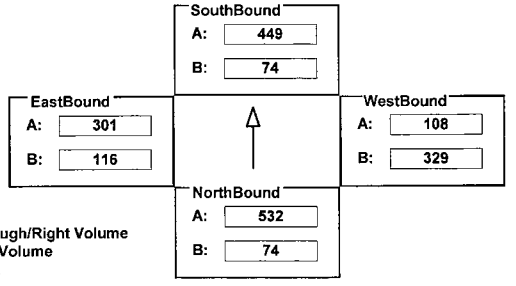
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2038	470	135	1508	289	597	167	332	116	416	301
AMBIENT			150									
RELATED												
PROJECT												
TOTAL	74	2038	620	135	1508	289	597	167	332	116	416	301
LANE	1	0	3	0	1	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	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)

$$V/C = \frac{532 + 74 + 329 + 301}{*1375} = 0.829 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

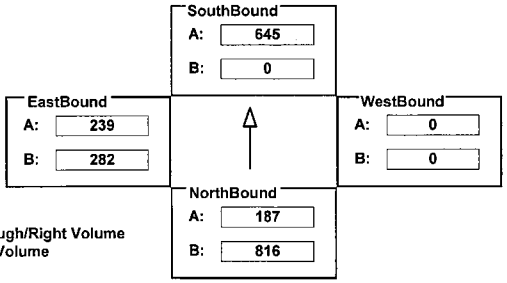
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	816	162	0	0	831	845	0	0	0	663	0	485
AMBIENT		400			200	-200				-150		-50
RELATED												
PROJECT												
TOTAL	816	562	0	0	1031	645	0	0	0	513	0	435
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) + B(E/B)

$$V/C = \frac{816 + 645 + 0 + 282}{*1500} = 1.092 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

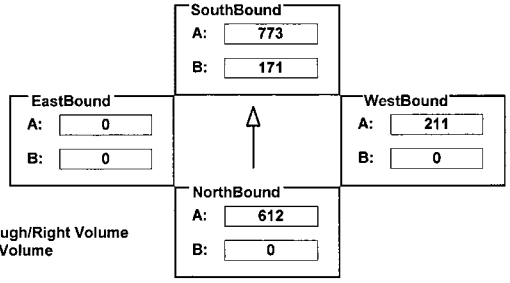
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	865	572	211	2420	0	0	0	540	0	0	0
AMBIENT		500	-100	100	-100							
RELATED												
PROJECT												
TOTAL	0	1365	472	311	2320	0	0	0	540	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	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)

$$V/C = \frac{612 + 171 + 211 + 0}{*1500} = 0.593 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

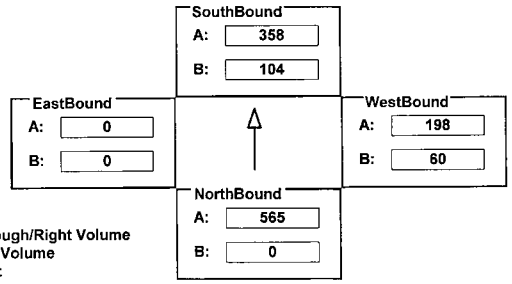
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	730	210	190	1125	0	109	0	250	0	0	0
AMBIENT		400			-50							
RELATED												
PROJECT												
TOTAL	0	1130	210	190	1075	0	109	0	250	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	0 1	0 0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	<none>	Auto				

Critical Movements Diagram



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{565 + 104 + 198 + 0}{*1425} = 0.538$$

LOS = A

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

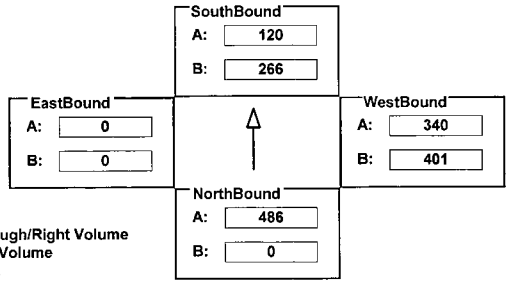
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	189	636	266	111	2072	880	0	473	856	0	685
AMBIENT		400	-150		250	-400	-150					
RELATED												
PROJECT												
TOTAL	0	589	486	266	361	1672	730	0	473	856	0	685
LANE	0 0	2	0 1	0 0		1 0	3	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	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 = B(W/B) + A(E/B)

$$V/C = \frac{486 + 266 + 401 + 0}{*1425} = 0.739$$

LOS = C

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

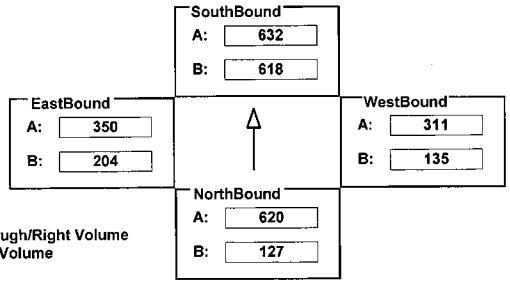
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1113	126	618	1286	609	246	786	146	204	908	141
AMBIENT	50											
RELATED												
PROJECT												
TOTAL	127	1113	126	618	1286	609	246	786	146	204	908	141
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)

$$V/C = \frac{620 + 632 + 311 + 204}{1375} = 1.285$$

LOS = F

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

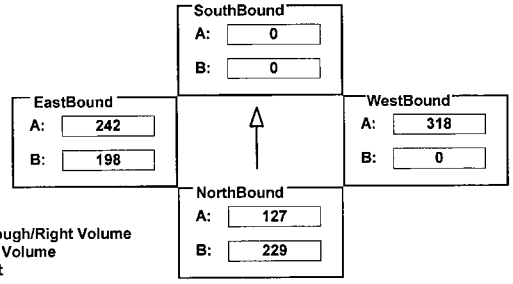
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	229	0	127	0	0	0	0	847	124	359	725	0
AMBIENT								-18				
RELATED												
PROJECT												
TOTAL	229	0	127	0	0	0	0	829	124	359	725	0
LANE	1 0 0 0 0 1 0			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	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{229 + 0 + 318 + 198}{*1200} = 0.551$$

LOS = A

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

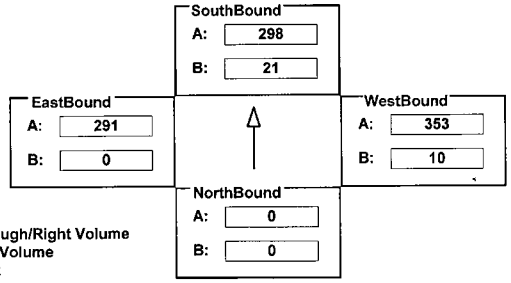
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	21	0	574	18	1060	0	0	1065	166
AMBIENT											-359	
RELATED												
PROJECT												
TOTAL	0	0	0	21	0	574	18	1060	0	0	706	166
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 298 + 353 + 0}{*1200} = 0.473 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

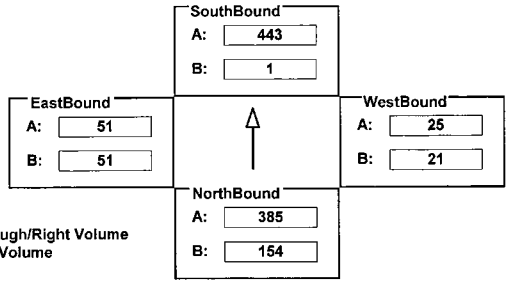
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1515	25	1	1282	48	21	3	0	1	0	25
AMBIENT										100		
RELATED												
PROJECT												
TOTAL	281	1515	25	1	1282	48	21	3	0	101	0	25
LANE	2 0 3 0 1 0 0			1 0 2 0 1 0 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{154 + 443 + 25 + 51}{*1375} = 0.419 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

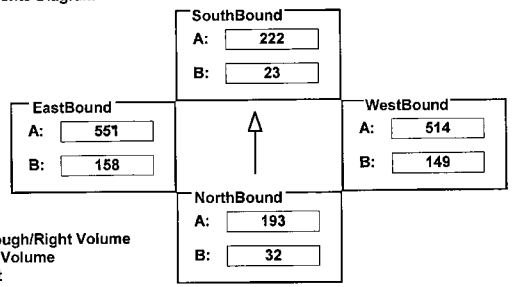
AM/PM: AM Comments:

COUNT DATE: STUDY 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	387	171	23	444	134	149	1028	2	158	1101	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	387	171	23	444	134	149	1028	2	158	1101	27
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		
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 = B(W/B) + A(E/B)

$$V/C = \frac{32 + 222 + 149 + 551}{*1375} = 0.624$$

LOS = B

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

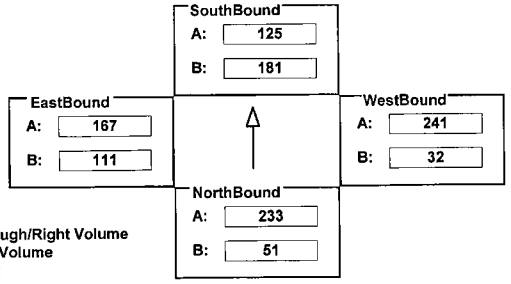
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	698	121	181	376	83	32	346	136	111	334	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	698	121	181	376	83	32	346	136	111	334	13
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 = A(W/B) + B(E/B)

$$V/C = \frac{233 + 181 + 241 + 111}{*1425} = 0.468$$

LOS = A

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

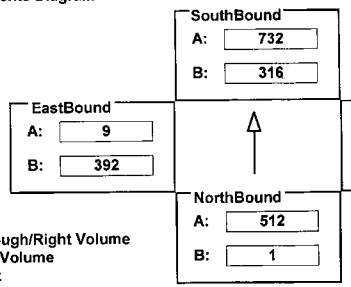
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2047	1	916	1608	587	2	13	692	492	7	1
AMBIENT				-600	100	-100			-400	-100		
RELATED												
PROJECT												
TOTAL	1	2047	1	316	1708	487	2	13	292	392	7	1
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	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)

$$V/C = \frac{512 + 316 + 134 + 392}{*1375} = 0.915 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

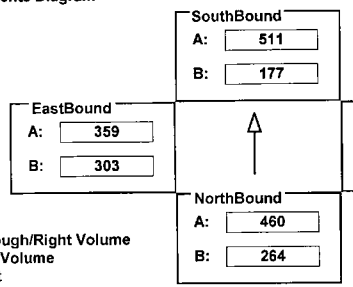
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1670	170	177	1301	132	411	674	178	203	719	126
AMBIENT						100	-100	100		100		
RELATED												
PROJECT												
TOTAL	264	1670	170	177	1301	232	311	774	178	303	719	126
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{264 + 511 + 387 + 303}{*1375} = 0.995 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

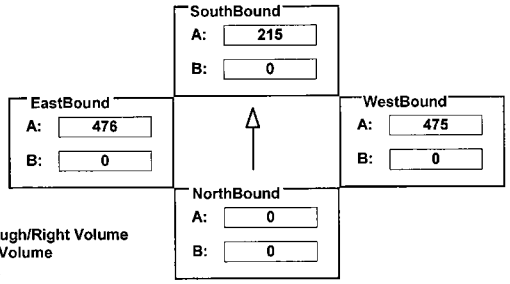
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	858	0	2	0	1901	1533	0	1903	0
AMBIENT				-858	858							
RELATED												
PROJECT												
TOTAL	0	0	0	-0	858	2	0	1901	1533	0	1903	0
LANE	0	0	0	0	0	0	0	0	4	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>	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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 215 + 0 + 476}{*1500} = 0.391$$

LOS = A

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

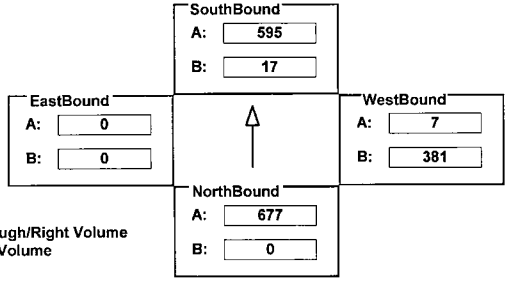
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2560	936	30	2380	0	1089	0	24	0	0	0
AMBIENT		150	-150									
RELATED												
PROJECT												
TOTAL	0	2710	786	30	2380	0	1089	0	24	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{677 + 17 + 381 + 0}{*1425} = 0.684$$

LOS = B

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

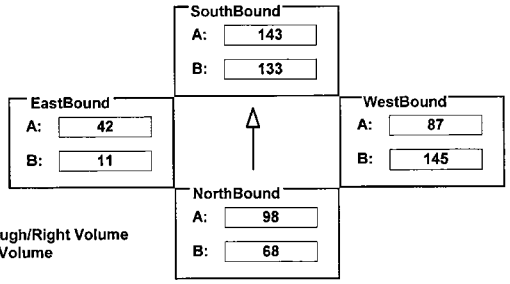
AM/PM: AM Comments:

COUNT DATE: STUDY 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	197	121	133	258	28	145	87	87	11	43	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	197	121	133	258	28	145	87	87	11	43	41
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{98 + 133 + 145 + 42}{*1375} = 0.234$$

LOS = A

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

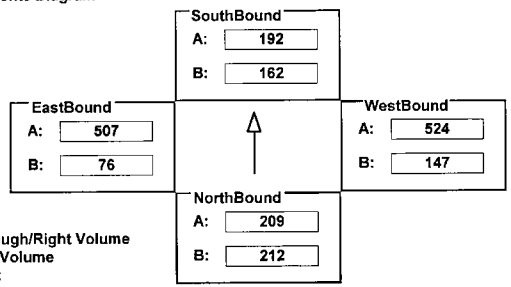
AM/PM: AM Comments:

COUNT DATE: STUDY 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	626	108	162	577	91	147	944	105	137	1015	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	626	108	162	577	91	147	944	105	137	1015	149
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		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)

$$V/C = \frac{212 + 192 + 147 + 507}{*1425} = 0.672$$

LOS = B

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

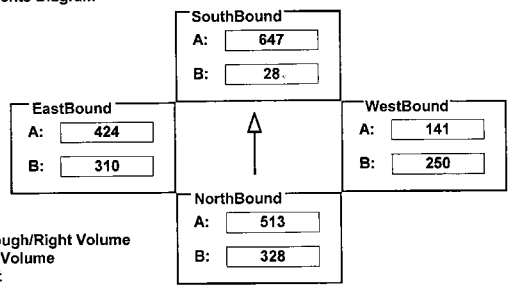
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2050	88	51	2495	91	250	141	88	310	160	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2050	88	51	2495	91	250	141	88	310	160	264
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		
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 = B(W/B) + A(E/B)

$$V/C = \frac{328 + 647 + 250 + 424}{1375} = 1.199$$

LOS = F

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

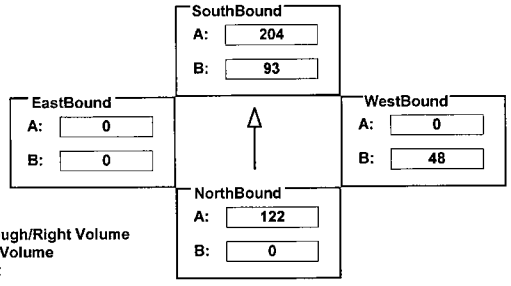
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	162	93	409	0	88	0	146	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	245	162	93	409	0	88	0	146	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		
SIGNAL	Phasing: Perm	RTOR: OLA		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)

$$V/C = \frac{122 + 93 + 48 + 0}{*1425} = 0.115$$

LOS = A

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

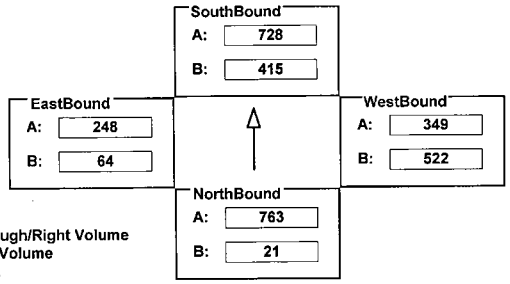
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2131	1024	754	2184	16	949	231	556	116	420	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	2131	1024	754	2184	16	949	231	556	116	420	259
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	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)

$$V/C = \frac{763 + 415 + 522 + 248}{1375} = 1.417$$

LOS = F

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

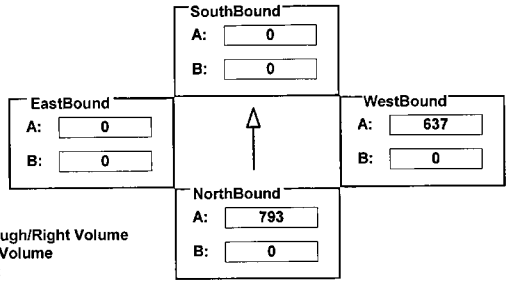
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2378	0	0	0	0	0	0	1819	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2378	0	0	0	0	0	0	1819	0	0	0
LANE	0	0	3	0	0	0	0	0	0	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)

$$V/C = \frac{793 + 0 + 637 + 0}{1500} = 0.953$$

LOS = E

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

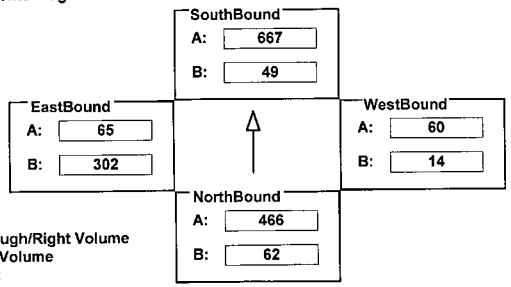
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1391	8	49	1376	625	14	60	37	549	35	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	1391	8	49	1376	625	14	60	37	549	35	65
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	2	0	1	0	0	1	0
SIGNAL	Phasing: Perm	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)

$$V/C = \frac{62 + 667 + 60 + 302}{*1425} = 0.696 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

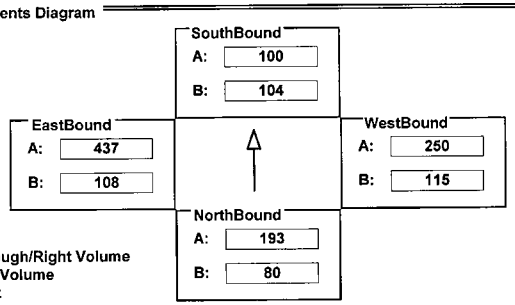
AM/PM: AM Comments:

COUNT DATE: STUDY 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	580	71	104	299	17	115	315	184	108	755	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	580	71	104	299	17	115	315	184	108	755	118
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	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)

$$V/C = \frac{193 + 104 + 115 + 437}{*1500} = 0.496 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 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:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1354	217	158	782	0	1767	0	217	0	0	0
AMBIENT		150			75		-250					
RELATED												
PROJECT												
TOTAL	0	1504	217	158	857	0	1517	0	217	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	1	0	0	0	0	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram

SouthBound A: 286 B: 158

EastBound A: 0 B: 0

WestBound A: 867 B: 867

NorthBound A: 501 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)

$$V/C = \frac{501 + 158 + 867 + 0}{*1500} = 0.947 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	344	0	0	0	0	1096	0	0	442	1146
AMBIENT	100							50			300	
RELATED												
PROJECT												
TOTAL	186	0	344	0	0	0	0	1146	0	0	742	1146
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	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: 371 B: 0

WestBound A: 382 B: 0

NorthBound A: 344 B: 103

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{344 + 0 + 382 + 371}{1500} = 0.484 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

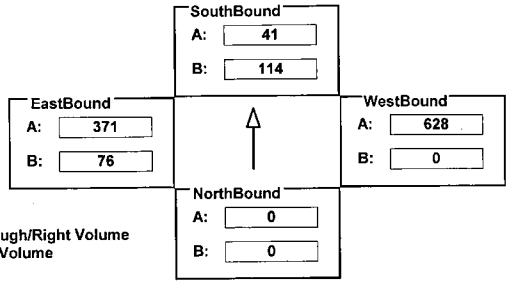
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	144	0	1582	303	76	1114	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	207	0	144	0	1582	303	76	1114	0
LANE	0	0	0	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 = A(W/B) + B(E/B)

$$V/C = \frac{0 + 114 + 628 + 76}{1425} = 0.574 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:53:40 AM

INTERSECTION DATA SUMMARY SHEET

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

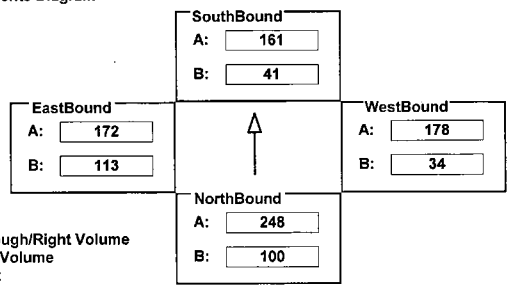
AM/PM: AM Comments:

COUNT DATE: STUDY 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	280	16	41	207	116	34	304	51	113	181	162
AMBIENT		200										
RELATED												
PROJECT												
TOTAL	100	480	16	41	207	116	34	304	51	113	181	162
LANE	1	0	1	0	1	0	1	0	1	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: 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)

$$V/C = \frac{248 + 41 + 178 + 113}{1375} = 0.422 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY 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	1361	0	0	2351	72	0	0	0	76	0	97
AMBIENT		500										
RELATED												
PROJECT												
TOTAL	155	1861	0	0	2351	72	0	0	0	76	0	97
LANE	1	0 2	0 1	0	1	0 2	0 1	0	0 0	0 1	0	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: 808 B: 0

EastBound A: 0 B: 76

WestBound A: 0 B: 0

NorthBound A: 620 B: 155

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{155 + 808 + 0 + 76}{*1425} = 0.659$$

LOS = B

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY 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	1325	263	249	1033	276	165	26	208	235	10	100
AMBIENT		175	-175	-200	200		-158	-25	-180			
RELATED												
PROJECT												
TOTAL	277	1500	88	49	1233	276	7	1	28	235	10	100
LANE	1	0 2	0 1	0	1	0 2	0 1	0	0 0	1 0	0	1 0	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: 503 B: 49

EastBound A: 122 B: 122

WestBound A: 29 B: 7

NorthBound A: 529 B: 277

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{277 + 503 + 29 + 122}{*1375} = 0.607$$

LOS = B

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

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

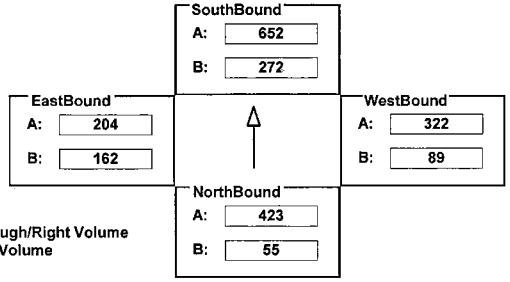
AM/PM: AM Comments:

COUNT DATE: STUDY 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	845	121	272	1128	177	89	403	241	162	364	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	845	121	272	1128	177	89	403	241	162	364	44
LANE	1	0	2	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		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)

$$V/C = \frac{55 + 652 + 322 + 162}{*1500} = 0.724 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

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

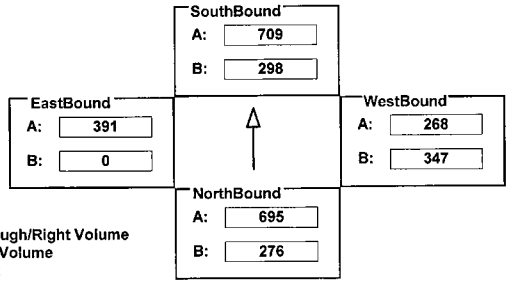
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1998	86	298	2100	27	347	805	137	2	989	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	276	1998	86	298	2100	27	347	805	137	2	989	185
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)

$$V/C = \frac{695 + 298 + 347 + 391}{*1375} = 1.189 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

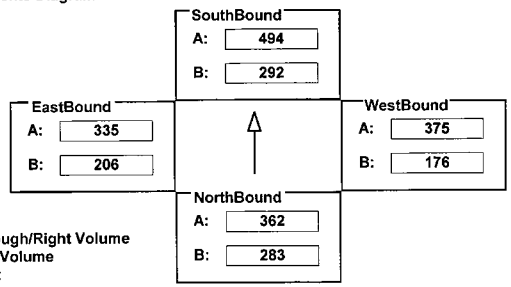
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	283	1339	110	292	1483	111	176	848	277	206	704	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	283	1339	110	292	1483	111	176	848	277	206	704	302
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)

$$V/C = \frac{283 + 494 + 375 + 206}{1375} = 0.988 \qquad LOS = E$$

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

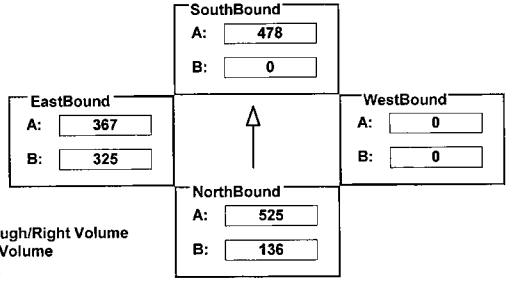
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1575	0	0	1116	319	0	0	0	325	0	435
AMBIENT												
RELATED												
PROJECT												
TOTAL	248	1575	0	0	1116	319	0	0	0	325	0	435
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		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	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 = B(W/B) + A(E/B)

$$V/C = \frac{136 + 478 + 0 + 367}{*1425} = 0.618 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

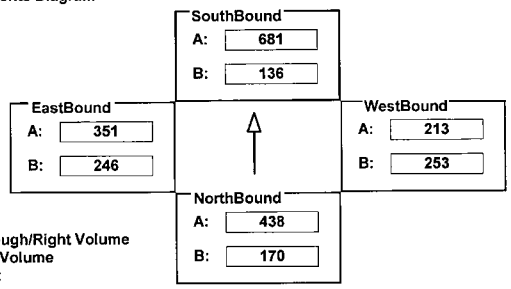
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1315	274	136	1714	329	253	577	63	246	725	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	310	1315	274	136	1714	329	253	577	63	246	725	327
LANE	2	0	3	0	0	1	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{170 + 681 + 253 + 351}{1375} = 1.058$$

LOS = F

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

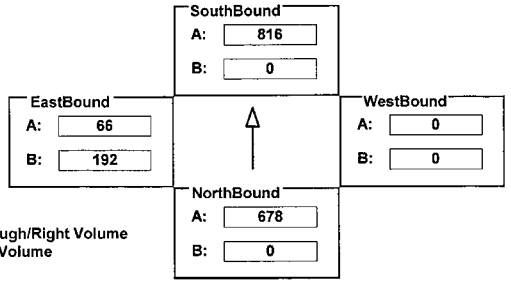
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1969	64	0	2448	658	0	0	0	550	63	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1969	64	0	2448	658	0	0	0	550	63	3
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	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		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)

$$V/C = \frac{0 + 816 + 0 + 192}{*1500} = 0.602$$

LOS = B

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POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

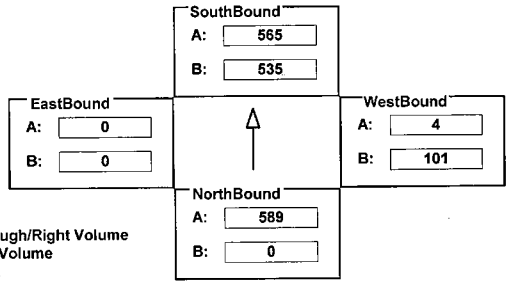
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1738	29	1472	1195	0	359	0	980	0	0	0
AMBIENT				-500	500		-175					
RELATED												
PROJECT												
TOTAL	0	1738	29	972	1695	0	184	0	980	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	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)

$$V/C = \frac{589 + 535 + 101 + 0}{*1425} = 0.790 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

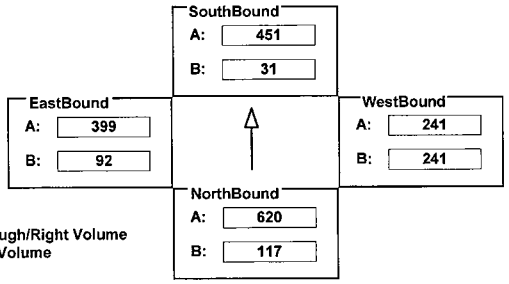
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	587	1659	470	56	1714	91	394	88	57	142	199	557
AMBIENT	-375	200								-50	200	-200
RELATED												
PROJECT												
TOTAL	212	1859	470	56	1714	91	394	88	57	92	399	357
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) + A(E/B)

$$V/C = \frac{620 + 31 + 241 + 399}{*1375} = 0.869 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

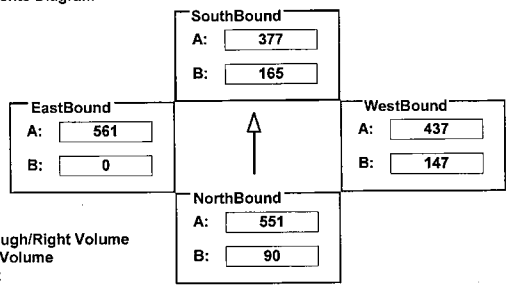
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1654	159	165	1076	56	268	660	214	0	1027	94
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	1654	159	165	1076	56	268	660	214	0	1027	94
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{551 + 165 + 147 + 561}{*1375} = 0.966 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

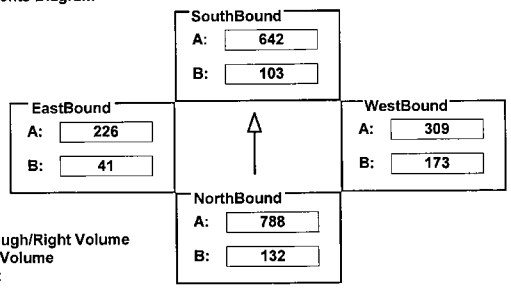
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	240	1095	282	187	1193	90	314	618	136	74	679	158
AMBIENT		200										
RELATED												
PROJECT												
TOTAL	240	1295	282	187	1193	90	314	618	136	74	679	158
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)

$$V/C = \frac{788 + 103 + 173 + 226}{*1375} = 0.868 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

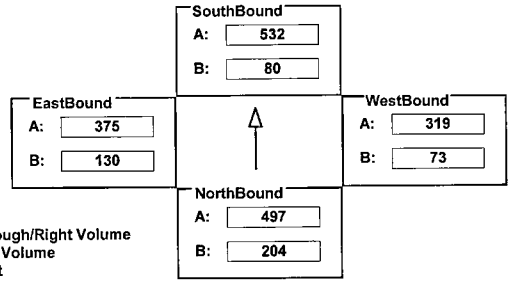
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	672	1079	112	145	1101	196	208	487	201	236	350	558
AMBIENT	-300	300			300		-75	150	-75		400	-400
RELATED												
PROJECT												
TOTAL	372	1379	112	145	1401	196	133	637	126	236	750	158
LANE	2	0	2	0	1	0	0	2	0	2	0	0	1	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)

$$V/C = \frac{204 + 532 + 319 + 130}{*1375} = 0.792 \qquad LOS = C$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

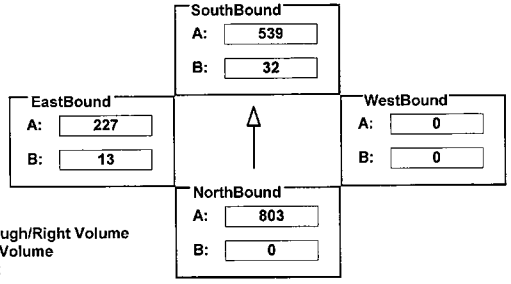
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	880	803	258	1418	0	0	0	0	13	3	438
AMBIENT				-200	200							
RELATED												
PROJECT												
TOTAL	0	880	803	58	1618	0	0	0	0	13	3	438
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>	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) + A(E/B)

$$V/C = \frac{803 + 32 + 0 + 227}{*1425} = 0.675 \qquad LOS = B$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

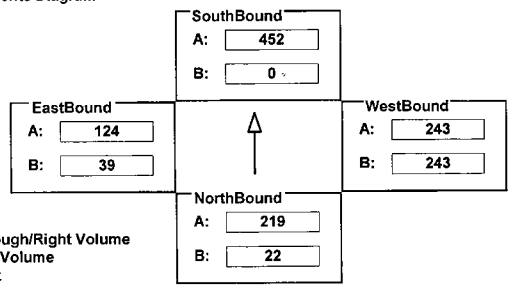
AM/PM: AM Comments:

COUNT DATE: STUDY 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	657	0	0	1303	53	297	34	399	39	0	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	657	0	0	1303	53	297	34	399	39	0	85
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	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Free	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)

$$V/C = \frac{22 + 452 + 243 + 124}{*1425} = 0.520 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

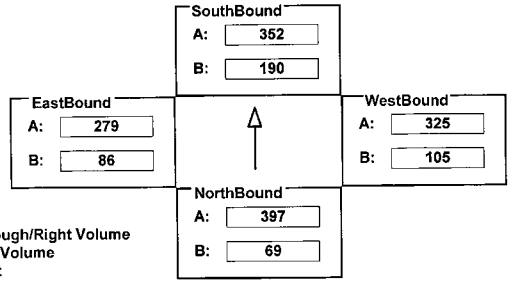
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1104	86	190	1057	127	105	265	177	86	279	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1104	86	190	1057	127	105	265	177	86	279	41
LANE	1	0	2	0	1	0	0	1	0	3	0	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	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)

$$V/C = \frac{397 + 190 + 325 + 86}{*1500} = 0.595 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

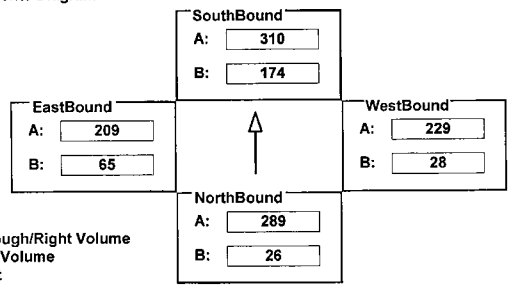
AM/PM: AM Comments:

COUNT DATE: STUDY 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	868	35	174	852	77	28	223	229	65	209	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	868	35	174	852	77	28	223	229	65	209	14
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	1	0	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)

$$V/C = \frac{289 + 174 + 229 + 65}{*1500} = 0.435 \qquad LOS = A$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

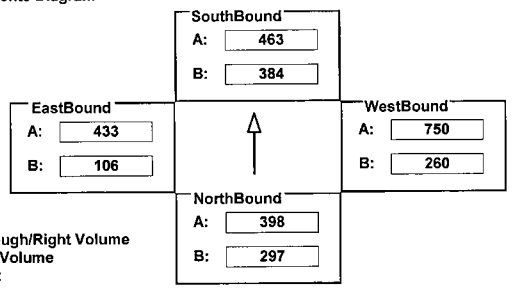
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	297	1195	124	384	1256	133	260	750	286	106	718	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	297	1195	124	384	1256	133	260	750	286	106	718	149
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	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)

$$V/C = \frac{398 + 384 + 750 + 106}{1375} = 1.191 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

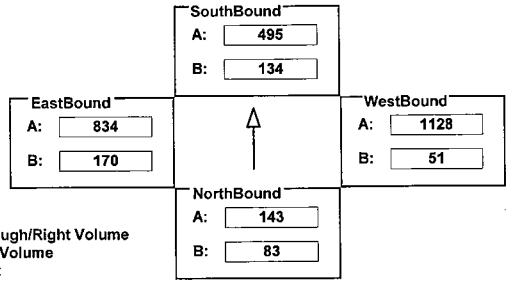
AM/PM: AM Comments:

COUNT DATE: STUDY 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	105	39	134	206	290	51	989	138	170	690	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	105	39	134	206	290	51	989	138	170	690	144
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 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)

$$V/C = \frac{83 + 495 + 1128 + 170}{1500} = 1.251 \qquad LOS = F$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

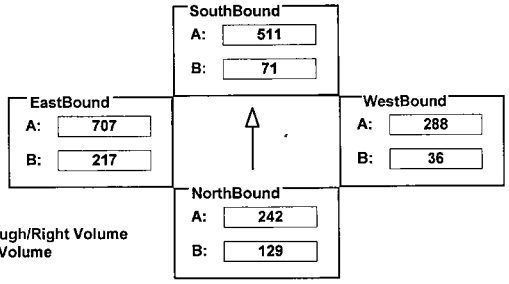
AM/PM: AM Comments:

COUNT DATE: STUDY 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	207	35	71	254	186	36	526	51	217	1090	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	207	35	71	254	186	36	526	51	217	1090	324
LANE	1 0 0 0 1 0 0			0 0 0 1 0 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 = B(W/B) + A(E/B)

$$V/C = \frac{129 + 511 + 36 + 707}{1500} = 0.922 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

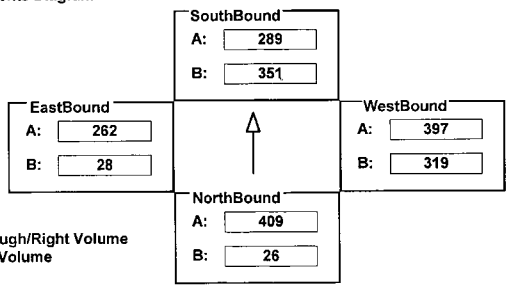
AM/PM: AM Comments:

COUNT DATE: STUDY 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	106	303	351	261	28	319	960	230	28	756	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	106	303	351	261	28	319	960	230	28	756	28
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)

$$V/C = \frac{409 + 351 + 319 + 262}{1500} = 0.894 \qquad LOS = D$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

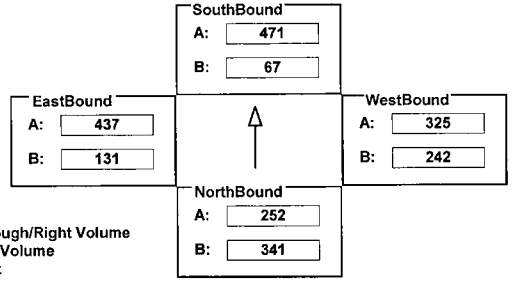
AM/PM: AM Comments:

COUNT DATE: STUDY 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	252	184	67	399	72	242	907	69	131	1048	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	341	252	184	67	399	72	242	907	69	131	1048	264
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)

$$V/C = \frac{341 + 471 + 242 + 437}{1500} = 0.994 \qquad LOS = E$$

Developed by Chun Wong, 12/94

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

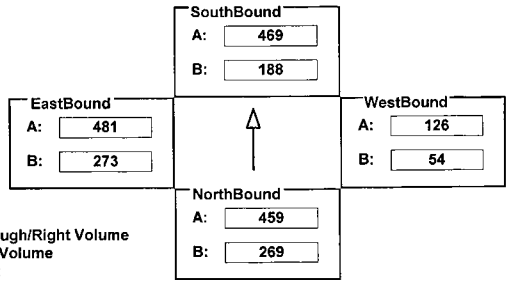
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	269	1330	46	188	1406	101	54	252	94	273	481	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	269	1330	46	188	1406	101	54	252	94	273	481	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	Prot-Var	Auto		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 = B(W/B) + A(E/B)

$$V/C = \frac{269 + 469 + 54 + 481}{1375} = 0.926 \qquad LOS = E$$

POSTOP

CalcaDB

February 6, 2003 ,Thursday 11:55:40 AM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

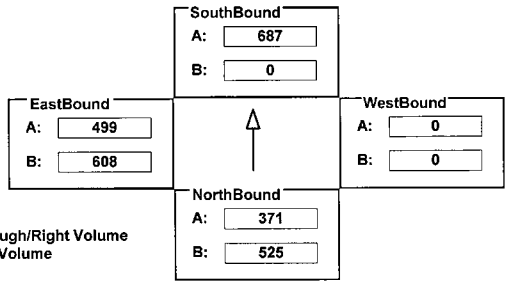
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	525	1113	0	0	1239	687	0	0	0	608	0	499
AMBIENT												
RELATED												
PROJECT												
TOTAL	525	1113	0	0	1239	687	0	0	0	608	0	499
LANE	1 0 3 0 0 0			0 0 2 0 1 0 0			0 0 0 1 0 0 0			0 1 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)

$$V/C = \frac{525 + 687 + 0 + 608}{1425} = 1.277 \qquad LOS = F$$

2015 Alternative D Mitigated
(With Lennox Interchange)

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

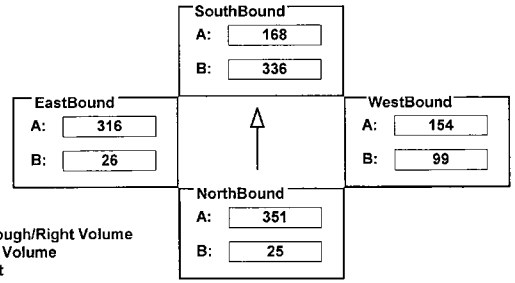
AM/PM: AM Comments:

COUNT DATE: STUDY 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	380	323	336	504	48	99	183	125	26	632	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	380	323	336	504	48	99	183	125	26	632	40
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)

$$V/C = \frac{351 + 336 + 99 + 316}{*1500} = 0.665$$

LOS = B

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

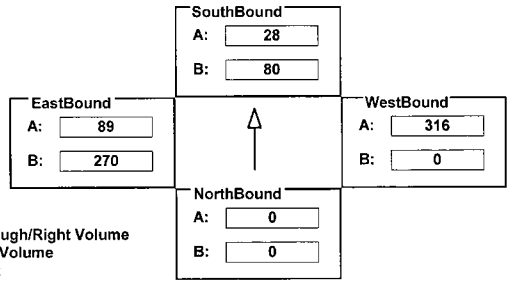
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	297	0	1064	515	491	357	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	228	0	297	0	1064	515	491	357	0
LANE	0	0	0	0	0	0	0	3	0	0	0	3	0	1	1	0	2	0	4	0	0	0	0
SIGNAL	Split	Auto		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)

$$V/C = \frac{0 + 80 + 316 + 270}{*1375} = 0.414 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

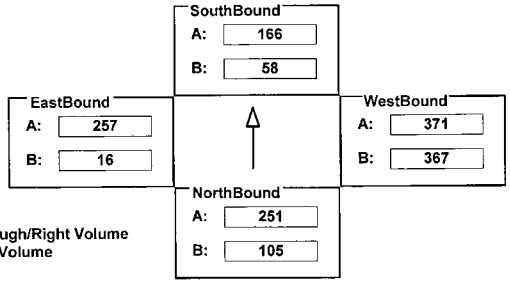
AM/PM: AM Comments:

COUNT DATE: STUDY 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	163	381	58	192	24	667	730	12	16	727	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	163	381	58	192	24	667	730	12	16	727	45
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
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)

$$V/C = \frac{251 + 58 + 367 + 257}{*1375} = 0.609 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

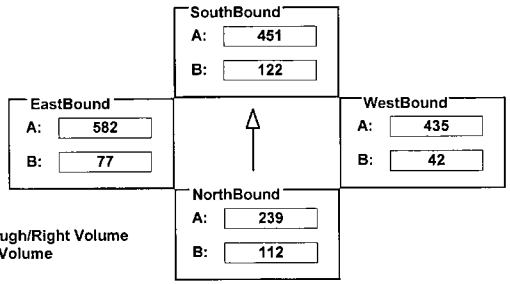
AM/PM: AM Comments:

COUNT DATE: STUDY 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	435	42	122	818	84	42	1306	107	77	1164	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	112	435	42	122	818	84	42	1306	107	77	1164	65
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 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)

$$V/C = \frac{112 + 451 + 42 + 582}{*1500} = 0.721$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

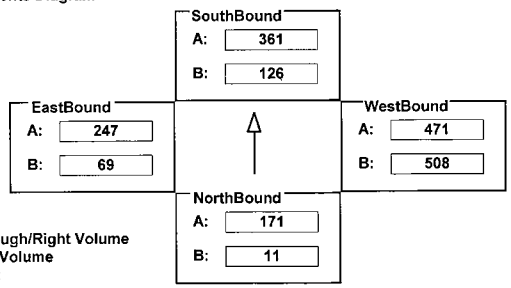
AM/PM: AM Comments:

COUNT DATE: STUDY 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	342	94	126	603	119	508	707	471	125	493	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	342	94	126	603	119	508	707	471	125	493	28
LANE	1 0 2 0 0 1 0			1 0 1 0 1 0 0			1 0 2 0 1 0 0			2 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)

$$V/C = \frac{11 + 361 + 508 + 247}{*1500} = 0.681$$

LOS = B

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

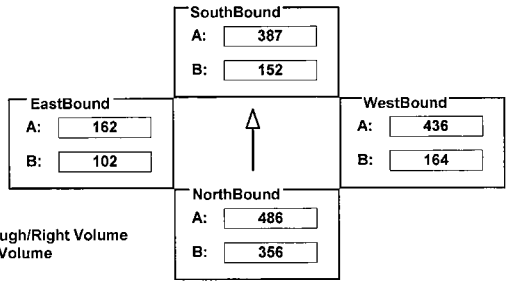
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	356	971	122	152	583	191	298	1140	603	102	423	162
AMBIENT												
RELATED												
PROJECT												
TOTAL	356	971	122	152	583	191	298	1140	603	102	423	162
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	0	0	2	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)

$$V/C = \frac{356 + 387 + 436 + 102}{*1500} = 0.784 \qquad LOS = C$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

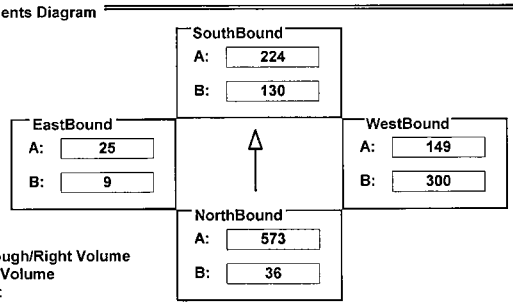
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1720	406	130	567	106	300	292	149	9	20	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	1720	406	130	567	106	300	292	149	9	20	5
LANE	1	0	3	0	0	1	0	1	0	2	0	1	0	0	1	0	2	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{573 + 130 + 300 + 25}{*1500} = 0.615 \qquad LOS = B$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

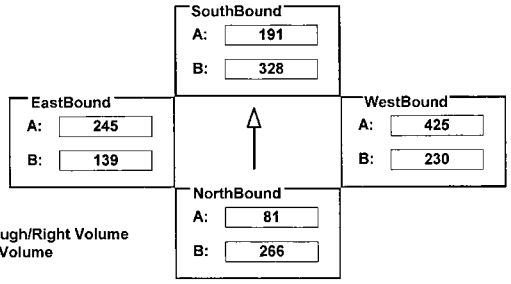
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	484	243	17	596	352	191	419	1699	65	139	807	173
AMBIENT												
RELATED												
PROJECT												
TOTAL	484	243	17	596	352	191	419	1699	65	139	807	173
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 = A(W/B) + B(E/B)

$$V/C = \frac{266 + 191 + 425 + 139}{*1375} = 0.673 \qquad LOS = B$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

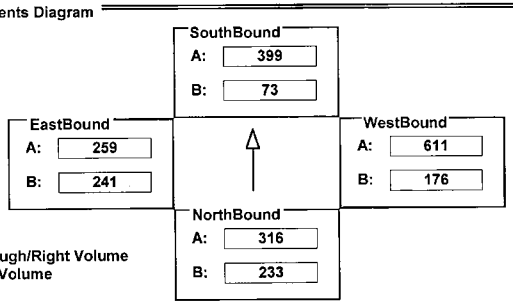
AM/PM: AM Comments:

COUNT DATE: STUDY 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	867	80	133	962	235	321	1505	327	241	418	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	233	867	80	133	962	235	321	1505	327	241	418	259
LANE	1	0	2	0	1	0	0	2	0	2	0	1	0	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)

$$V/C = \frac{233 + 399 + 611 + 241}{*1375} = 1.009 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

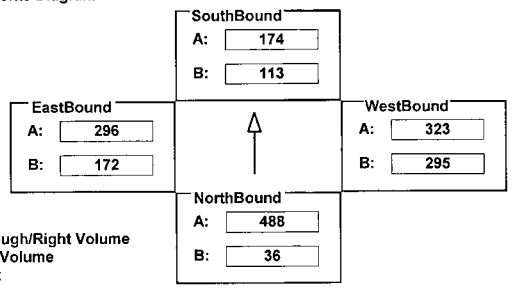
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1465	505	205	522	142	536	969	227	313	779	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	1465	505	205	522	142	536	969	227	313	779	110
LANE	2	0	3	0	0	1	0	2	0	2	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 = B(W/B) + A(E/B)

$$V/C = \frac{488 + 113 + 295 + 296}{*1375} = 0.797 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

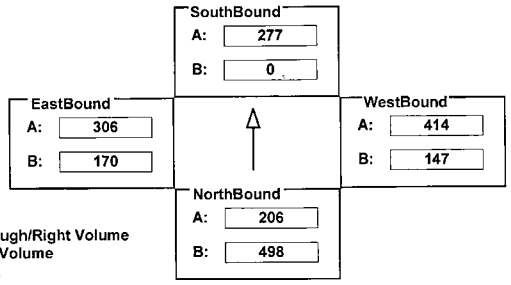
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	498	268	143	2	454	362	147	1231	9	170	775	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	498	268	143	2	454	362	147	1231	9	170	775	144
LANE	1	0	1	0	1	0	0	0	0	2	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		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)

$$V/C = \frac{498 + 277 + 414 + 170}{*1375} = 0.918 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

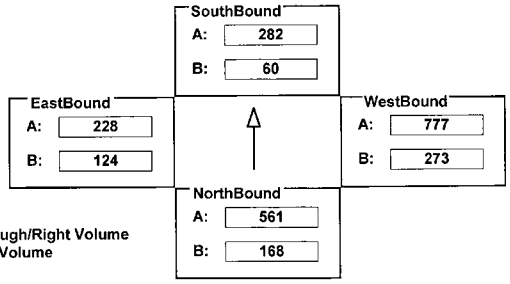
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	305	1683	630	109	480	344	497	2066	777	225	855	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	305	1683	630	109	480	344	497	2066	777	225	855	56
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		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 = A(W/B) + B(E/B)

$$V/C = \frac{561 + 60 + 777 + 124}{1375} = 1.107$$

LOS = F

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

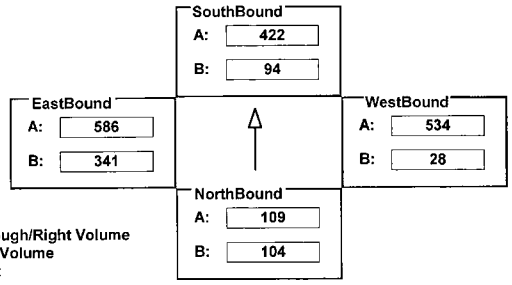
AM/PM: AM Comments:

COUNT DATE: STUDY 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	328	58	171	845	555	51	1603	174	620	1759	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	189	328	58	171	845	555	51	1603	174	620	1759	181
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		Auto		Prot-Var		OLA		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)

$$V/C = \frac{104 + 422 + 534 + 341}{*1375} = 0.949$$

LOS = E

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

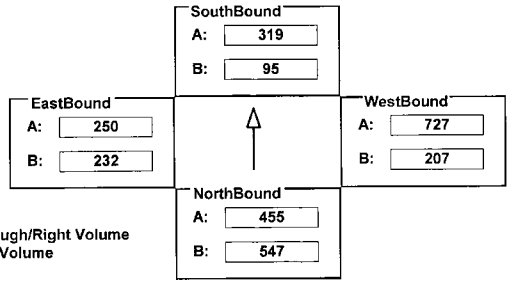
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	994	1365	313	173	957	243	376	1455	322	232	750	623
AMBIENT												
RELATED												
PROJECT												
TOTAL	994	1365	313	173	957	243	376	1455	322	232	750	623
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)

$$V/C = \frac{547 + 319 + 727 + 232}{*1375} = 1.257 \qquad LOS = F$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

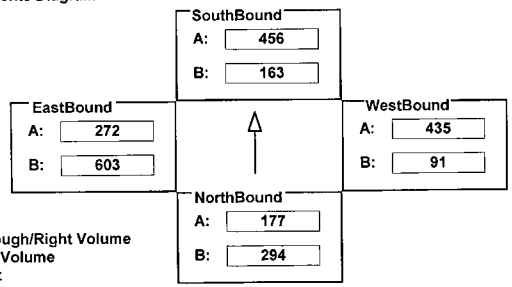
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	294	507	203	163	1368	324	91	1339	401	603	815	366
AMBIENT												
RELATED												
PROJECT												
TOTAL	294	507	203	163	1368	324	91	1339	401	603	815	366
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)

$$V/C = \frac{294 + 456 + 435 + 603}{*1375} = 1.230 \qquad LOS = F$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

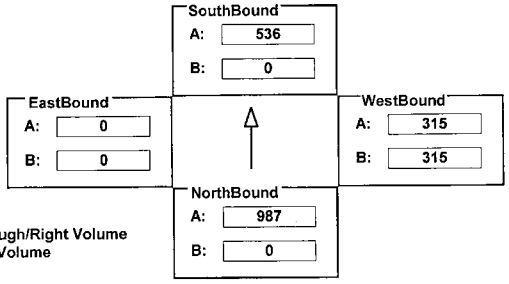
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3946	0	0	2142	53	852	93	108	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3946	0	0	2142	53	852	93	108	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: <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)

$$V/C = \frac{987 + 0 + 315 + 0}{*1500} = 0.798 \qquad LOS = C$$

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

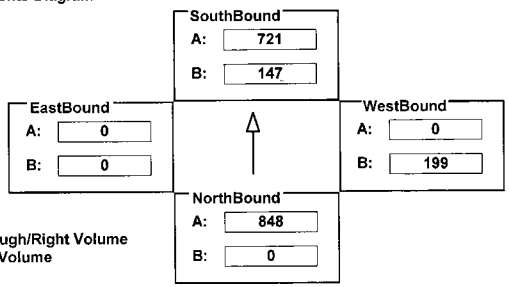
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1695	255	147	721	0	362	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1695	255	147	721	0	362	0	0	0	0	0
LANE	0 0 1	0 1 1	0	0 1 1	0 0 0	0	2 0 0	0 0 1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{848 + 147 + 199 + 0}{*1500} = 0.726 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1004	114	19	1	503	42	8	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1004	114	19	1	503	42	8	0	196	0
LANE	0 0 0 0 1 1 0			0 0 0 1 0 0 0			2 1 0 0 1 0 0			0 1 0 0 1 0 0		
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 134 B: 114

EastBound A: 98 B: 0

WestBound A: 49 B: 176

NorthBound A: 502 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)

$$V/C = \frac{502 + 134 + 176 + 98}{*1375} = 0.592$$

LOS = A

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments:

COUNT DATE: STUDY 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	46	290	148	0	28	0	1153	107	17	515	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	46	290	148	0	28	0	1153	107	17	515	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		
SIGNAL	Phasing: Perm	RTOR: Free		Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 19 B: 81

EastBound A: 172 B: 17

WestBound A: 420 B: 0

NorthBound A: 23 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)

$$V/C = \frac{23 + 81 + 420 + 17}{*1375} = 0.323$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

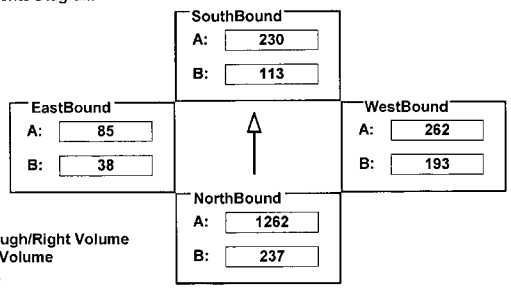
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	431	3786	290	205	919	86	193	524	305	38	170	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	431	3786	290	205	919	86	193	524	305	38	170	148
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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	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)

$$V/C = \frac{1262 + 113 + 262 + 38}{*1375} = 1.148 \qquad LOS = F$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

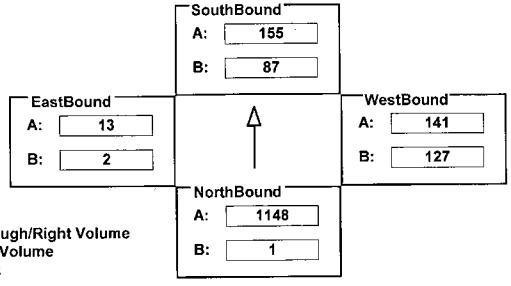
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2142	154	87	305	5	127	6	276	2	2	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2142	154	87	305	5	127	6	276	2	2	9
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	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)

$$V/C = \frac{1148 + 87 + 141 + 2}{*1500} = 0.849 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

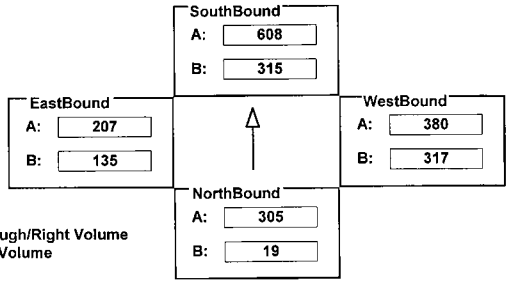
AM/PM: AM Comments:

COUNT DATE: STUDY 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	566	45	572	790	426	317	609	151	135	400	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	566	45	572	790	426	317	609	151	135	400	15
LANE	1 0	1 0	1 0	2 0	1 0	1 0	1 0	1 0	1 0	1 0	1 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)

$$V/C = \frac{19 + 608 + 317 + 207}{*1375} = 0.767 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

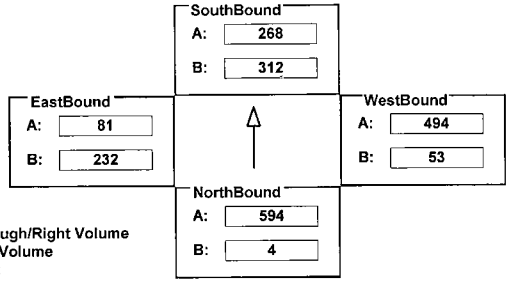
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1131	56	312	253	14	53	125	807	232	77	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1131	56	312	253	14	53	125	807	232	77	4
LANE	1 0	1 0	1 0	1 0	0 0	1 0	1 0	1 0	0 1	1 0	0 0	1 0
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		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)

$$V/C = \frac{594 + 312 + 494 + 232}{1425} = 1.145 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

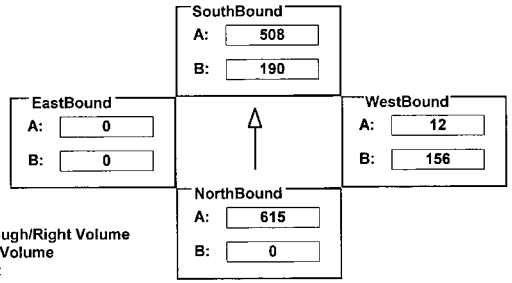
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	921	346	1523	0	445	0	202	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2460	921	346	1523	0	445	0	202	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)

$$V/C = \frac{615 + 190 + 156 + 0}{*1425} = 0.604 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

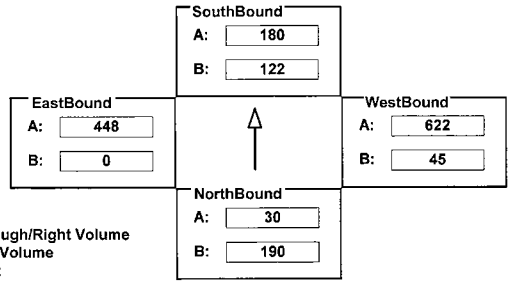
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	135	222	180	167	81	1866	427	0	1345	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	345	0	135	222	180	167	81	1866	427	0	1345	172
LANE	2 0 0 0 0 2 0			2 1 0 0 0 2 0			2 0 3 0 0 2 0			0 0 2 0 1 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) + A(S/B)

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

$$V/C = \frac{190 + 180 + 622 + 0}{*1375} = 0.651 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

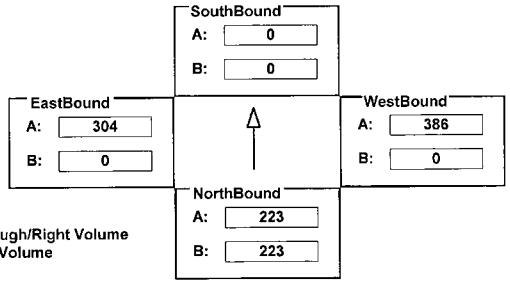
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	603	0	66	0	0	0	0	1159	0	0	911	225
AMBIENT												
RELATED												
PROJECT												
TOTAL	603	0	66	0	0	0	0	1159	0	0	911	225
LANE	2	0	0	0	0	0	1	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 = A(N/B) + A(S/B)

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

$$V/C = \frac{223 + 0 + 386 + 0}{*1500} = 0.336$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

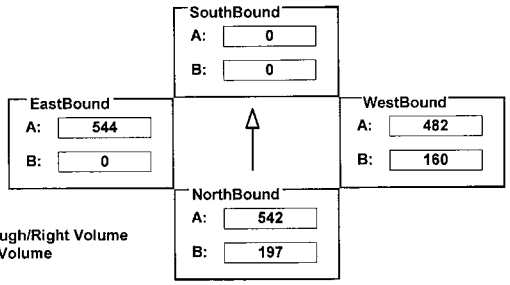
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	359	0	542	0	0	0	290	964	0	0	1087	221
AMBIENT												
RELATED												
PROJECT												
TOTAL	359	0	542	0	0	0	290	964	0	0	1087	221
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: <none>	RTOR: <none>		Phasing: Perm	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)

$$V/C = \frac{542 + 0 + 160 + 544}{*1500} = 0.761$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

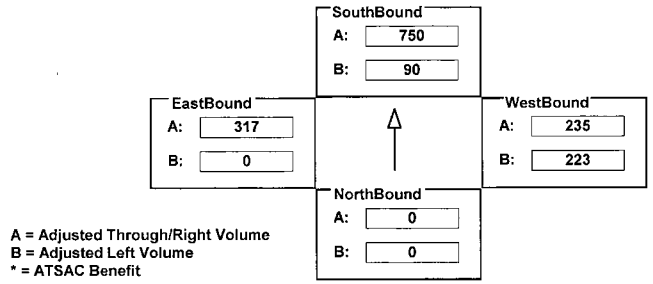
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	90	1500	156	405	706	0	0	283	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	90	1500	156	405	706	0	0	283	317
LANE	0	0	0	1	1	0	2	0	3	0	0	0
	0	0	0	0	1	0	0	0	0	0	2	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)

$$V/C = \frac{0 + 750 + 223 + 317}{*1425} = 0.835 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

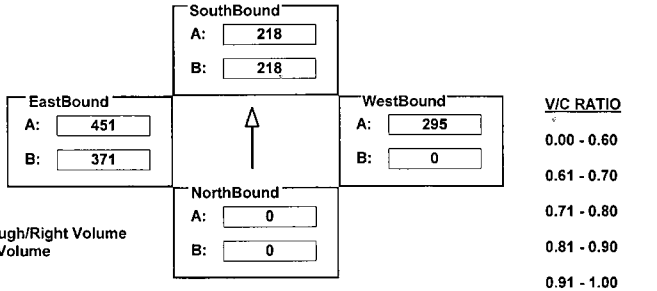
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	653	0	283	0	590	1235	674	902	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	653	0	283	0	590	1235	674	902	0
LANE	0	0	0	2	1	0	1	0	2	2	0	1
	1	0	0	0	0	1	0	0	1	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	OLA	Prot-Var	Free	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)

$$V/C = \frac{0 + 218 + 295 + 371}{*1375} = 0.573 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

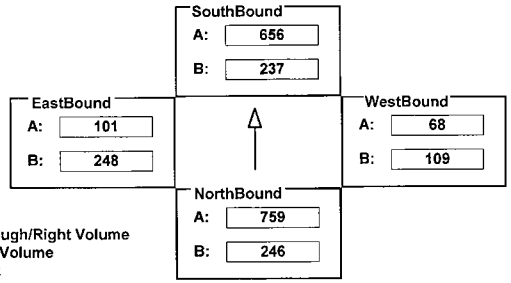
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	246	2276	447	431	2424	198	198	203	91	450	303	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	246	2276	447	431	2424	198	198	203	91	450	303	84
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{759 + 237 + 68 + 248}{*1375} = 0.884 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

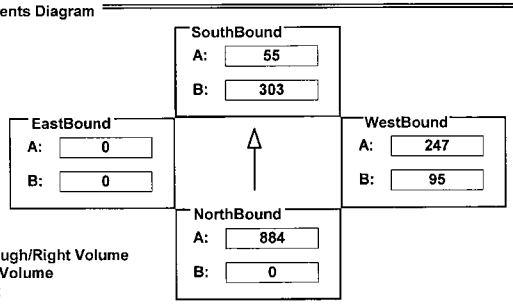
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1372	884	303	109	0	189	0	550	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1372	884	303	109	0	189	0	550	0	0	0
LANE	1 0 2 0 0 1 0			1 0 1 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	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)

$$V/C = \frac{884 + 303 + 247 + 0}{*1425} = 0.936 \qquad LOS = E$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

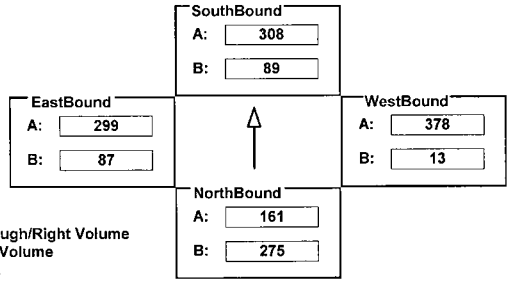
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	500	321	77	162	569	356	23	1135	386	157	898	483
AMBIENT												
RELATED												
PROJECT												
TOTAL	500	321	77	162	569	356	23	1135	386	157	898	483
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		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 = A(W/B) + B(E/B)

$$V/C = \frac{275 + 308 + 378 + 87}{*1375} = 0.692$$

LOS = B

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

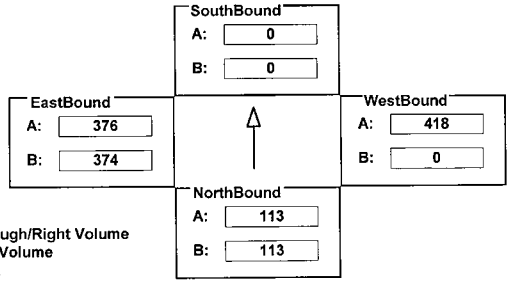
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2	81	0	0	0	268	1255	262	374	1128	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	2	81	0	0	0	268	1255	262	374	1128	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	1	0	3	0	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)

$$V/C = \frac{113 + 0 + 418 + 374}{*1200} = 0.684$$

LOS = B

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

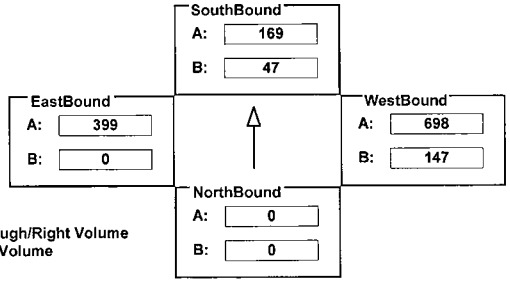
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	47	1	338	268	1396	0	374	1102	399
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	47	1	338	268	1396	0	374	1102	399
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	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)

$$V/C = \frac{0 + 169 + 698 + 0}{*1200} = 0.653 \qquad LOS = B$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

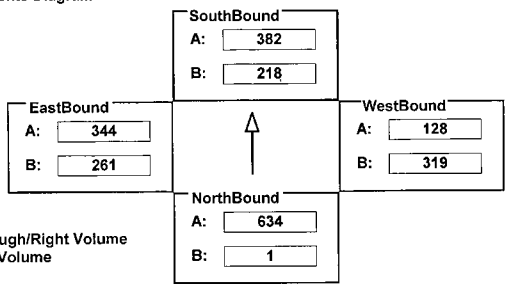
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2156	1016	396	1316	211	581	257	536	261	1009	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2156	1016	396	1316	211	581	257	536	261	1009	24
LANE	1	0	3	0	1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{634 + 218 + 319 + 344}{*1375} = 1.032 \qquad LOS = F$$

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February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

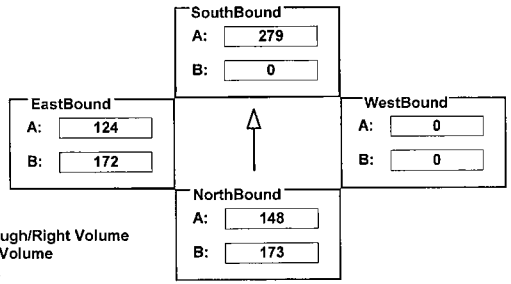
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	315	443	0	0	685	451	0	0	0	313	0	225
AMBIENT												
RELATED												
PROJECT												
TOTAL	315	443	0	0	685	451	0	0	0	313	0	225
LANE	2	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<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)

$$V/C = \frac{173 + 279 + 0 + 172}{*1500} = 0.346$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

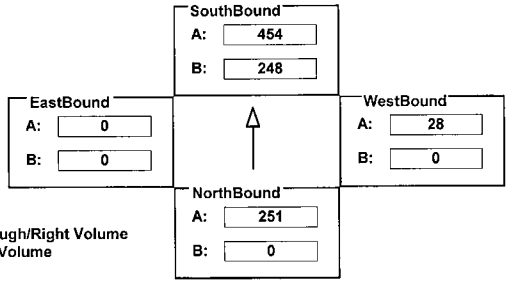
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	725	27	451	1363	0	0	0	277	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	725	27	451	1363	0	0	0	277	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	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)

$$V/C = \frac{251 + 248 + 28 + 0}{*1500} = 0.281$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

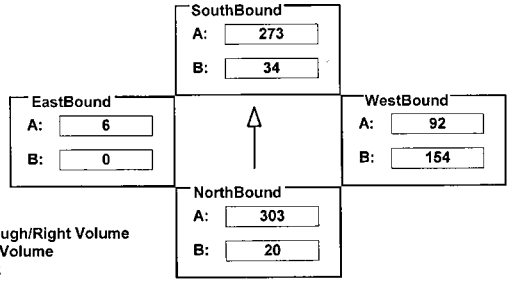
AM/PM: AM Comments:

COUNT DATE: STUDY 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	607	90	62	820	0	279	7	109	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	607	90	62	820	0	279	7	109	0	0	6
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	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)

$$V/C = \frac{303 + 34 + 154 + 6}{*1425} = 0.279 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

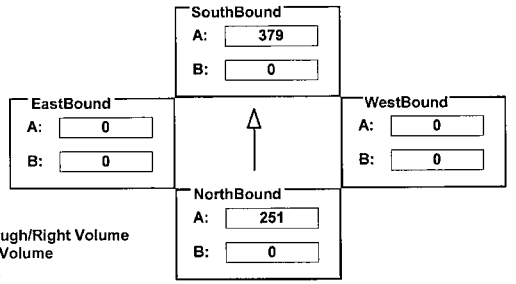
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	752	0	0	1136	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	752	0	0	1136	0	0	0	0	0	0	0
LANE	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>		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 = +

West/East Critical Movements = +

$$V/C = \frac{+ \quad + \quad +}{1500} = 0.000 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

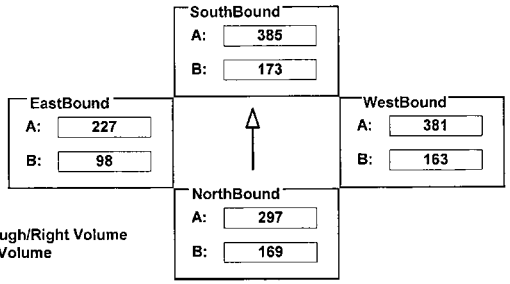
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	169	452	141	315	613	157	296	1071	73	98	575	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	169	452	141	315	613	157	296	1071	73	98	575	106
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{169 + 385 + 381 + 98}{1375} = 0.751$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

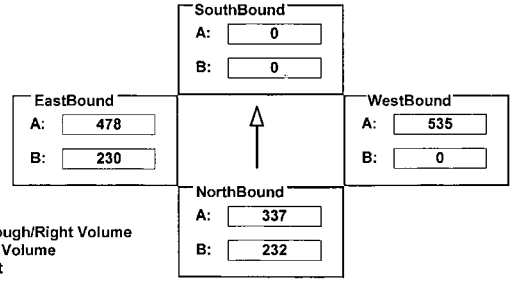
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	337	0	0	0	395	1359	247	418	1434	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	232	0	337	0	0	0	395	1359	247	418	1434	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	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)

$$V/C = \frac{337 + 0 + 535 + 230}{*1425} = 0.703$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

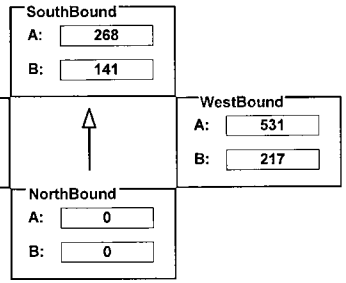
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	141	0	395	395	1594	0	418	1306	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	141	0	395	395	1594	0	418	1306	217
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 268 + 217 + 508}{*1425} = 0.627 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

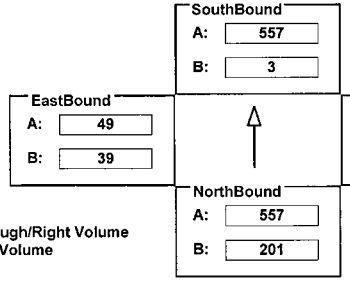
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	366	2226	2	3	1417	255	0	0	14	77	1	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	366	2226	2	3	1417	255	0	0	14	77	1	150
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)

$$V/C = \frac{201 + 557 + 14 + 49}{*1375} = 0.527 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

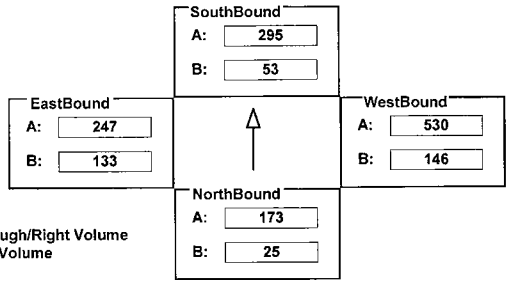
AM/PM: AM Comments:

COUNT DATE: STUDY 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	347	221	53	590	187	146	1060	18	133	731	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	347	221	53	590	187	146	1060	18	133	731	10
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)

$$V/C = \frac{25 + 295 + 530 + 133}{*1375} = 0.645 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

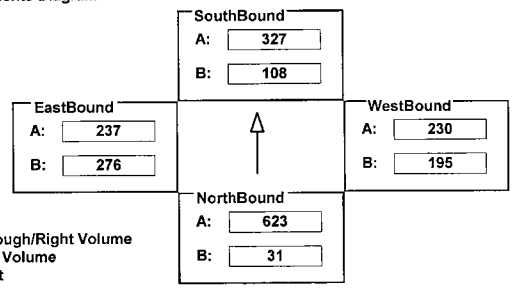
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1868	153	108	980	91	355	592	99	276	602	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	1868	153	108	980	91	355	592	99	276	602	107
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 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		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)

$$V/C = \frac{623 + 108 + 230 + 276}{*1425} = 0.798 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

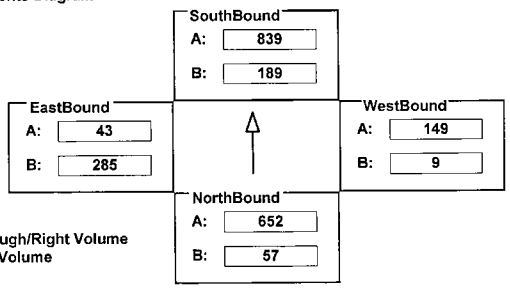
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2594	14	189	2357	161	9	129	338	518	37	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	2594	14	189	2357	161	9	129	338	518	37	6
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{57 + 839 + 149 + 285}{*1375} = 0.897 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

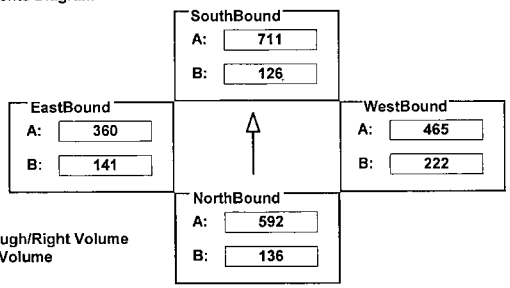
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2176	192	126	1834	300	222	929	316	141	720	229
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	2176	192	126	1834	300	222	929	316	141	720	229
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{136 + 711 + 465 + 141}{*1375} = 0.987 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

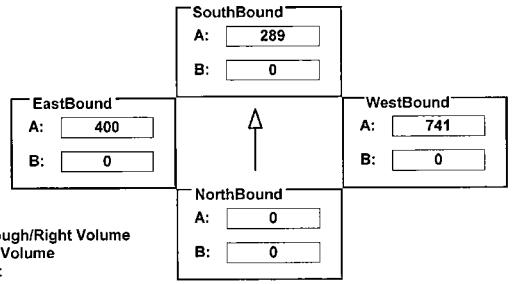
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1157	0	3	0	2963	1469	0	1599	0
AMBIENT				-1157	1157							
RELATED												
PROJECT												
TOTAL	0	0	0	-0	1157	3	0	2963	1469	0	1599	0
LANE	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	3	0	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)

$$V/C = \frac{0 + 289 + 741 + 0}{*1500} = 0.617 \qquad LOS = B$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

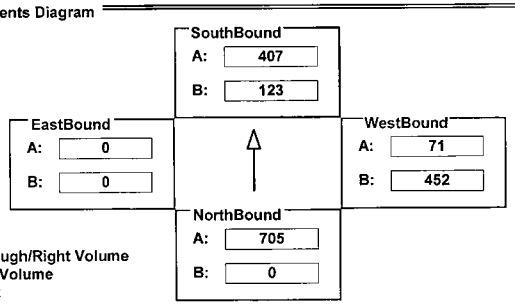
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2820	433	224	1627	0	1290	0	194	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2820	433	224	1627	0	1290	0	194	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)

$$V/C = \frac{705 + 123 + 452 + 0}{*1425} = 0.828 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

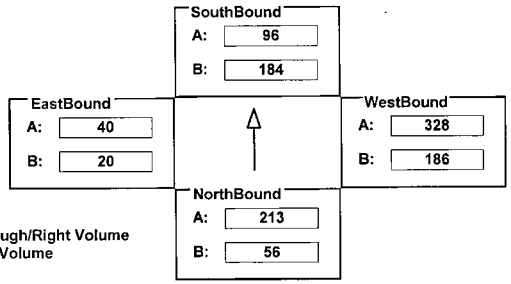
AM/PM: AM Comments:

COUNT DATE: STUDY 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	425	123	184	175	17	186	232	512	20	56	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	425	123	184	175	17	186	232	512	20	56	25
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		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 = A(W/B) + A(E/B)

$$V/C = \frac{213 + 184 + 328 + 40}{*1375} = 0.486 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

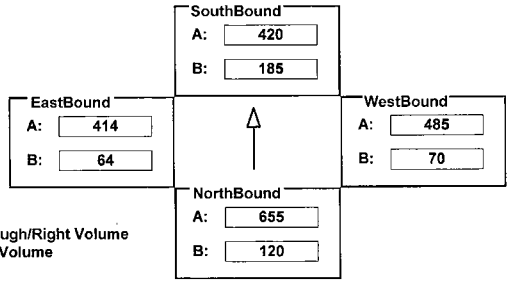
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1965	56	185	1259	128	70	971	327	116	828	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1965	56	185	1259	128	70	971	327	116	828	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		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)

$$V/C = \frac{655 + 185 + 485 + 64}{*1425} = 0.905 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

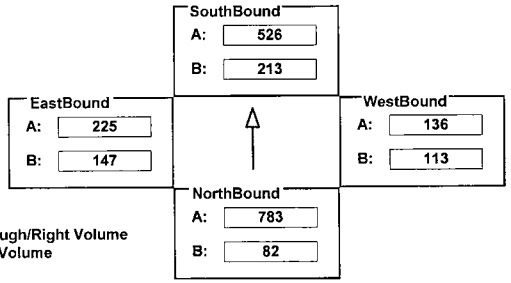
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3132	250	387	2047	55	113	136	74	147	65	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	82	3132	250	387	2047	55	113	136	74	147	65	160
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-Fix	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 = B(W/B) + A(E/B)

$$V/C = \frac{783 + 213 + 113 + 225}{*1425} = 0.866 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

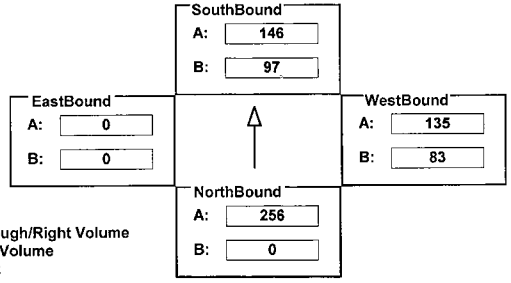
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	486	617	97	293	0	151	0	423	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	486	617	97	293	0	151	0	423	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 = A(W/B) + A(E/B)

$$V/C = \frac{256 + 97 + 135 + 0}{*1425} = 0.272 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

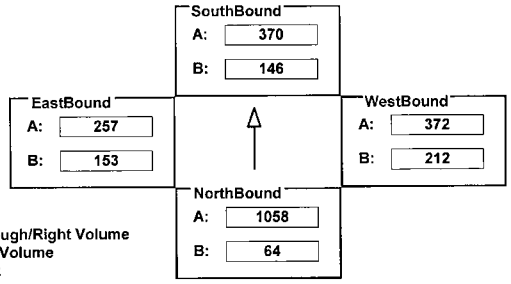
AM/PM: AM Comments:

COUNT DATE: STUDY 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	4232	509	265	1109	55	385	396	445	278	771	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	4232	509	265	1109	55	385	396	445	278	771	144
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
	2	0 2	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	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
	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)

$$V/C = \frac{1058 + 146 + 372 + 153}{*1375} = 1.187 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

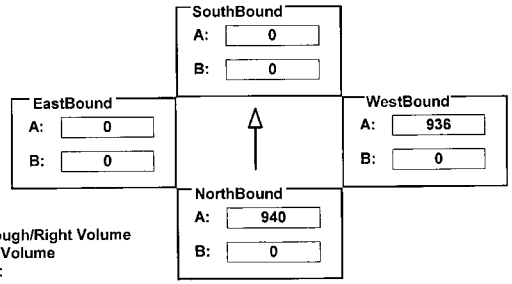
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2819	0	0	0	0	0	0	2675	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2819	0	0	0	0	0	0	2675	0	0	0
LANE	0	0 3	0	0	0	0	0	0 0	0	0	0	0
	0	0 0	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
	0	0 0	0	0	0	0	0	0 0	0	0	0	0
SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
	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)

$$V/C = \frac{940 + 0 + 936 + 0}{*1500} = 1.181 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

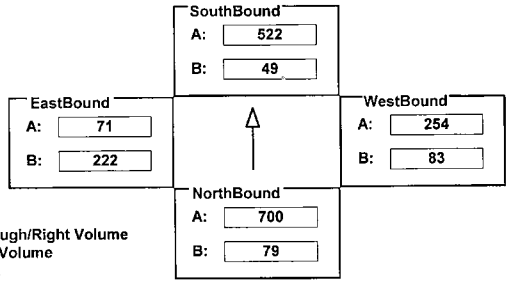
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2082	19	49	1373	194	83	143	111	404	55	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	2082	19	49	1373	194	83	143	111	404	55	71
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			1 0 0 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)

$$V/C = \frac{700 + 49 + 254 + 222}{*1425} = 0.790 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

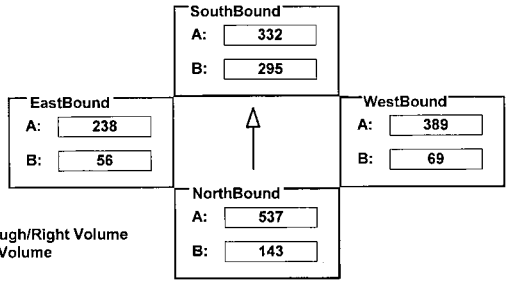
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1610	17	295	996	257	69	601	177	56	449	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	1610	17	295	996	257	69	601	177	56	449	28
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		
	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)

$$V/C = \frac{537 + 295 + 389 + 56}{*1500} = 0.781 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

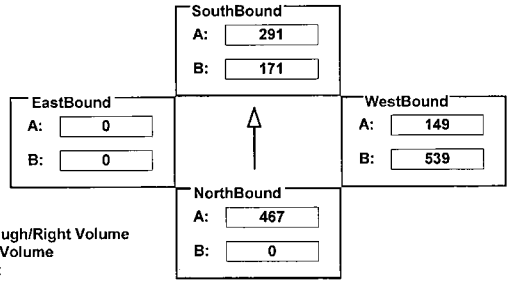
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1401	143	171	872	0	981	0	149	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1401	143	171	872	0	981	0	149	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 0 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		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 = B(W/B) + A(E/B)

$$V/C = \frac{467 + 171 + 539 + 0}{*1500} = 0.715 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

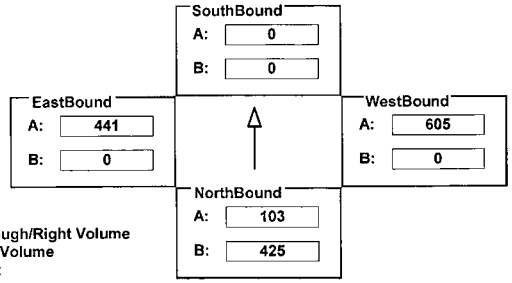
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	773	8	103	0	0	10	0	1816	0	0	881	897
AMBIENT												
RELATED												
PROJECT												
TOTAL	773	8	103	0	0	10	0	1816	0	0	881	897
LANE	2 0 0 0 0 1 0			0 0 0 0 0 0 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{425 + 0 + 605 + 441}{1500} = 0.687 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

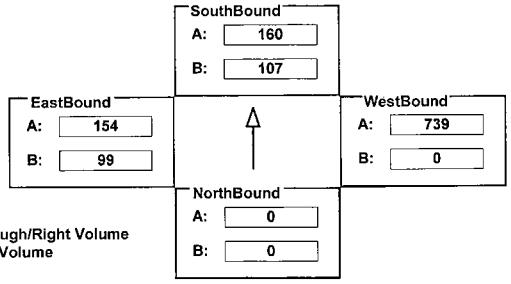
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	194	0	382	0	1689	529	99	461	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	194	0	382	0	1689	529	99	461	0
LANE	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 160 + 739 + 99}{*1425} = 0.630$$

LOS = B

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MITDAM61

CalcaDB

February 6, 2003 ,Thursday 04:28:14 PM

INTERSECTION DATA SUMMARY SHEET

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

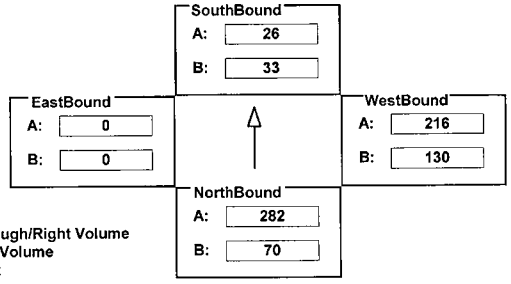
AM/PM: AM Comments:

COUNT DATE: STUDY 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	439	125	33	35	17	130	252	179	0	1	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	439	125	33	35	17	130	252	179	0	1	0
LANE	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	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)

$$V/C = \frac{282 + 33 + 216 + 0}{1375} = 0.386$$

LOS = A

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MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

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

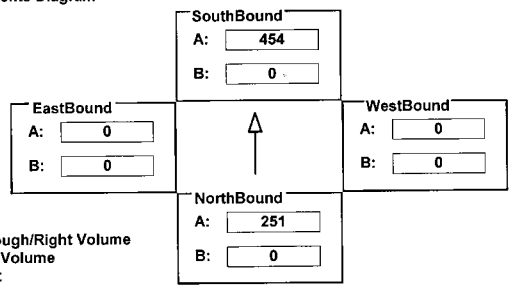
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	752	0	0	1361	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	752	0	0	1361	0	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	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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 454 + 0 + 0}{*1425} = 0.249$$

LOS = A

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

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

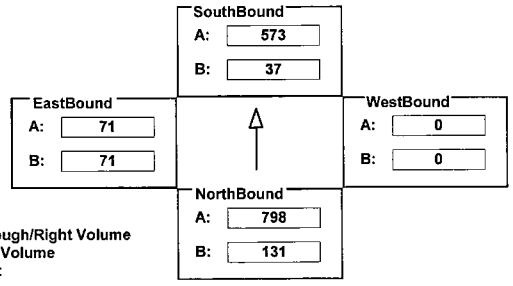
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	2329	65	37	1597	121	0	0	0	142	0	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	131	2329	65	37	1597	121	0	0	0	142	0	14
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	0	0	1	0	0	0	1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{798 + 37 + 0 + 71}{*1375} = 0.589$$

LOS = A

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

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

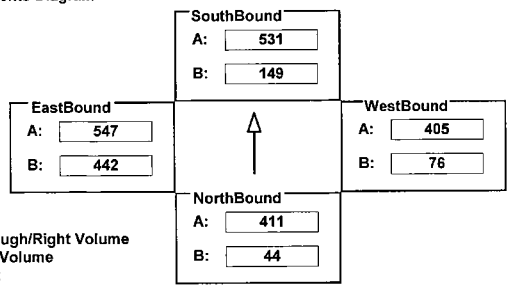
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	823	90	149	1062	257	76	712	98	442	1065	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	823	90	149	1062	257	76	712	98	442	1065	29
LANE	1 0 2 0 0 1 0			1 0 2 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{44 + 531 + 405 + 442}{*1500} = 0.878 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

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

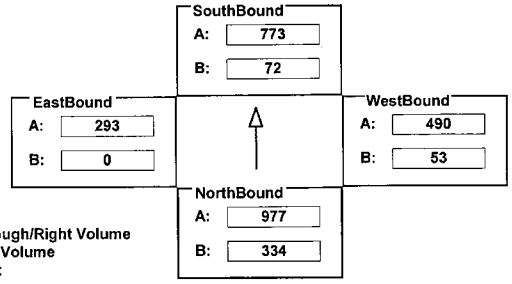
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	608	2887	43	131	2252	68	97	1319	151	0	768	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	608	2887	43	131	2252	68	97	1319	151	0	768	112
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		
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)

$$V/C = \frac{334 + 773 + 490 + 0}{*1375} = 1.091 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

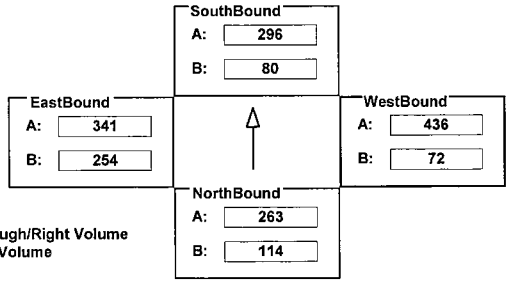
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	206	1009	42	146	887	78	72	1226	82	254	829	195
AMBIENT												
RELATED												
PROJECT												
TOTAL	206	1009	42	146	887	78	72	1226	82	254	829	195
LANE	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{114 + 296 + 436 + 254}{1375} = 0.800$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

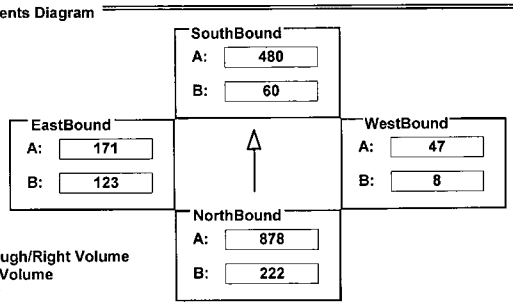
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	403	2633	12	60	1282	157	8	38	40	123	23	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	403	2633	12	60	1282	157	8	38	40	123	23	282
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
SIGNAL	Phasing: Prot-Fix	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)

$$V/C = \frac{878 + 60 + 8 + 171}{*1425} = 0.714$$

LOS = C

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CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

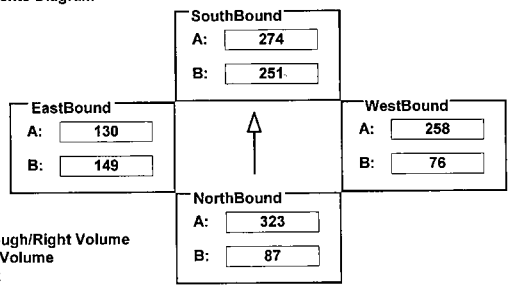
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	157	969	336	251	821	282	76	600	172	149	363	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	157	969	336	251	821	282	76	600	172	149	363	26
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
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)

$$V/C = \frac{323 + 251 + 258 + 149}{*1375} = 0.643 \qquad LOS = B$$

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MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

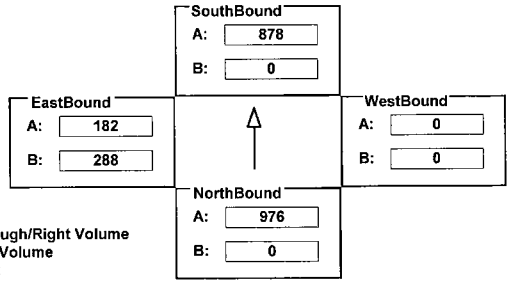
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	2859	69	0	2422	1091	0	0	0	822	182	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2859	69	0	2422	1091	0	0	0	822	182	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	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		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 = A(N/B) + B(S/B)

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

$$V/C = \frac{976 + 0 + 0 + 288}{*1500} = 0.773 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

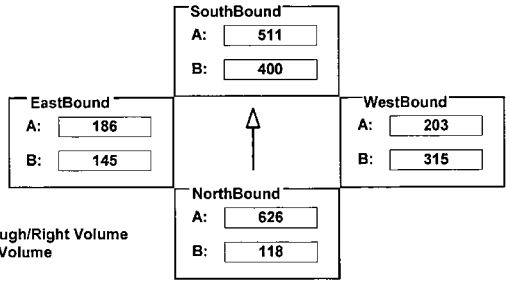
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	1879	181	727	1532	235	315	406	628	145	372	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	1879	181	727	1532	235	315	406	628	145	372	76
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	1	0	2	0	0	2	0	1	0	2	0	0	1	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Prot-Fix		Free		Prot-Fix		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 = B(W/B) + A(E/B)

$$V/C = \frac{626 + 400 + 315 + 186}{*1375} = 1.041$$

LOS = F

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

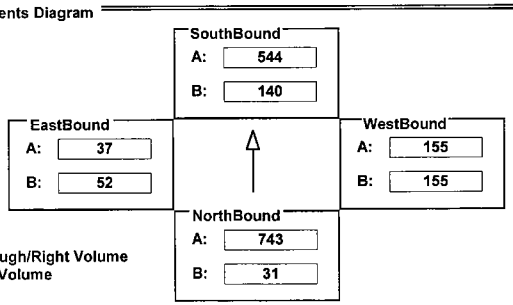
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	56	2230	219	255	2127	50	255	55	198	52	34	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	2230	219	255	2127	50	255	55	198	52	34	52
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)

$$V/C = \frac{743 + 140 + 155 + 52}{*1375} = 0.723$$

LOS = C

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MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

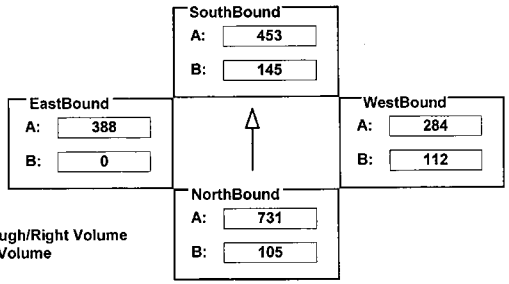
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	2192	226	145	1336	22	204	462	107	0	725	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	105	2192	226	145	1336	22	204	462	107	0	725	50
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{731 + 145 + 112 + 388}{*1375} = 0.931 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

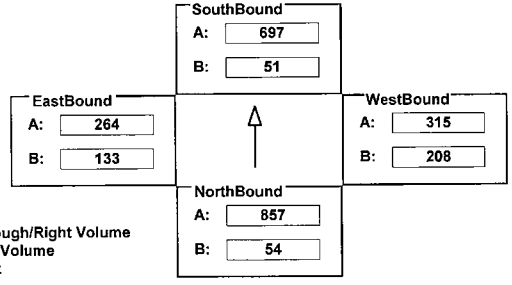
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	98	1661	53	93	1336	58	379	629	263	243	791	218
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	1661	53	93	1336	58	379	629	263	243	791	218
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)

$$V/C = \frac{857 + 51 + 208 + 264}{*1375} = 0.934 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

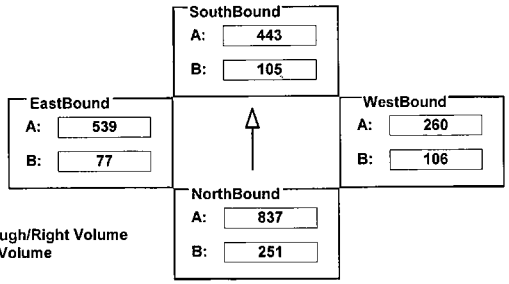
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	456	2176	334	190	1267	61	193	519	133	140	1078	427
AMBIENT												
RELATED												
PROJECT												
TOTAL	456	2176	334	190	1267	61	193	519	133	140	1078	427
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)

$$V/C = \frac{837 + 105 + 106 + 539}{*1375} = 1.084 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

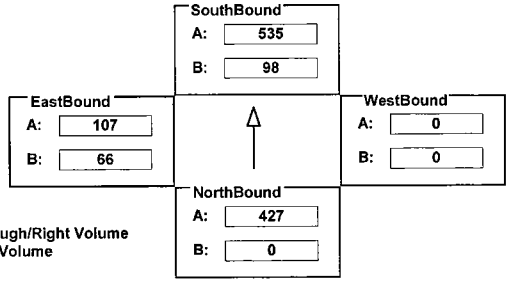
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	473	427	178	1606	0	0	0	0	66	0	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	473	427	178	1606	0	0	0	0	66	0	147
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>	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)

$$V/C = \frac{0 + 535 + 0 + 107}{*1425} = 0.381 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

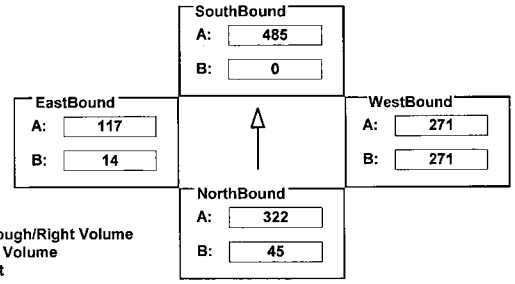
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	967	0	0	1439	16	538	5	265	14	0	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	967	0	0	1439	16	538	5	265	14	0	104
LANE	1	0	2	0	1	0	0	0	0	2	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	Auto	Perm	Free	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)

$$V/C = \frac{45 + 485 + 271 + 117}{*1425} = 0.574 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

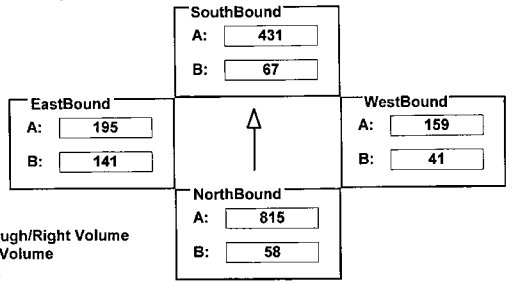
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	58	2381	64	67	1292	108	41	99	138	141	195	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2381	64	67	1292	108	41	99	138	141	195	150
LANE	1	0	2	0	1	0	0	1	0	3	0	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)

$$V/C = \frac{815 + 67 + 159 + 141}{*1500} = 0.718 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

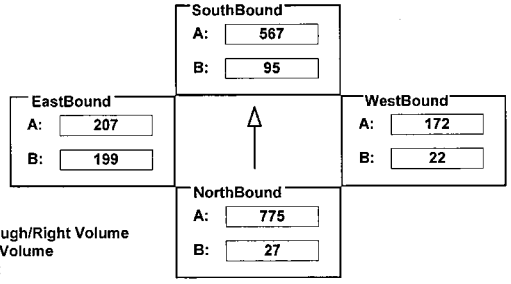
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	27	2326	13	95	1632	68	22	161	172	199	207	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	2326	13	95	1632	68	22	161	172	199	207	61
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	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)

$$V/C = \frac{775 + 95 + 172 + 199}{*1500} = 0.757$$

LOS = C

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

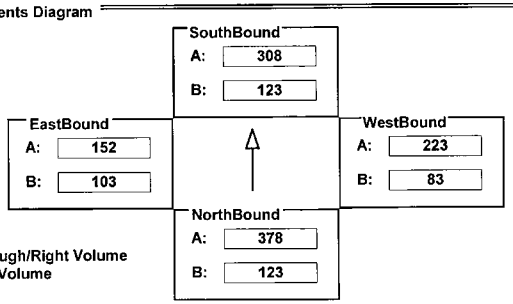
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	1133	44	123	830	94	83	223	159	103	231	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1133	44	123	830	94	83	223	159	103	231	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 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)

$$V/C = \frac{378 + 123 + 223 + 103}{1375} = 0.601$$

LOS = B

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MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

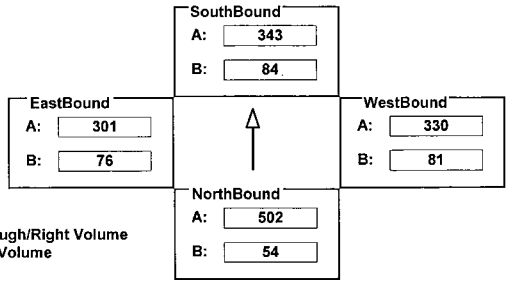
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	54	407	95	84	303	41	81	243	87	76	223	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	407	95	84	303	41	81	243	87	76	223	78
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 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)

$$V/C = \frac{502 + 84 + 330 + 76}{1500} = 0.661 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

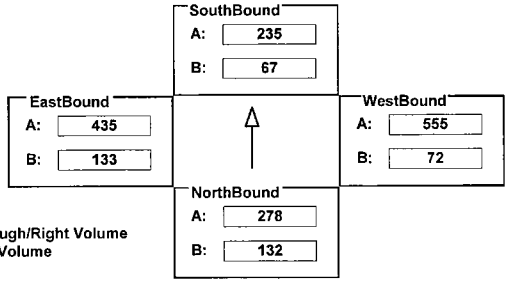
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	132	232	46	67	235	143	72	1002	107	133	715	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	232	46	67	235	143	72	1002	107	133	715	156
LANE	1 0 0 0 1 0 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{132 + 235 + 555 + 133}{1500} = 0.703 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

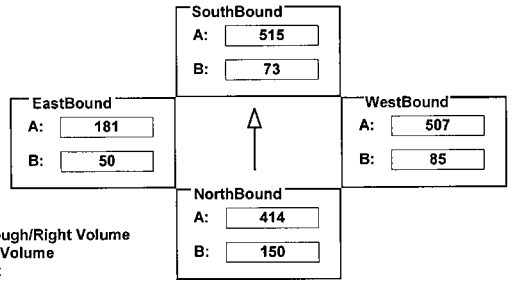
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	150	251	163	73	390	125	85	1458	65	50	519	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	251	163	73	390	125	85	1458	65	50	519	24
LANE	1	0	0	0	1	0	0	1	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 = A(W/B) + B(E/B)

$$V/C = \frac{150 + 515 + 507 + 50}{*1500} = 0.745 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

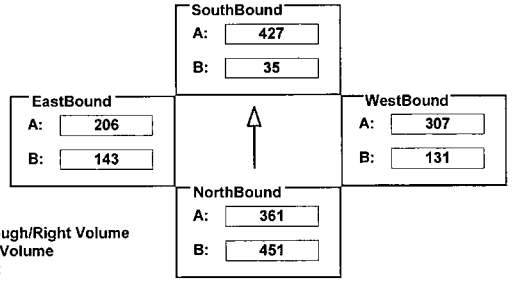
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	451	361	92	35	427	94	131	854	67	143	413	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	451	361	92	35	427	94	131	854	67	143	413	206
LANE	1	0	1	0	0	1	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	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)

$$V/C = \frac{451 + 427 + 307 + 143}{*1500} = 0.815 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

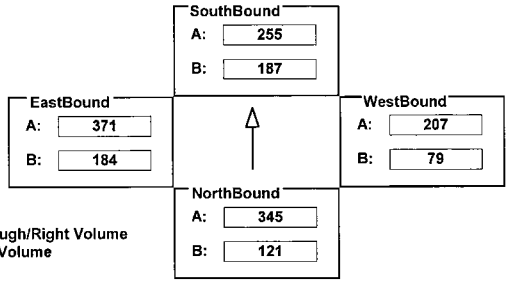
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	1007	28	187	766	56	79	413	220	184	371	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	1007	28	187	766	56	79	413	220	184	371	125
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	Prot-Var	Auto		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 = A(N/B) + B(S/B)

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

$$V/C = \frac{345 + 187 + 79 + 371}{*1375} = 0.644 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDAM24

CalcaDB

February 6, 2003 ,Thursday 04:27:39 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

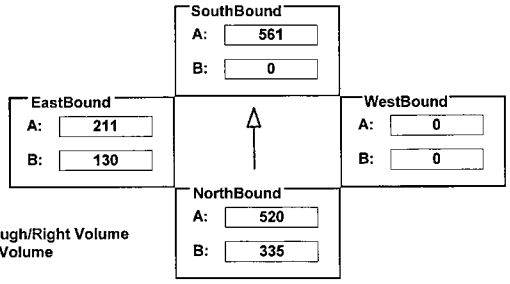
AM/PM: AM Comments: AM Peak - Alt. D With Lennox IC

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	335	1559	0	0	1430	252	0	0	0	130	0	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	335	1559	0	0	1430	252	0	0	0	130	0	211
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		
	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)

$$V/C = \frac{335 + 561 + 0 + 211}{1425} = 0.777 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

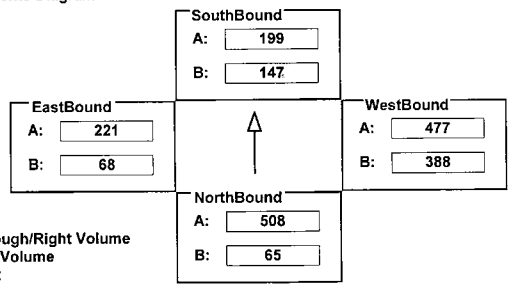
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	812	203	147	596	26	388	653	301	68	441	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	812	203	147	596	26	388	653	301	68	441	121
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	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)

$$V/C = \frac{508 + 147 + 388 + 221}{*1500} = 0.773 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

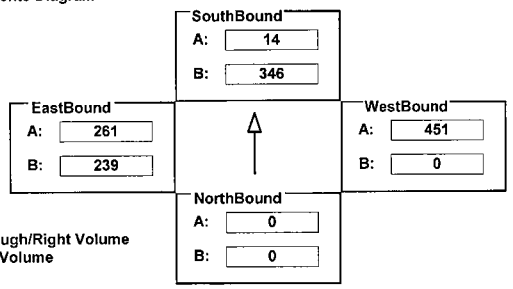
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	988	0	243	0	937	820	434	1045	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	988	0	243	0	937	820	434	1045	0
LANE	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	3	0	1	1	0	2	0	4	0	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)

$$V/C = \frac{0 + 346 + 451 + 239}{*1375} = 0.683 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

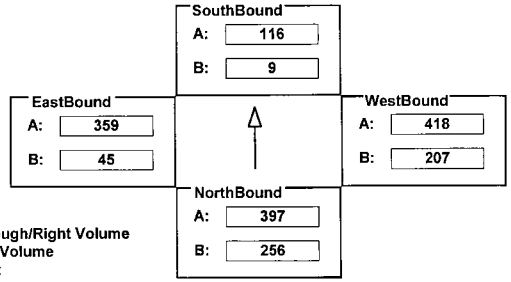
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	256	181	613	9	154	51	377	833	2	45	955	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	256	181	613	9	154	51	377	833	2	45	955	123
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{397 + 9 + 207 + 359}{*1375} = 0.637 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

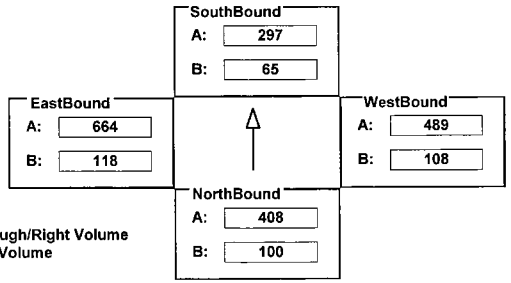
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	779	37	65	527	67	108	1467	125	118	1328	97
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	779	37	65	527	67	108	1467	125	118	1328	97
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	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)

$$V/C = \frac{408 + 65 + 108 + 664}{*1500} = 0.760 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

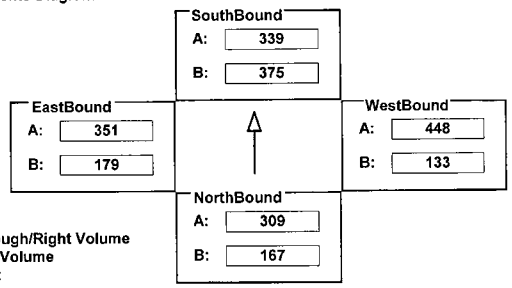
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	583	309	375	531	147	242	896	232	179	837	215
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	583	309	375	531	147	242	896	232	179	837	215
LANE	1 0 2 0 0 1 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	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)

$$V/C = \frac{309 + 375 + 448 + 179}{*1500} = 0.804 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

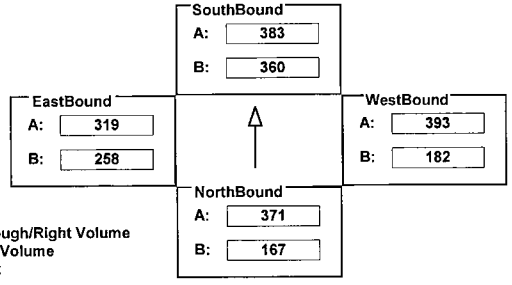
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	741	243	360	622	143	182	1160	413	258	957	255
AMBIENT												
RELATED												
PROJECT												
TOTAL	167	741	243	360	622	143	182	1160	413	258	957	255
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 = A(W/B) + B(E/B)

$$V/C = \frac{371 + 360 + 393 + 258}{*1500} = 0.851 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

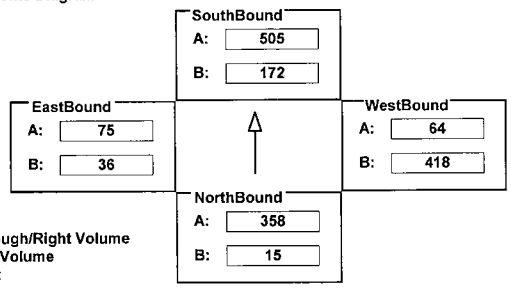
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	1074	222	313	1487	29	418	64	9	36	45	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	1074	222	313	1487	29	418	64	9	36	45	30
LANE	1	0	3	0	0	1	0	2	0	0	2	0	1	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{358 + 172 + 418 + 75}{*1500} = 0.612$$

LOS = B

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

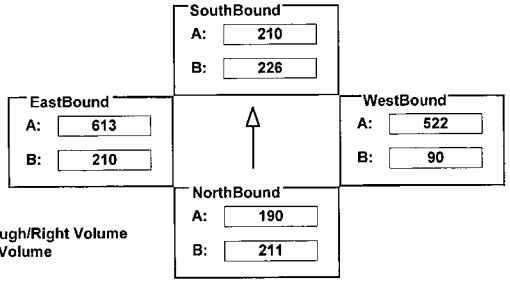
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	384	569	179	410	366	210	164	2087	280	210	1964	487
AMBIENT												
RELATED												
PROJECT												
TOTAL	384	569	179	410	366	210	164	2087	280	210	1964	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
	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)

$$V/C = \frac{211 + 210 + 522 + 210}{*1375} = 0.769$$

LOS = C

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MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

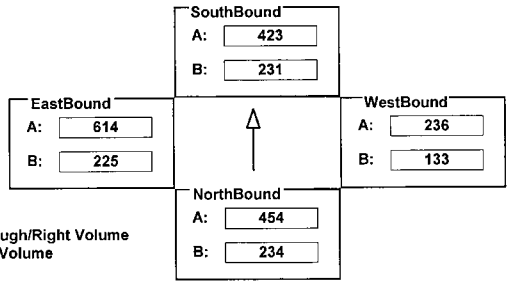
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	234	1080	284	231	1268	209	242	651	58	225	2039	417
AMBIENT												
RELATED												
PROJECT												
TOTAL	234	1080	284	231	1268	209	242	651	58	225	2039	417
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		
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)

$$V/C = \frac{454 + 231 + 133 + 614}{*1375} = 0.971 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

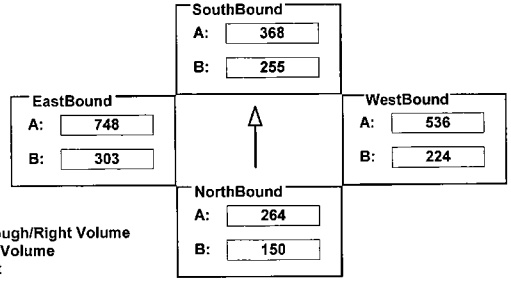
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	272	793	309	463	926	545	407	1607	5	551	1319	748
AMBIENT												
RELATED												
PROJECT												
TOTAL	272	793	309	463	926	545	407	1607	5	551	1319	748
LANE	2 0 3 0 0 1 0			2 0 2 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 = A(N/B) + B(S/B)

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

$$V/C = \frac{264 + 255 + 224 + 748}{*1375} = 1.014 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

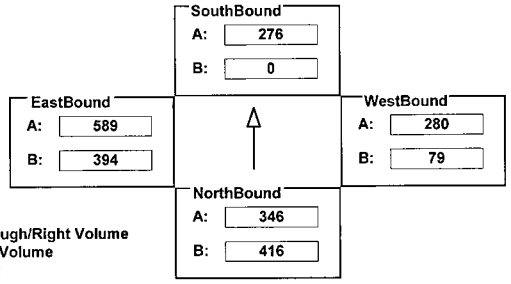
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	539	152	0	552	353	79	834	6	394	1304	462
AMBIENT												
RELATED												
PROJECT												
TOTAL	416	539	152	0	552	353	79	834	6	394	1304	462
LANE	1	0	1	0	1	0	0	0	2	0	0	1	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-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)

$$V/C = \frac{416 + 276 + 280 + 394}{*1375} = 0.923 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

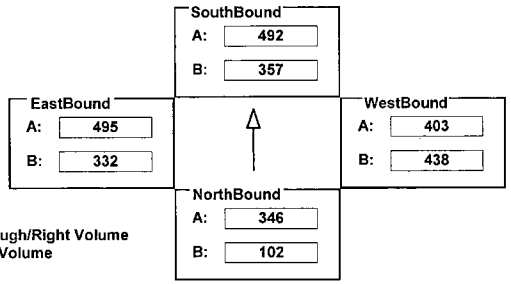
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	1037	591	649	1970	445	796	1438	174	604	1829	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	185	1037	591	649	1970	445	796	1438	174	604	1829	150
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	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)

$$V/C = \frac{346 + 357 + 438 + 495}{1375} = 1.190 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

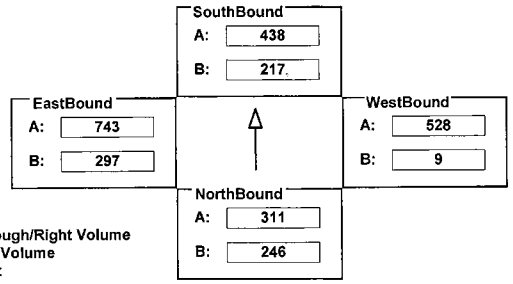
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	448	933	240	395	359	735	16	1583	206	540	2229	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	448	933	240	395	359	735	16	1583	206	540	2229	42
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	Auto		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 = A(W/B) + B(E/B)

$$V/C = \frac{246 + 438 + 528 + 297}{*1375} = 1.027 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

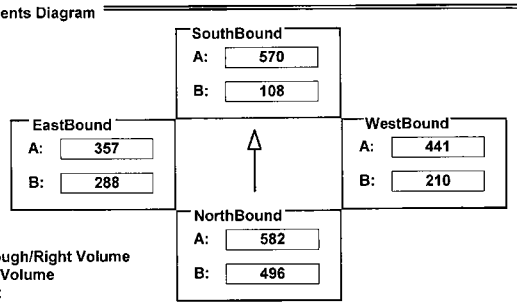
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	901	1745	231	196	1710	252	381	881	198	288	1072	894
AMBIENT												
RELATED												
PROJECT												
TOTAL	901	1745	231	196	1710	252	381	881	198	288	1072	894
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)

$$V/C = \frac{496 + 570 + 441 + 288}{*1375} = 1.235 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

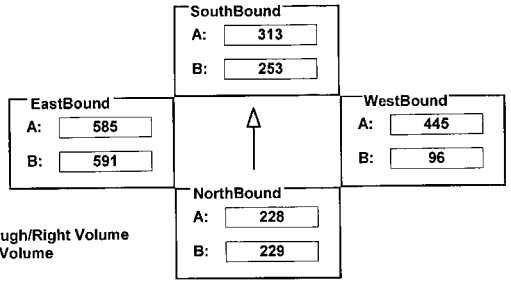
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	229	254	589	253	939	386	96	1612	166	591	1754	967
AMBIENT												
RELATED												
PROJECT												
TOTAL	229	254	589	253	939	386	96	1612	166	591	1754	967
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
SIGNAL	Phasing: Prot-Var	RTOR: OLA		Phasing: Prot-Var	RTOR: OLA		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 = A(W/B) + B(E/B)

$$V/C = \frac{229 + 313 + 445 + 591}{*1375} = 1.078 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

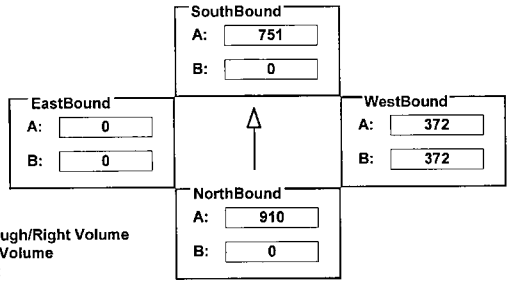
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3640	0	0	3003	41	1087	29	173	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3640	0	0	3003	41	1087	29	173	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: <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)

$$V/C = \frac{910 + 0 + 372 + 0}{*1500} = 0.785 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

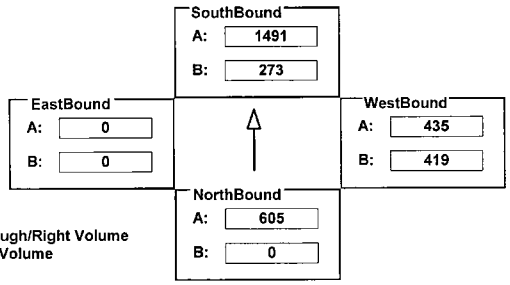
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1209	313	273	1616	0	761	0	435	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1209	313	273	1616	0	761	0	435	0	0	0
LANE	0 0 1 0 1 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1491 + 435 + 0}{*1500} = 1.214 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

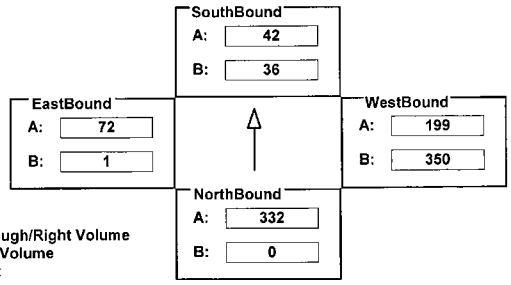
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	19	646	36	5	1	999	157	42	1	135	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	19	646	36	5	1	999	157	42	1	135	6
LANE	0 0 0 0 1 1 0			0 0 0 1 0 0 0			2 1 0 0 1 0 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)

$$V/C = \frac{332 + 42 + 350 + 72}{*1375} = 0.509 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

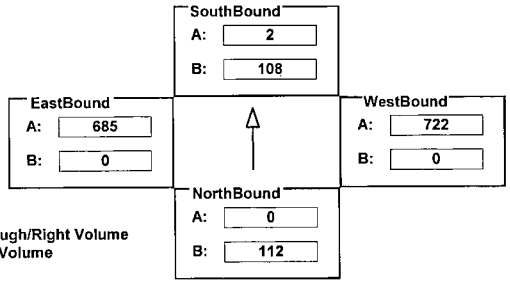
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	203	0	858	196	0	2	0	2064	103	0	1370	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	203	0	858	196	0	2	0	2064	103	0	1370	0
LANE	2	0	2	0	0	2	0	1	0	0	0	2	0	1	0	0	1	0	2	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	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)

$$V/C = \frac{112 + 2 + 722 + 0}{*1375} = 0.538 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

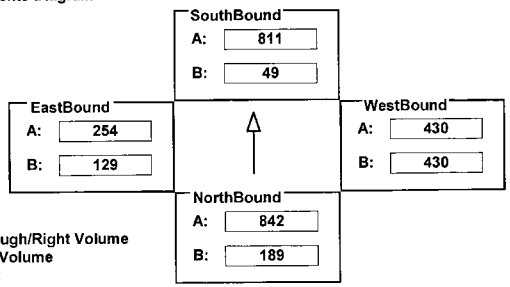
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2525	20	88	3245	95	812	478	250	129	326	443
AMBIENT												
RELATED												
PROJECT												
TOTAL	343	2525	20	88	3245	95	812	478	250	129	326	443
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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	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)

$$V/C = \frac{189 + 811 + 430 + 254}{*1375} = 1.155 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

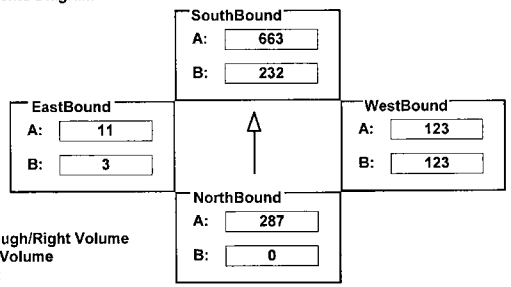
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	444	130	232	1322	4	219	9	140	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	444	130	232	1322	4	219	9	140	3	8	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 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)

$$V/C = \frac{0 + 663 + 123 + 11}{*1500} = 0.461 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

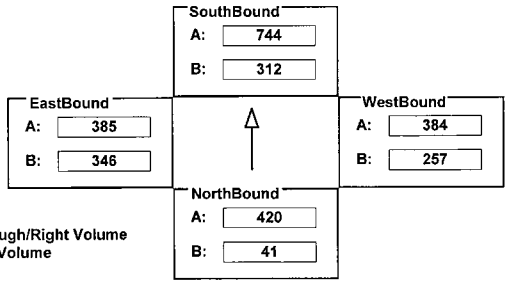
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	730	110	567	1063	424	257	663	105	346	743	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	730	110	567	1063	424	257	663	105	346	743	28
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{41 + 744 + 384 + 346}{*1375} = 1.032 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

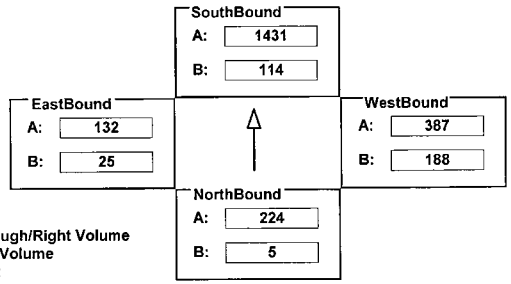
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	288	160	114	937	494	188	85	501	25	117	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	288	160	114	937	494	188	85	501	25	117	14
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{5 + 1431 + 387 + 25}{1425} = 1.297 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

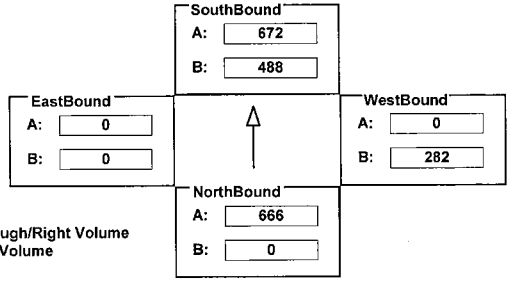
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2664	792	887	2017	0	806	0	164	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2664	792	887	2017	0	806	0	164	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)

$$V/C = \frac{666 + 488 + 282 + 0}{*1425} = 0.938 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

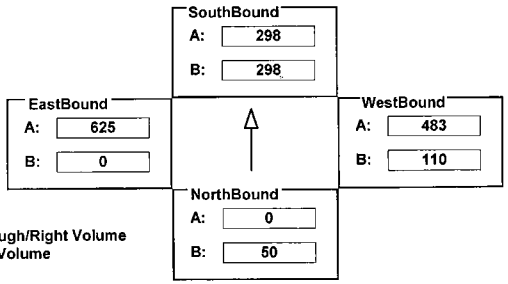
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	96	1	678	215	191	200	1449	210	0	1874	257
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	96	1	678	215	191	200	1449	210	0	1874	257
LANE	2	0	0	2	1	0	0	0	2	0	2	0	3	0	0	2	0	0	0	2	0	1	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) + A(S/B)

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

$$V/C = \frac{50 + 298 + 110 + 625}{*1375} = 0.718 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

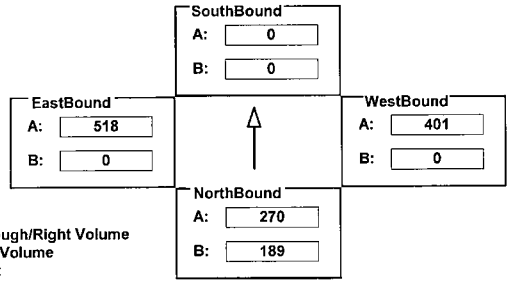
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	344	0	270	0	0	0	0	1203	0	0	1554	370
AMBIENT												
RELATED												
PROJECT												
TOTAL	344	0	270	0	0	0	0	1203	0	0	1554	370
LANE	2	0	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
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 = B(W/B) + A(E/B)

$$V/C = \frac{270 + 0 + 0 + 518}{*1500} = 0.455 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

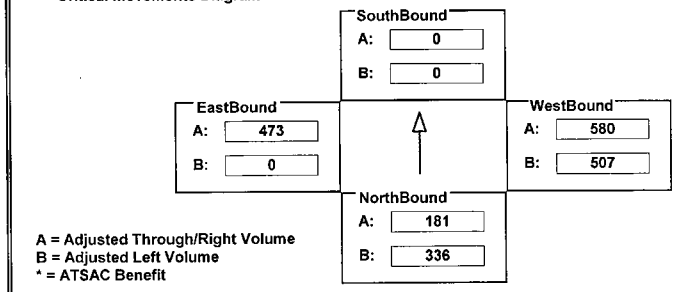
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	611	0	687	0	0	0	921	1160	0	0	945	575
AMBIENT												
RELATED												
PROJECT												
TOTAL	611	0	687	0	0	0	921	1160	0	0	945	575
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<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)

$$V/C = \frac{336 + 0 + 507 + 473}{*1425} = 0.854 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

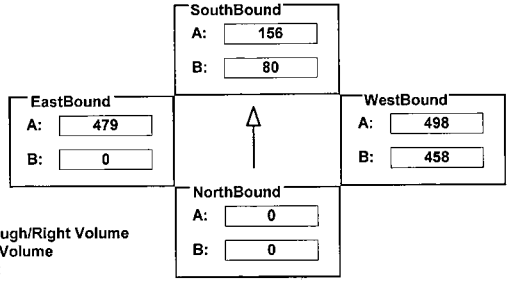
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	80	313	123	833	1494	0	0	1160	276
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	80	313	123	833	1494	0	0	1160	276
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	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)

$$V/C = \frac{0 + 156 + 458 + 479}{*1425} = 0.697 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

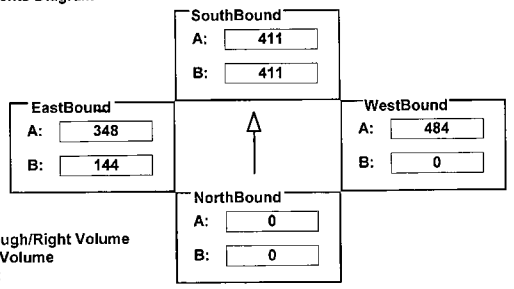
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	1234	0	466	0	968	1101	262	696	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1234	0	466	0	968	1101	262	696	0
LANE	0	0	0	1	0	0	0	2	1	0	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	OLA	Split	OLA	Prot-Var	Free	Prot-Var	Auto				

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{0 + 411 + 484 + 144}{*1375} = 0.686 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

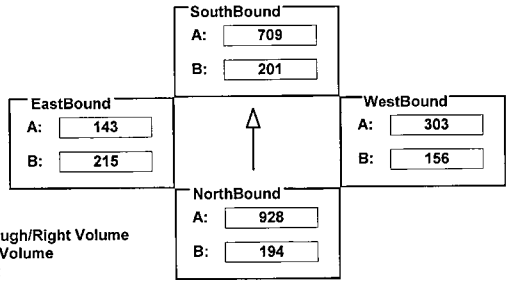
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	1941	1085	365	2713	121	284	594	504	391	430	230
AMBIENT												
RELATED												
PROJECT												
TOTAL	194	1941	1085	365	2713	121	284	594	504	391	430	230
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



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

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

Results

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

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

$$V/C = \frac{928 + 201 + 303 + 215}{*1375} = 1.128 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

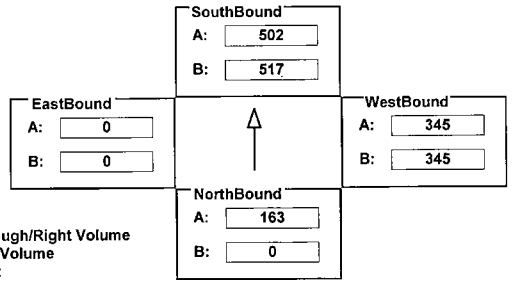
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	327	283	517	1004	0	689	0	525	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	327	283	517	1004	0	689	0	525	0	0	0
LANE	1 0 2 0 0 1 0			1 0 1 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	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)

$$V/C = \frac{163 + 517 + 345 + 0}{*1425} = 0.649$$

LOS = B

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

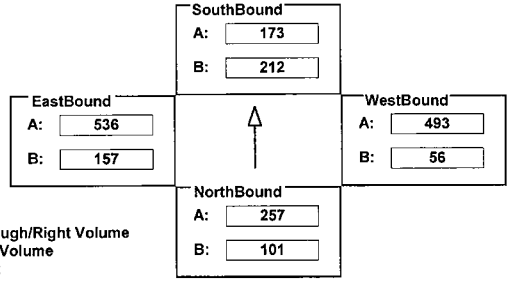
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	288	482	385	306	212	102	1479	259	286	1608	595
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	288	482	385	306	212	102	1479	259	286	1608	595
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 = A(W/B) + B(E/B)

$$V/C = \frac{257 + 212 + 493 + 157}{*1375} = 0.744$$

LOS = C

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

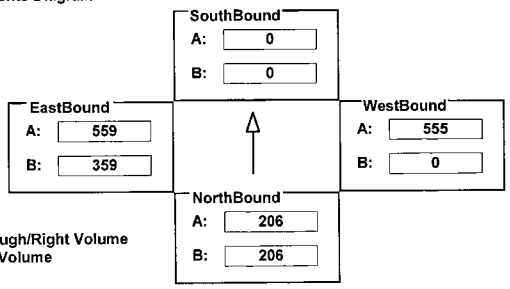
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2	190	0	0	0	416	1110	91	359	1676	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	220	2	190	0	0	0	416	1110	91	359	1676	0
LANE	1	0	0	1	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)

$$V/C = \frac{206 + 0 + 555 + 359}{*1200} = 0.863 \qquad LOS = D$$

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

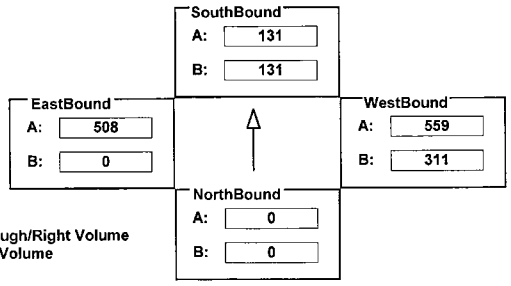
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	159	0	234	566	1117	0	359	1524	317
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	159	0	234	566	1117	0	359	1524	317
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 131 + 311 + 508}{*1200} = 0.722 \qquad LOS = C$$

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

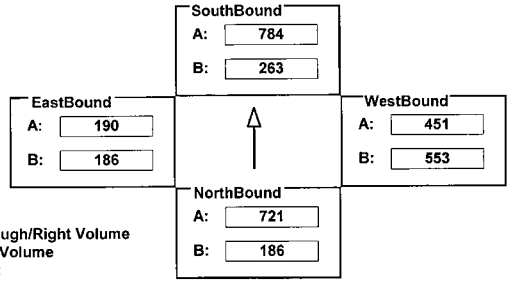
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2671	934	478	1749	784	1005	902	724	186	444	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	2671	934	478	1749	784	1005	902	724	186	444	127
LANE	1 0 3 0 1 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 = A(N/B) + B(S/B)

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

$$V/C = \frac{721 + 263 + 553 + 190}{*1375} = 1.186 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

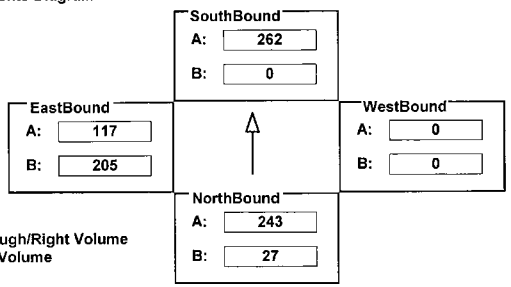
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	730	0	0	419	467	0	0	0	373	0	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	730	0	0	419	467	0	0	0	373	0	213
LANE	2 0 3 0 0 0			0 0 3 0 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	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)

$$V/C = \frac{27 + 262 + 0 + 205}{*1500} = 0.259 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

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: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	953	102	777	1287	0	0	0	117	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	953	102	777	1287	0	0	0	117	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	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>	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound A: 429 B: 427

EastBound A: 0 B: 0

WestBound A: 0 B: 0

NorthBound A: 352 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)

$$V/C = \frac{352 + 427 + 0 + 0}{*1500} = 0.449$$

LOS = A

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

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: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	696	89	134	594	0	211	0	101	0	1	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	696	89	134	594	0	211	0	101	0	1	5
LANE	1	0	2	0	0	1	0	2	0	3	0	0	0	0	0	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	OLA	Prot-Fix	Auto	Perm	Auto	<none>	Auto

Critical Movements Diagram

SouthBound A: 198 B: 74

EastBound A: 6 B: 0

WestBound A: 64 B: 116

NorthBound A: 348 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)

$$V/C = \frac{348 + 74 + 116 + 6}{*1425} = 0.312$$

LOS = A

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

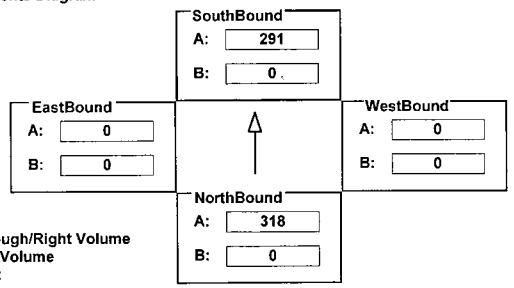
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	955	0	0	874	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	955	0	0	874	0	0	0	0	0	0	0
LANE	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	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 = +

West/East Critical Movements = +

$$V/C = \frac{+ \quad + \quad +}{1500} = 0.000$$

LOS = A

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

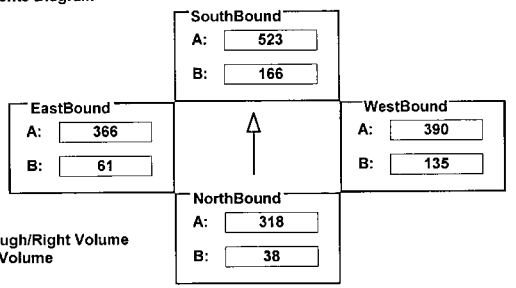
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	555	82	302	910	135	245	1009	161	61	992	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	555	82	302	910	135	245	1009	161	61	992	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
SIGNAL	Phasing: Prot-Var	RTOR: OLA	Phasing: Prot-Var	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)

$$V/C = \frac{38 + 523 + 135 + 366}{1375} = 0.772$$

LOS = C

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

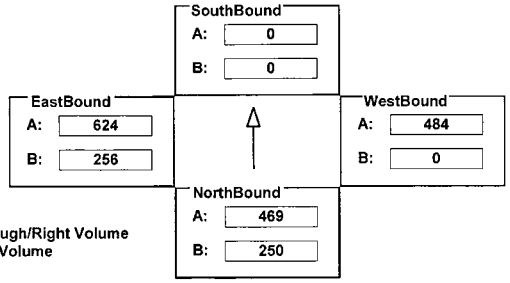
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	3	469	0	0	0	433	1269	182	465	1873	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	250	3	469	0	0	0	433	1269	182	465	1873	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	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)

$$V/C = \frac{469 + 0 + 484 + 256}{*1425} = 0.778$$

LOS = C

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

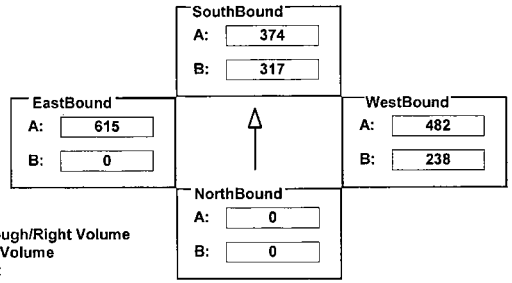
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	317	0	431	433	1445	0	465	1538	307
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	317	0	431	433	1445	0	465	1538	307
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 374 + 238 + 615}{*1425} = 0.791$$

LOS = C

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

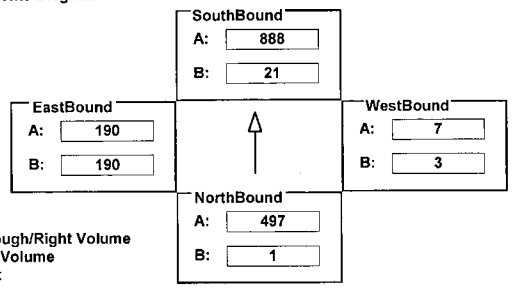
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	1988	1	21	2614	51	3	0	4	380	1	126
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	1988	1	21	2614	51	3	0	4	380	1	126
LANE	2	0	3	0	1	0	0	1	0	2	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{1 + 888 + 7 + 190}{*1375} = 0.720 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

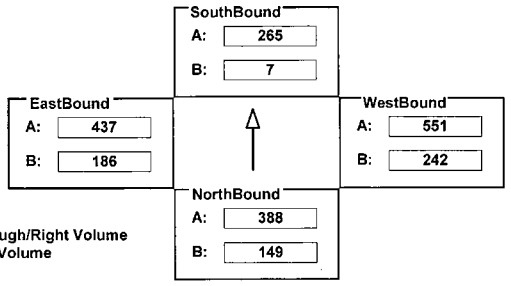
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	776	292	7	531	208	242	1102	6	186	1140	172
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	776	292	7	531	208	242	1102	6	186	1140	172
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)

$$V/C = \frac{149 + 265 + 551 + 186}{*1375} = 0.767 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

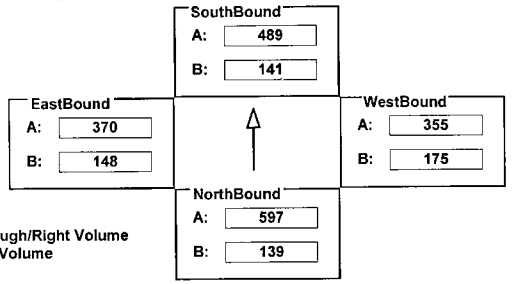
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	139	1791	203	141	1468	176	319	711	197	148	740	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	139	1791	203	141	1468	176	319	711	197	148	740	54
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 0 2 0 0 1 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)

$$V/C = \frac{597 + 141 + 175 + 370}{*1425} = 0.830 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

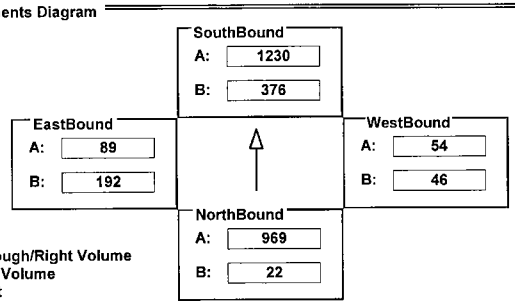
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	3844	32	376	3330	362	46	54	419	349	64	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	3844	32	376	3330	362	46	54	419	349	64	25
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{969 + 376 + 54 + 192}{*1375} = 1.087 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

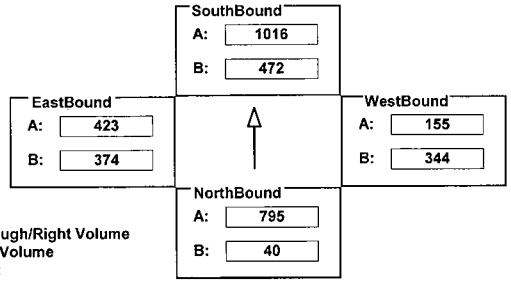
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	3023	155	472	2925	123	344	309	592	374	846	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	3023	155	472	2925	123	344	309	592	374	846	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		
	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)

$$V/C = \frac{795 + 472 + 344 + 423}{*1375} = 1.409 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

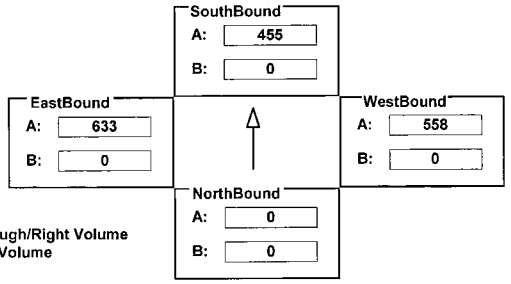
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	1819	0	137	0	2233	1946	0	2533	0
AMBIENT				-1819	1819							
RELATED												
PROJECT												
TOTAL	0	0	0	0	1819	137	0	2233	1946	0	2533	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>		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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 455 + 0 + 633}{*1500} = 0.655 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

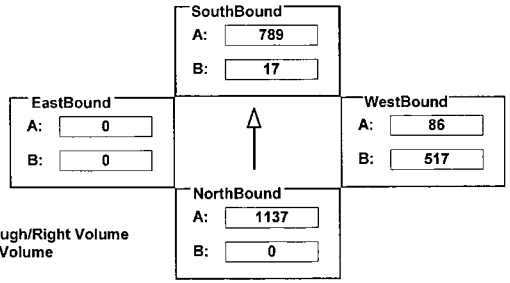
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3994	1395	31	3155	0	1476	0	103	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3994	1395	31	3155	0	1476	0	103	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{1137 + 17 + 517 + 0}{*1425} = 1.103 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

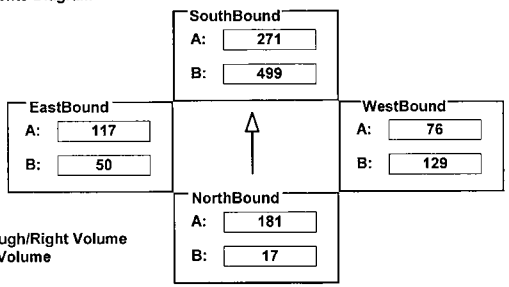
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	17	363	228	499	501	40	129	76	253	50	161	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	363	228	499	501	40	129	76	253	50	161	73
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{181 + 499 + 129 + 117}{*1375} = 0.603 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

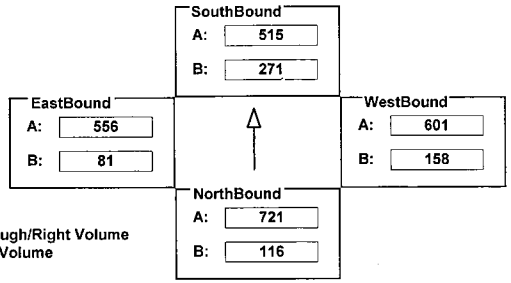
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2163	114	271	1545	247	158	1201	560	147	1112	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	2163	114	271	1545	247	158	1201	560	147	1112	167
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		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)

$$V/C = \frac{721 + 271 + 158 + 556}{*1425} = 1.127 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

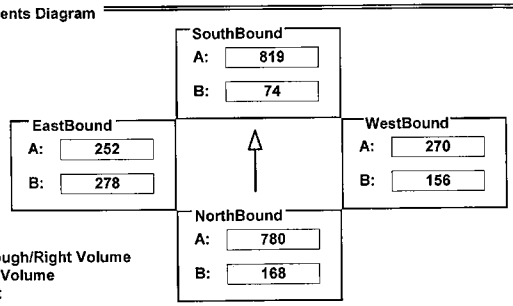
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	3119	55	135	3119	156	156	270	101	278	146	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	3119	55	135	3119	156	156	270	101	278	146	106
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-Fix		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)

$$V/C = \frac{168 + 819 + 270 + 278}{*1425} = 1.007 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

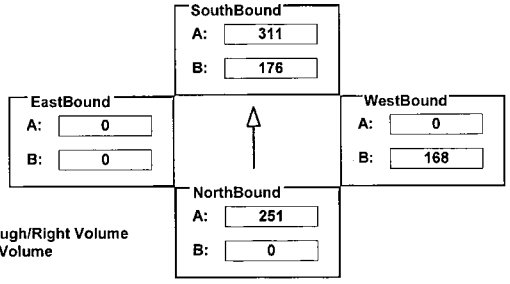
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	501	320	176	622	0	375	0	298	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	501	320	176	622	0	375	0	298	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	
SIGNAL	Phasing: Perm	RTOR: OLA		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)

$$V/C = \frac{251 + 176 + 168 + 0}{*1425} = 0.348 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

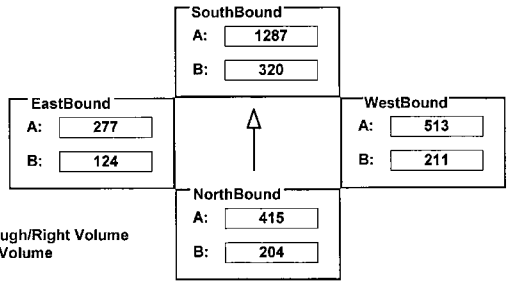
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	371	1662	447	581	3860	181	384	850	673	226	831	279
AMBIENT												
RELATED												
PROJECT												
TOTAL	371	1662	447	581	3860	181	384	850	673	226	831	279
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	
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)

$$V/C = \frac{204 + 1287 + 513 + 124}{*1375} = 1.478 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

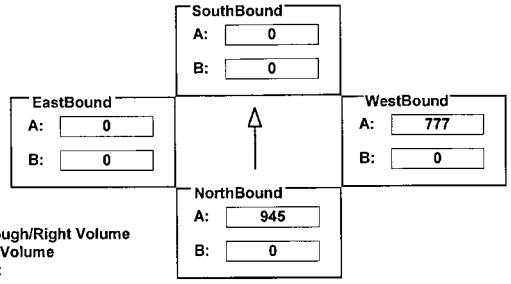
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2834	0	0	0	0	0	0	2219	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2834	0	0	0	0	0	0	2219	0	0	0
LANE	0 0 3	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{945 + 0 + 777 + 0}{*1500} = 1.078$$

LOS = F

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

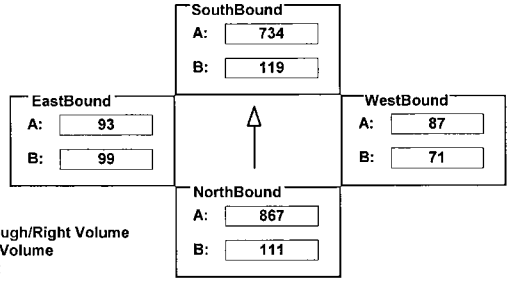
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2575	25	119	1902	300	71	87	71	179	93	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	2575	25	119	1902	300	71	87	71	179	93	61
LANE	1 0 2	0 1 0		1 0 2	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{867 + 119 + 87 + 99}{*1425} = 0.752$$

LOS = C

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

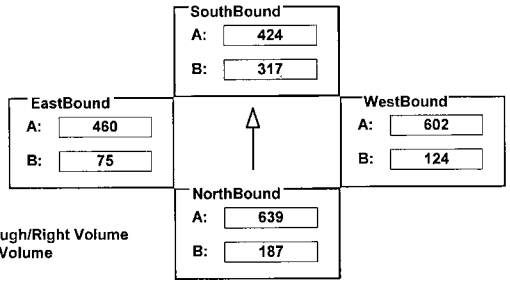
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	1917	67	317	1272	205	124	956	248	75	867	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	1917	67	317	1272	205	124	956	248	75	867	52
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		
	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)

$$V/C = \frac{639 + 317 + 602 + 75}{*1500} = 1.019 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

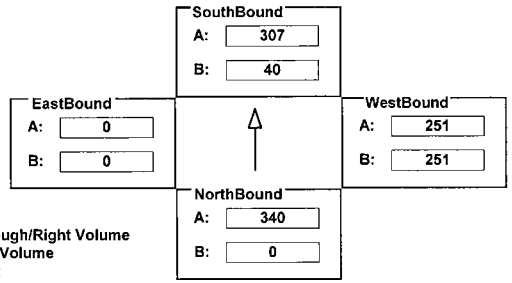
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1021	194	40	920	0	521	0	232	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1021	194	40	920	0	521	0	232	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	OLA		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)

$$V/C = \frac{340 + 40 + 251 + 0}{*1500} = 0.351 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

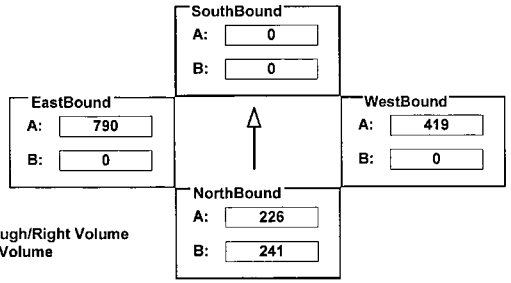
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	438	0	226	1	0	24	0	1257	18	0	1671	1488
AMBIENT												
RELATED												
PROJECT												
TOTAL	438	0	226	1	0	24	0	1257	18	0	1671	1488
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	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)

$$V/C = \frac{241 + 0 + 419 + 790}{1500} = 0.687 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

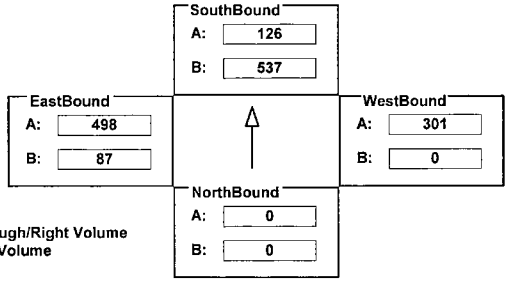
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: 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	977	0	307	0	733	169	87	1495	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	977	0	307	0	733	169	87	1495	0
LANE	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 537 + 0 + 498}{*1425} = 0.656 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDPM61

CalcaDB

February 6, 2003 ,Thursday 04:30:51 PM

INTERSECTION DATA SUMMARY SHEET

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

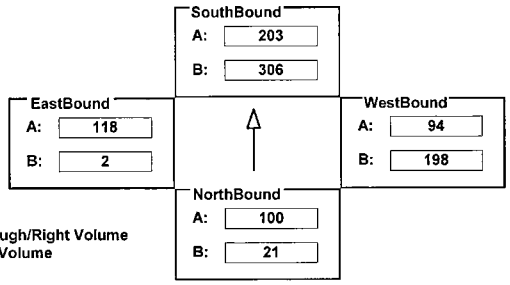
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	23	100	306	384	21	198	161	27	2	188	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	23	100	306	384	21	198	161	27	2	188	48
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{100 + 306 + 198 + 118}{1375} = 0.525$$

LOS = A

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

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

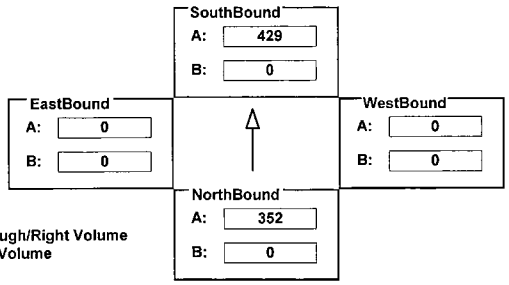
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1055	0	0	1286	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1055	0	0	1286	0	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 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 429 + 0 + 0}{*1425} = 0.231$$

LOS = A

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments: PM Peak - Alt D With Lennox incl R90 ext

COUNT DATE: STUDY 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	2123	21	81	1888	218	0	0	0	600	0	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	133	2123	21	81	1888	218	0	0	0	600	0	44
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: 702 B: 81

EastBound A: 300 B: 300

WestBound A: 0 B: 0

NorthBound A: 715 B: 133

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{133 + 702 + 0 + 300}{*1375} = 0.755 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	974	108	122	1029	238	143	1075	163	222	894	70
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	974	108	122	1029	238	143	1075	163	222	894	70
LANE	1 0 2	0 0 1	0	1 0 2	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

SouthBound A: 514 B: 122

EastBound A: 482 B: 222

WestBound A: 619 B: 143

NorthBound A: 487 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)

$$V/C = \frac{487 + 122 + 619 + 222}{*1500} = 0.897 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

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

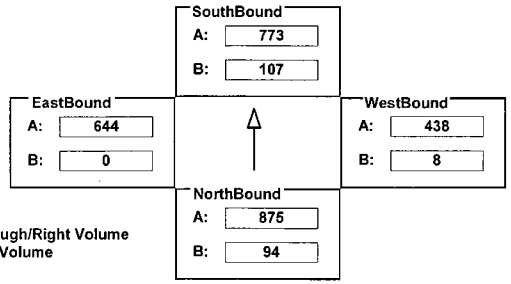
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2619	5	194	2056	264	15	1067	247	0	1659	272
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	2619	5	194	2056	264	15	1067	247	0	1659	272
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
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{875 + 107 + 8 + 644}{*1375} = 1.118 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

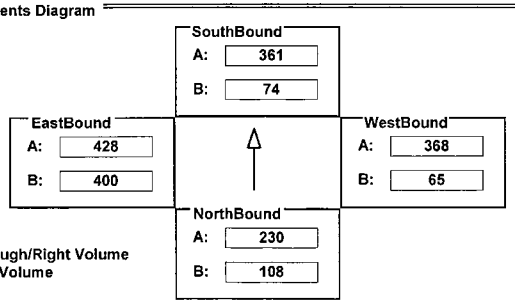
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	902	16	135	1084	163	65	1004	100	400	1129	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	196	902	16	135	1084	163	65	1004	100	400	1129	155
LANE	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{108 + 361 + 368 + 400}{1375} = 0.900 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

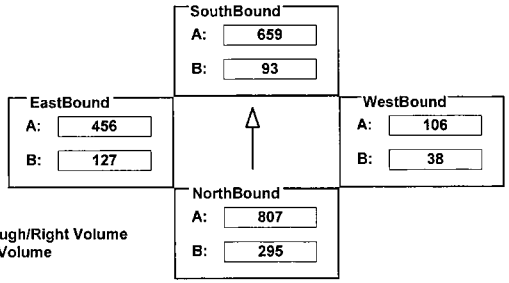
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	537	2422	46	93	1871	106	38	48	57	127	39	604
AMBIENT												
RELATED												
PROJECT												
TOTAL	537	2422	46	93	1871	106	38	48	57	127	39	604
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		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	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 = B(W/B) + A(E/B)

$$V/C = \frac{295 + 659 + 38 + 456}{*1425} = 0.946 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

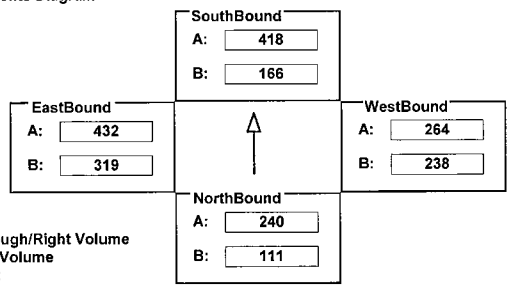
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	202	469	359	166	1255	243	238	612	180	319	1056	240
AMBIENT												
RELATED												
PROJECT												
TOTAL	202	469	359	166	1255	243	238	612	180	319	1056	240
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)

$$V/C = \frac{111 + 418 + 238 + 432}{*1375} = 0.802 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

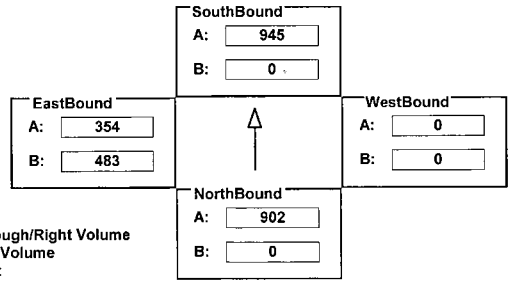
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2537	170	0	2404	1374	0	0	0	1380	354	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2537	170	0	2404	1374	0	0	0	1380	354	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 0 1 0 0		
SIGNAL	Phasing: Perm	RTOR: Auto		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)

$$V/C = \frac{0 + 945 + 0 + 483}{*1500} = 0.882 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

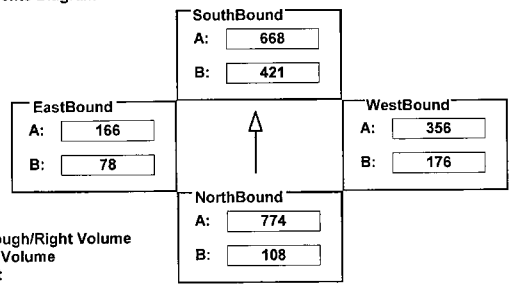
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2323	305	765	2003	280	176	712	530	78	332	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	197	2323	305	765	2003	280	176	712	530	78	332	206
LANE	2 0 3 0 0 1 0			2 0 3 0 0 1 0			1 0 2 0 0 2 0			1 0 2 0 0 1 0		
SIGNAL	Phasing: Prot-Fix	RTOR: Free		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)

$$V/C = \frac{774 + 421 + 356 + 78}{*1375} = 1.115 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

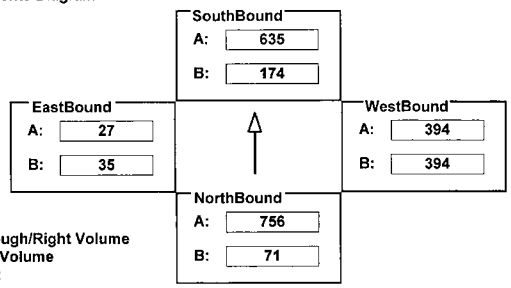
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	2267	362	317	2446	93	615	173	410	35	27	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	2267	362	317	2446	93	615	173	410	35	27	51
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	1	0	0	1
SIGNAL	Phasing: Prot-Var	RTOR: Auto		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 = A(W/B) + B(E/B)

$$V/C = \frac{756 + 174 + 394 + 35}{*1375} = 0.918 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

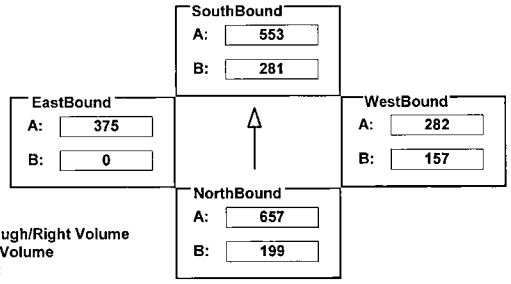
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	1970	330	281	1590	69	285	468	95	0	674	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	199	1970	330	281	1590	69	285	468	95	0	674	76
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	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{657 + 281 + 157 + 375}{*1375} = 0.999 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

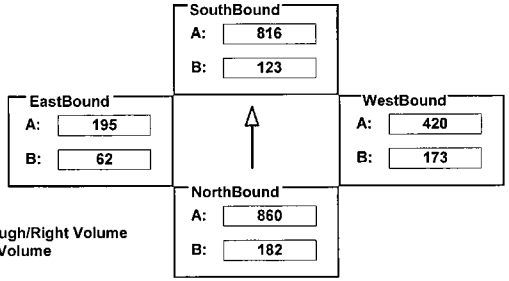
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	331	1568	153	223	1533	99	315	840	164	113	586	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	331	1568	153	223	1533	99	315	840	164	113	586	141
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)

$$V/C = \frac{182 + 816 + 420 + 62}{*1375} = 1.006 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

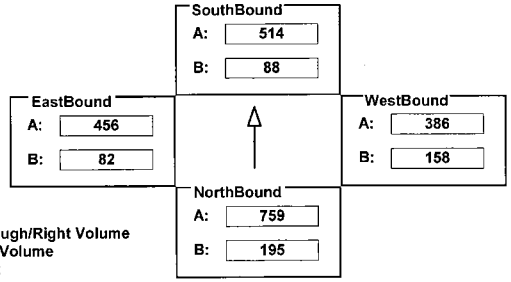
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	354	1983	294	160	1457	86	288	772	105	149	911	477
AMBIENT												
RELATED												
PROJECT												
TOTAL	354	1983	294	160	1457	86	288	772	105	149	911	477
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)

$$V/C = \frac{759 + 88 + 158 + 456}{*1375} = 0.993 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

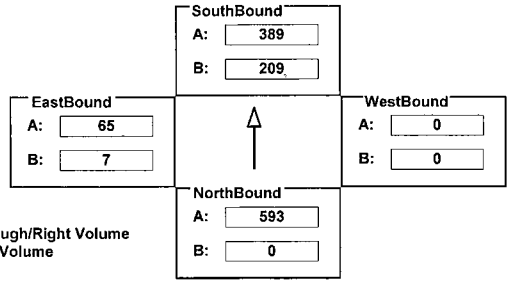
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1090	593	380	1167	0	0	0	0	7	0	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1090	593	380	1167	0	0	0	0	7	0	123
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>		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) + A(E/B)

$$V/C = \frac{593 + 209 + 0 + 65}{*1425} = 0.538 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

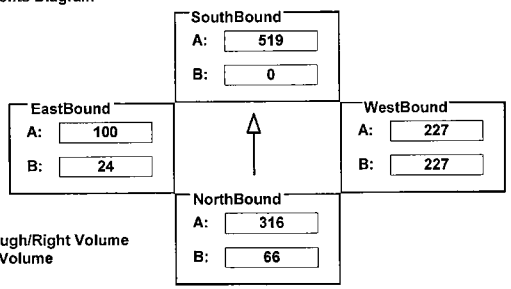
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	948	0	0	1528	29	259	38	384	24	0	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	948	0	0	1528	29	259	38	384	24	0	76
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	Auto		Perm	Free		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)

$$V/C = \frac{66 + 519 + 227 + 100}{*1425} = 0.570 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

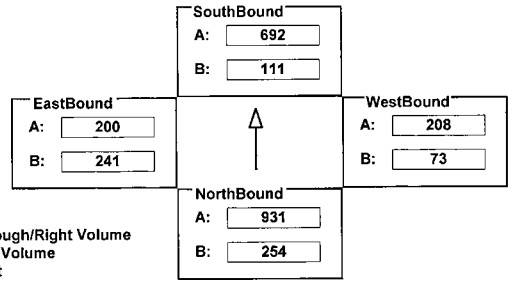
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	254	2720	74	111	2077	255	73	178	91	241	200	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	254	2720	74	111	2077	255	73	178	91	241	200	152
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	0	1	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)

$$V/C = \frac{931 + 111 + 208 + 241}{*1500} = 0.924 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

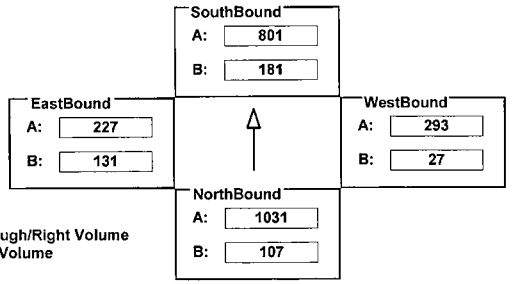
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	3094	46	181	2286	118	27	293	156	131	227	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	3094	46	181	2286	118	27	293	156	131	227	81
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: 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)

$$V/C = \frac{1031 + 181 + 293 + 131}{*1500} = 1.021 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

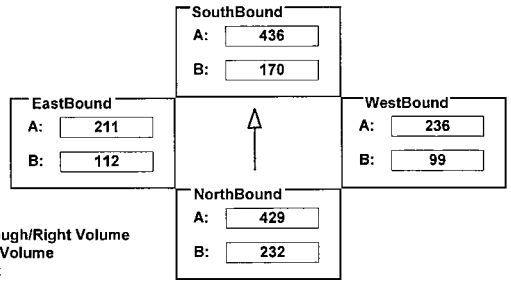
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	1287	118	170	1204	105	99	236	95	112	310	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	232	1287	118	170	1204	105	99	236	95	112	310	112
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		
	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)

$$V/C = \frac{232 + 436 + 236 + 112}{1500} = 0.677$$

LOS = B

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

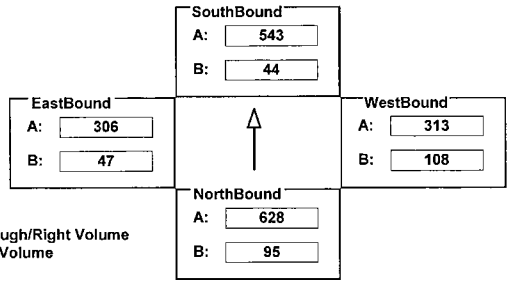
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	451	178	44	415	128	108	230	84	47	229	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	451	178	44	415	128	108	230	84	47	229	77
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 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)

$$V/C = \frac{628 + 44 + 108 + 306}{1500} = 0.724$$

LOS = C

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

AM/PM: PM Comments: PM Peak - Alt D With Lennox

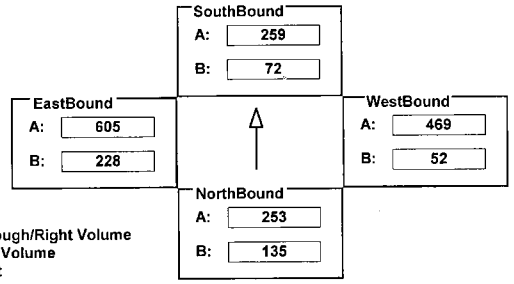
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	135	208	44	72	259	201	52	862	76	228	1021	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	208	44	72	259	201	52	862	76	228	1021	189
LANE	1	0	0	0	1	0	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)

$$V/C = \frac{135 + 259 + 469 + 228}{1500} = 0.727 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

AM/PM: PM Comments: PM Peak - Alt D With Lennox

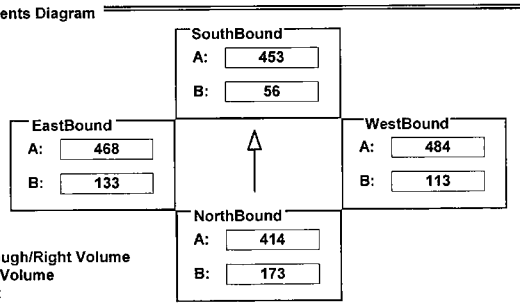
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	173	291	123	56	360	93	113	1387	66	133	1281	124
AMBIENT												
RELATED												
PROJECT												
TOTAL	173	291	123	56	360	93	113	1387	66	133	1281	124
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 = B(N/B) + A(S/B)

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

$$V/C = \frac{173 + 453 + 484 + 133}{*1500} = 0.759 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

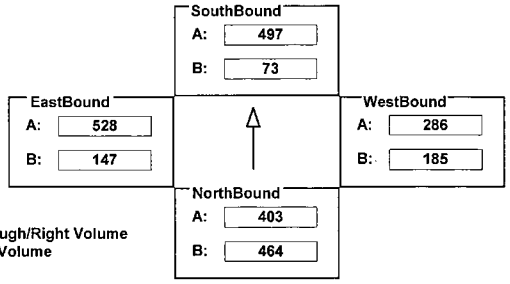
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	464	403	203	73	497	80	185	799	58	147	1245	338
AMBIENT												
RELATED												
PROJECT												
TOTAL	464	403	203	73	497	80	185	799	58	147	1245	338
LANE	1 0 1	0 0 1	0	1 0 1	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: 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)

$$V/C = \frac{464 + 497 + 185 + 528}{*1500} = 1.046$$

LOS = F

Developed by Chun Wong, 12/94

MITDPM24

CalcaDB

February 6, 2003 ,Thursday 04:29:10 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

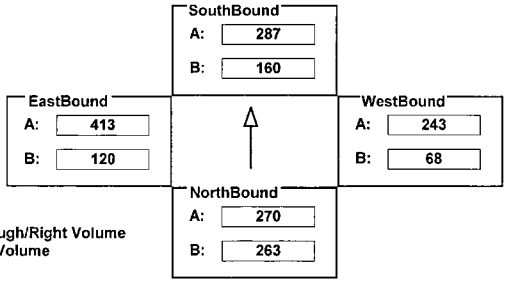
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY 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	740	71	160	862	73	68	486	121	120	413	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	263	740	71	160	862	73	68	486	121	120	413	189
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: Prot-Var	RTOR: Auto		Phasing: Prot-Var	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)

$$V/C = \frac{263 + 287 + 68 + 413}{*1375} = 0.680$$

LOS = B

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

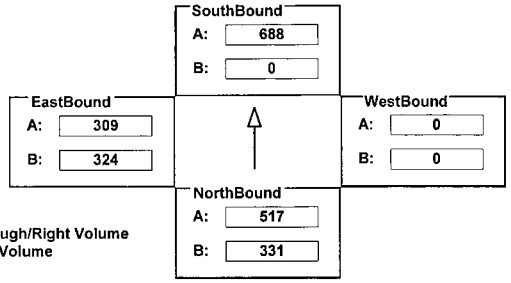
AM/PM: PM Comments: PM Peak - Alt D With Lennox

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	331	1551	0	0	1851	212	0	0	0	324	0	309
AMBIENT												
RELATED												
PROJECT												
TOTAL	331	1551	0	0	1851	212	0	0	0	324	0	309
LANE	1	0	3	0	0	0	0	0	2	0	1	0	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)

$$V/C = \frac{331 + 688 + 0 + 324}{1425} = 0.942 \qquad LOS = E$$

Developed by Chun Wong, 12/94

CalcaDB

SUMMARY SHEET

REC NO.	INTERSECTIONS	IS NO.	AM/PM	V/C	LOS
1	LA CIENEGA BLVD & 104TH ST	0	AM	0.397	A
2	LINCOLN BLVD & BALI WY	16	AM	0.687	B
3	CENTINELA BLVD & CULVER	17	AM	0.722	C
4	LA CIENEGA BLVD & CENTINELA AV	20	AM	1.004	F
5	LA BREA AV & CENTURY BLVD	25	AM	0.937	E
6	LINCOLN BLVD & FIJI WY	39	AM	0.686	B
7	HAWTHORNE BLVD & IMPERIAL HWY	42	AM	0.926	E
8	LA CIENEGA BLVD & LA TIJERA BLVD	70	AM	0.583	A
9	LINCOLN BLVD & MARINA EXPWY	89	AM	0.816	D
10	LINCOLN BLVD & MAXELLA AV	90	AM	0.829	D
11	LINCOLN BLVD & MINDANAO WY	91	AM	0.844	D
12	LINCOLN BLVD & VENICE BLVD	95	AM	0.931	E
13	LINCOLN BLVD & WASHINGTON BLVD	96	AM	0.699	B
14	CENTINELA BLVD & ROUTE 90 EB	118	AM	0.683	B
15	CENTINELA BLVD & ROUTE 90 WB	119	AM	0.525	A
16	SEPULVEDA BLVD & 79TH/80TH ST	136	AM	0.593	A
17	SEPULVEDA BLVD & 83RD ST	137	AM	0.433	A
18	HAWTHORNE BLVD & LENNOX BLVD	309	AM	0.749	C
19	INGLEWOOD AV & LENNOX BLVD	310	AM	0.658	B
20	INGLEWOOD & ARBOR VITAE	502	AM	0.783	C
21	INGLEWOOD & CENTURY	503	AM	0.859	D
22	INGLEWOOD & IMPERIAL	505	AM	0.931	E
23	LA BREA & ARBOR VITAE	506	AM	0.849	D
24	PRAIRIE & LENNOX	510	AM	0.890	D

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

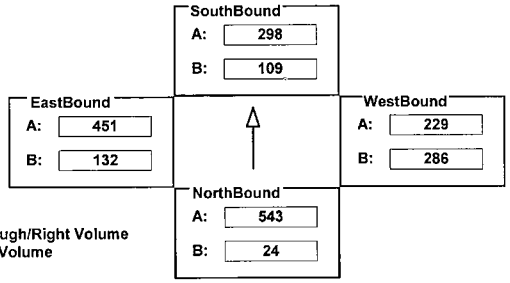
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	684	402	109	893	43	286	285	173	132	902	183
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	684	402	109	893	43	286	285	173	132	902	183
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
	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)

$$V/C = \frac{543 + 109 + 286 + 451}{*1500} = 0.856 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

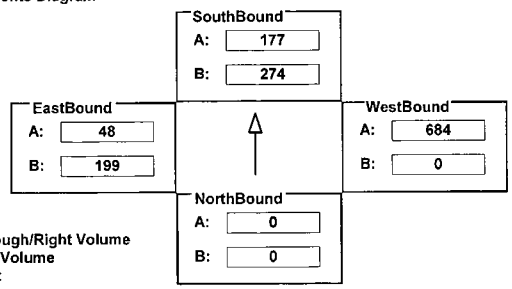
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	782	0	501	0	238	958	361	194	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	782	0	501	0	238	958	361	194	0
LANE	0	0	0	0	0	0	0	3	0	0	0	0	2	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{0 + 274 + 684 + 199}{*1375} = 0.771 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

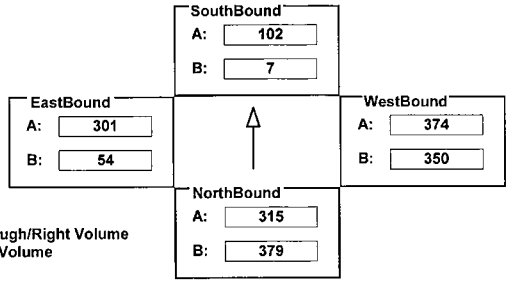
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	162	468	7	148	33	637	738	10	54	693	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	379	162	468	7	148	33	637	738	10	54	693	211
LANE	0	1	0	0	1	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)

$$V/C = \frac{379 + 102 + 350 + 301}{*1375} = 0.753 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

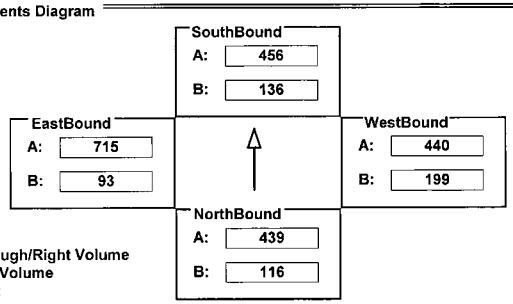
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	706	172	136	783	129	199	1320	215	93	1431	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	706	172	136	783	129	199	1320	215	93	1431	67
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	3	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)

$$V/C = \frac{439 + 136 + 199 + 715}{*1500} = 0.923 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

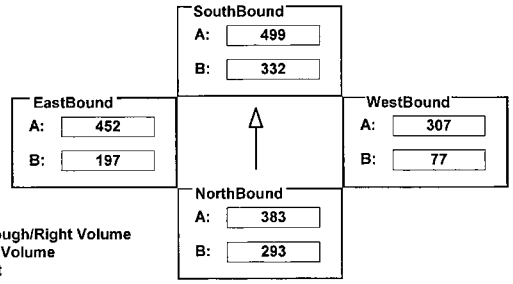
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	766	279	332	803	195	140	613	188	197	1258	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	293	766	279	332	803	195	140	613	188	197	1258	98
LANE	1 0 2 0 0 1 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	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)

$$V/C = \frac{293 + 499 + 77 + 452}{*1500} = 0.811 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

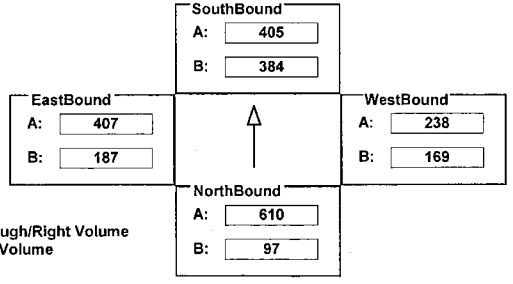
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	97	1220	187	384	633	176	169	669	285	187	1222	369
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	1220	187	384	633	176	169	669	285	187	1222	369
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)

$$V/C = \frac{610 + 384 + 169 + 407}{*1500} = 0.977 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

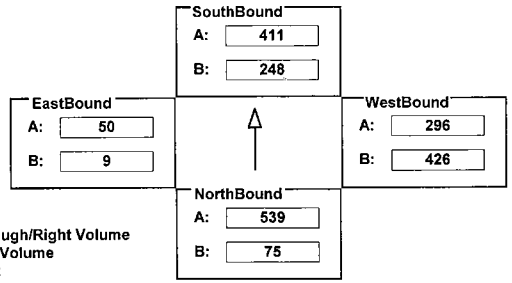
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1617	345	451	1172	62	426	182	707	9	14	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	75	1617	345	451	1172	62	426	182	707	9	14	36
LANE	1 0 3 0 0 1 0			2 0 2 0 1 0 0			1 0 0 0 1 2 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{539 + 248 + 426 + 50}{*1500} = 0.772 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

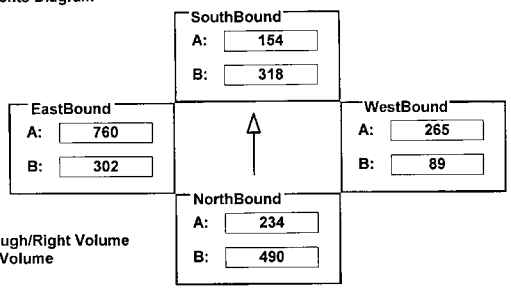
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	891	701	2	579	373	88	163	1060	334	302	850	760
AMBIENT												
RELATED												
PROJECT												
TOTAL	891	701	2	579	373	88	163	1060	334	302	850	760
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)

$$V/C = \frac{490 + 154 + 89 + 760}{*1375} = 1.016 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

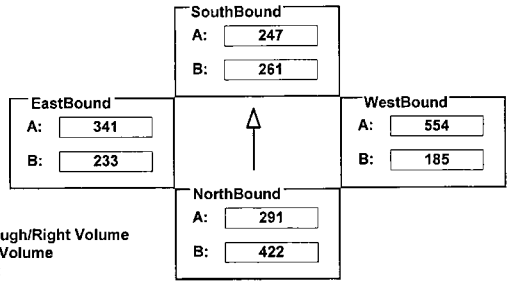
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	422	654	220	261	741	275	337	1346	315	233	1086	277
AMBIENT												
RELATED												
PROJECT												
TOTAL	422	654	220	261	741	275	337	1346	315	233	1086	277
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)

$$V/C = \frac{422 + 247 + 554 + 233}{*1375} = 0.989 \qquad LOS = E$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

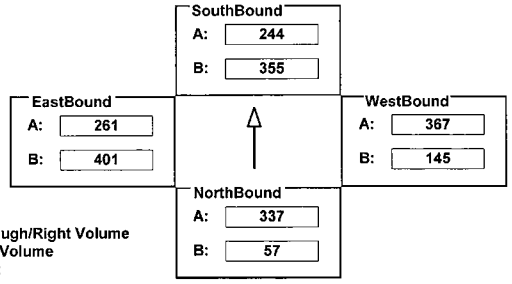
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	104	1011	175	646	559	417	263	1102	418	729	750	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	104	1011	175	646	559	417	263	1102	418	729	750	32
LANE	2 0 3 0 0 1 0			2 0 2 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)

$$V/C = \frac{337 + 355 + 367 + 401}{*1375} = 0.992 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

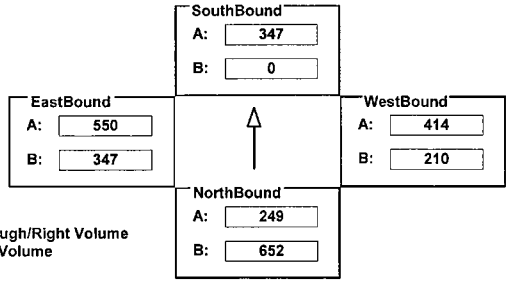
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	652	497	0	0	695	331	210	1220	22	347	1252	397
AMBIENT												
RELATED												
PROJECT												
TOTAL	652	497	0	0	695	331	210	1220	22	347	1252	397
LANE	1	0	1	0	1	0	0	0	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	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)

$$V/C = \frac{652 + 347 + 414 + 347}{*1375} = 1.210 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

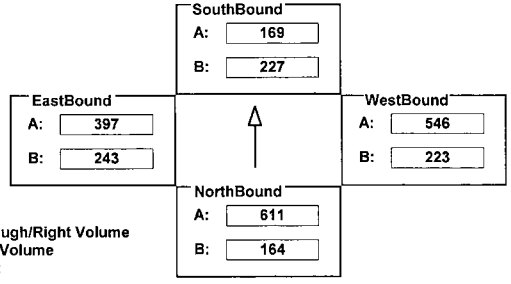
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	298	803	834	412	676	273	406	1769	413	443	1445	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	298	803	834	412	676	273	406	1769	413	443	1445	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
	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 = A(W/B) + B(E/B)

$$V/C = \frac{611 + 227 + 546 + 243}{1375} = 1.183 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

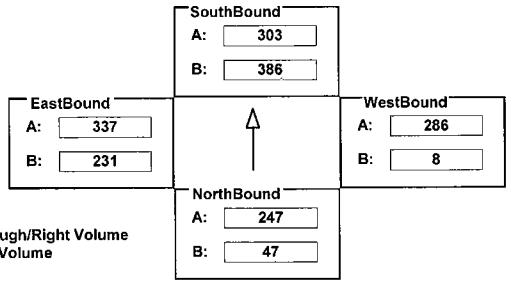
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	740	111	702	459	534	15	857	468	420	1010	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	740	111	702	459	534	15	857	468	420	1010	14
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: Auto		Phasing: Prot-Var	RTOR: OLA		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)

$$V/C = \frac{247 + 386 + 286 + 231}{*1375} = 0.766 \qquad LOS = C$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

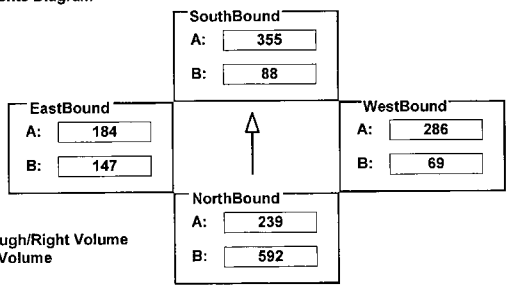
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1076	716	240	160	1066	425	126	573	97	147	551	900
AMBIENT												
RELATED												
PROJECT												
TOTAL	1076	716	240	160	1066	425	126	573	97	147	551	900
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
SIGNAL	Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: OLA		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 = A(W/B) + B(E/B)

$$V/C = \frac{592 + 355 + 286 + 147}{1375} = 1.004 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

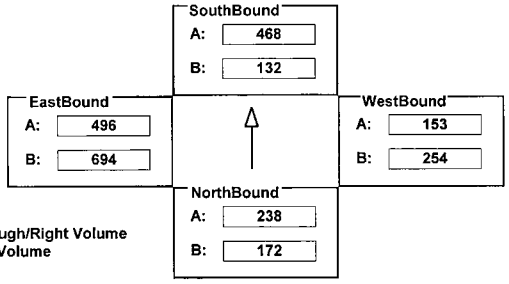
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	172	602	348	132	1404	151	254	541	73	694	1487	269
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	602	348	132	1404	151	254	541	73	694	1487	269
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)

$$V/C = \frac{172 + 468 + 153 + 694}{*1375} = 1.011 \qquad LOS = F$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

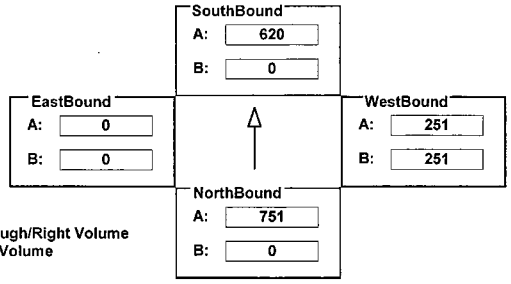
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	3004	0	0	2480	1	753	1	7	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3004	0	0	2480	1	753	1	7	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	<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)

$$V/C = \frac{751 + 0 + 251 + 0}{*1500} = 0.598 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

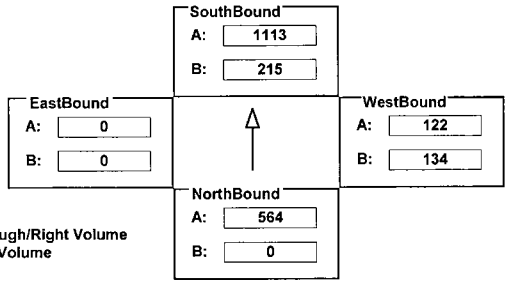
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1128	73	215	1150	0	243	0	122	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1128	73	215	1150	0	243	0	122	0	0	0
LANE	0 0 1 0 1 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1113 + 134 + 0}{*1500} = 0.761 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

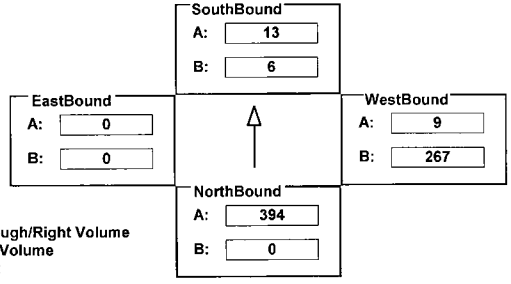
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	2	786	6	7	0	764	0	9	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	786	6	7	0	764	0	9	0	0	0
LANE	0 0 0 0 1 1 0			0 0 0 1 0 0 0			2 1 0 0 1 0 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)

$$V/C = \frac{394 + 13 + 267 + 0}{*1375} = 0.420 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

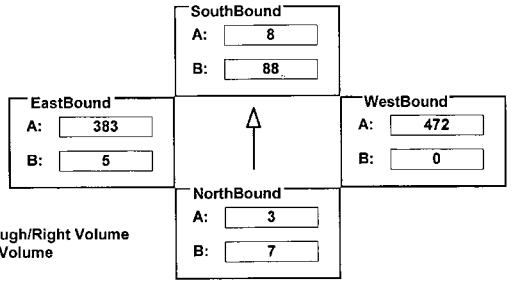
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	13	6	472	159	0	11	0	1298	119	5	766	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	6	472	159	0	11	0	1298	119	5	766	0
LANE	2	0	2	0	0	2	0	1	0	0	0	2	0	1	0	0	1	0	2	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	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)

$$V/C = \frac{3 + 88 + 472 + 5}{*1375} = 0.343 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

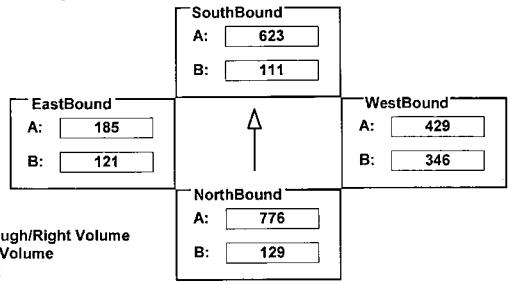
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	234	2329	152	201	2491	157	609	429	484	139	223	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	234	2329	152	201	2491	157	609	429	484	139	223	314
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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	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)

$$V/C = \frac{776 + 111 + 429 + 121}{*1375} = 0.975 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

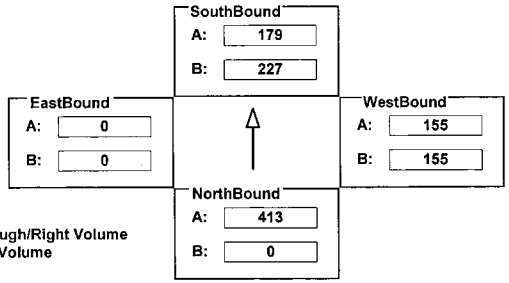
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	555	272	227	358	0	221	0	243	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	555	272	227	358	0	221	0	243	0	0	0
LANE	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{413 + 227 + 155 + 0}{*1500} = 0.460 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

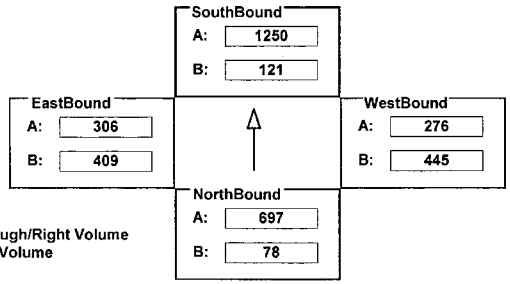
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1274	120	220	1964	536	445	472	81	409	452	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1274	120	220	1964	536	445	472	81	409	452	160
LANE	1	0	1	0	1	0	0	2	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	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)

$$V/C = \frac{78 + 1250 + 445 + 306}{*1375} = 1.442 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

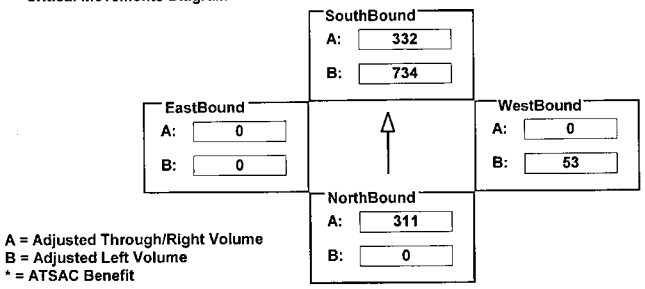
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	522	101	734	332	0	53	0	653	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	522	101	734	332	0	53	0	653	0	0	0
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 = B(W/B) + A(E/B)

$$V/C = \frac{311 + 734 + 53 + 0}{1425} = 0.771 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

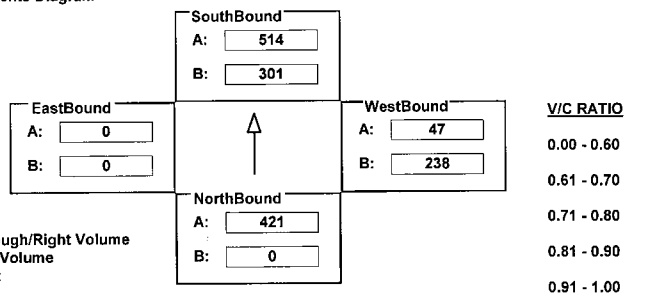
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1682	537	547	1543	0	679	0	348	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1682	537	547	1543	0	679	0	348	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)

$$V/C = \frac{421 + 301 + 238 + 0}{*1425} = 0.604 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

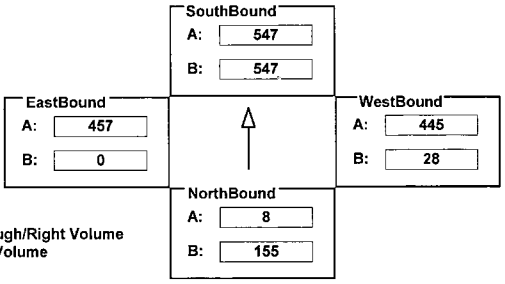
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	0	65	1362	279	569	51	1334	702	0	1211	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	281	0	65	1362	279	569	51	1334	702	0	1211	160
LANE	2	0	0	0	0	2	0	2	1	0	0	2	0	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{155 + 547 + 28 + 457}{*1375} = 0.793 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

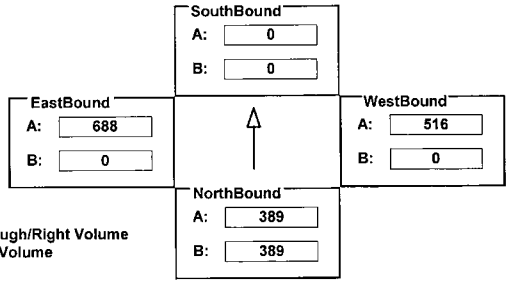
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1053	0	115	0	0	0	0	1549	0	0	1710	1041
AMBIENT												
RELATED												
PROJECT												
TOTAL	1053	0	115	0	0	0	0	1549	0	0	1710	1041
LANE	2	0	0	0	0	0	1	0	0	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)

$$V/C = \frac{389 + 0 + 0 + 688}{*1500} = 0.648 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

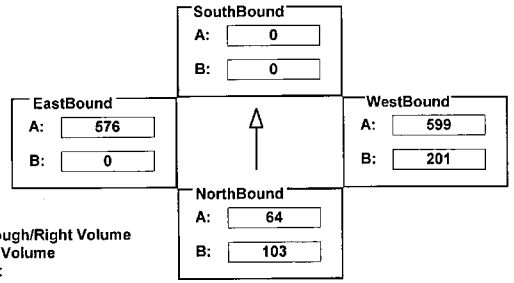
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	187	0	264	0	0	0	365	1197	0	0	1152	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	187	0	264	0	0	0	365	1197	0	0	1152	214
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	1	0
SIGNAL	Phasing: Split	RTOR: OLA		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)

$$V/C = \frac{103 + 0 + 201 + 576}{*1425} = 0.548$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

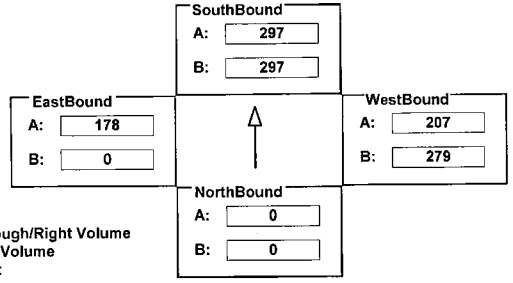
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	395	495	55	507	622	0	0	423	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	395	495	55	507	622	0	0	423	112
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	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)

$$V/C = \frac{0 + 297 + 279 + 178}{*1425} = 0.459$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

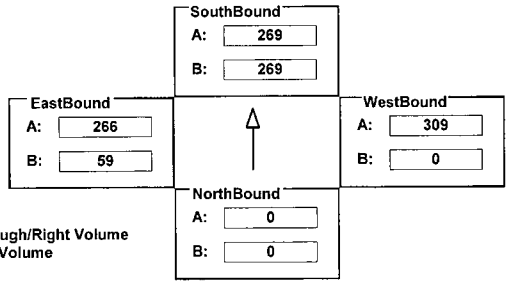
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	807	0	103	0	617	897	106	533	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	807	0	103	0	617	897	106	533	0
LANE	0	0	0	1	0	0	0	2	1	0	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	Free	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)

$$V/C = \frac{0 + 269 + 309 + 59}{*1375} = 0.393 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

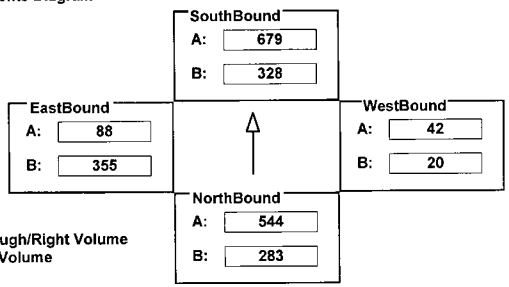
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	283	1632	255	597	2195	519	37	126	270	646	264	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	283	1632	255	597	2195	519	37	126	270	646	264	76
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{283 + 679 + 42 + 355}{*1375} = 0.918 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments: Airport Peak - Alt. D With 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	692	109	531	500	0	86	0	633	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	692	109	531	500	0	86	0	633	0	0	0
LANE	1 0 2 0 0 1 0			1 0 1 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	Perm	OLA		Prot-Fix	Auto		Split	OLA		<none>	<none>	

Critical Movements Diagram

SouthBound A: 250 B: 531

EastBound A: 0 B: 0

WestBound A: 102 B: 43

NorthBound A: 346 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)

$$V/C = \frac{346 + 531 + 102 + 0}{*1425} = 0.617 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

AM/PM: AM Comments: Airport Peak - Alt. D With 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	132	327	202	621	707	139	330	1367	907	225	1826	601
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	327	202	621	707	139	330	1367	907	225	1826	601
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: 354 B: 342

EastBound A: 609 B: 124

WestBound A: 456 B: 182

NorthBound A: 176 B: 73

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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{176 + 342 + 182 + 609}{*1375} = 0.882 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

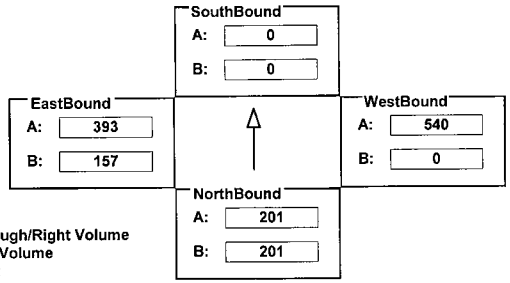
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	217	0	186	0	0	0	244	1080	187	157	1179	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	217	0	186	0	0	0	244	1080	187	157	1179	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)

$$V/C = \frac{201 + 0 + 540 + 157}{*1200} = 0.678$$

LOS = B

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CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

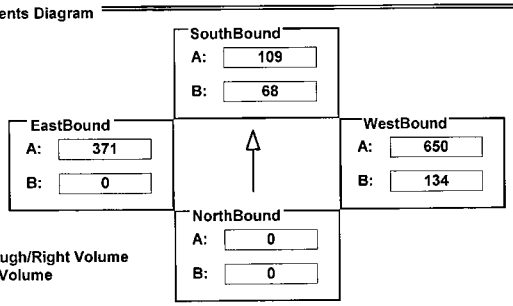
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	68	0	217	244	1299	0	157	1113	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	68	0	217	244	1299	0	157	1113	185
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	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)

$$V/C = \frac{0 + 109 + 650 + 0}{*1200} = 0.563$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

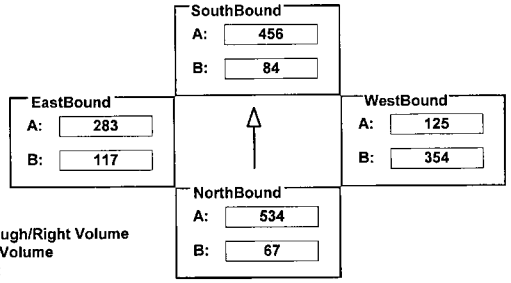
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	67	2032	638	153	1537	287	643	175	381	117	436	283
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	2032	638	153	1537	287	643	175	381	117	436	283
LANE	1	0	3	0	1	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{534 + 84 + 354 + 283}{*1375} = 0.843 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

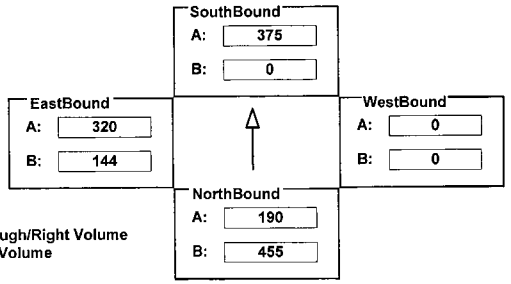
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	827	571	0	0	1126	231	0	0	0	261	0	581
AMBIENT												
RELATED												
PROJECT												
TOTAL	827	571	0	0	1126	231	0	0	0	261	0	581
LANE	2	0	3	0	0	0	0	0	0	3	0	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		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) + A(E/B)

$$V/C = \frac{455 + 375 + 0 + 320}{*1500} = 0.697 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

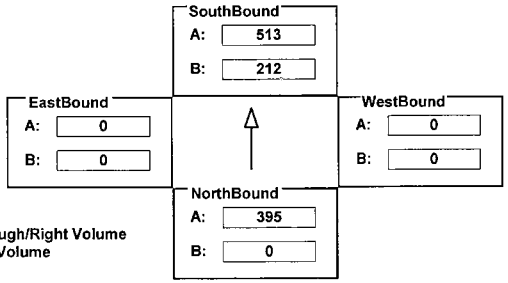
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1090	96	386	1539	0	0	0	34	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1090	96	386	1539	0	0	0	34	0	0	0
LANE	0	0	2	0	1	0	0	2	0	0	0	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>	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)

$$V/C = \frac{395 + 212 + 0 + 0}{*1500} = 0.335 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

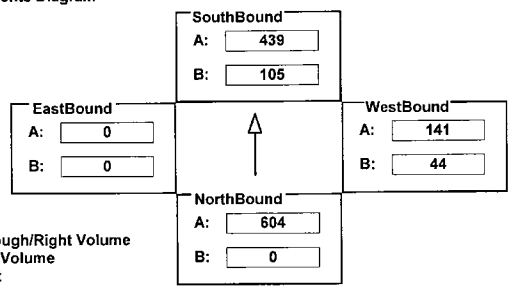
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1207	183	191	1317	0	80	0	194	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1207	183	191	1317	0	80	0	194	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	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	<none>	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 = A(W/B) + A(E/B)

$$V/C = \frac{604 + 105 + 141 + 0}{*1425} = 0.526 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

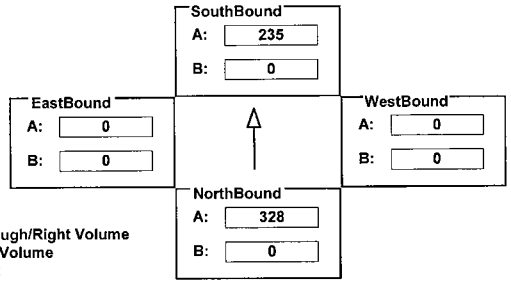
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	983	0	0	705	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	983	0	0	705	0	0	0	0	0	0	0
LANE	0 0 3	0 0 0		0 0 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	<none>	<none>		<none>	<none>		<none>	<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 = +

West/East Critical Movements = +

$$V/C = \frac{+ \quad + \quad +}{1500} = 0.000$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

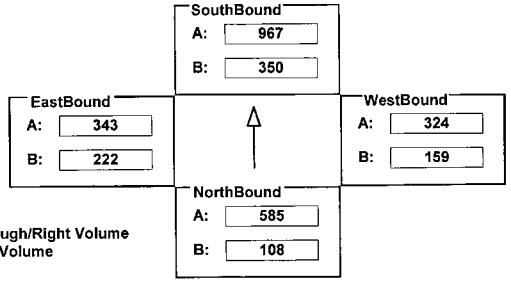
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	108	1062	108	637	1378	556	289	787	184	222	885	143
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	1062	108	637	1378	556	289	787	184	222	885	143
LANE	1 0 1	0 1 0		2 0 1	0 1 0		2 0 2	0 1 0		1 0 2	0 1 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)

$$V/C = \frac{108 + 967 + 324 + 222}{1375} = 1.179$$

LOS = F

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

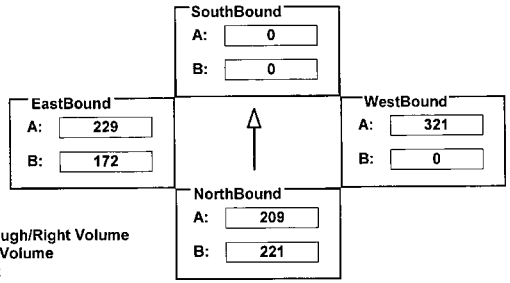
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	0	209	0	0	0	18	780	183	313	688	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	221	0	209	0	0	0	18	780	183	313	688	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	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 = B(N/B) + A(S/B)

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

$$V/C = \frac{221 + 0 + 321 + 172}{*1425} = 0.431 \qquad LOS = A$$

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

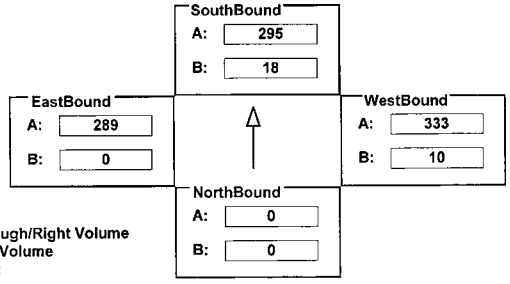
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	573	18	998	0	313	672	196
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	18	0	573	18	998	0	313	672	196
LANE	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 295 + 333 + 0}{*1425} = 0.371 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

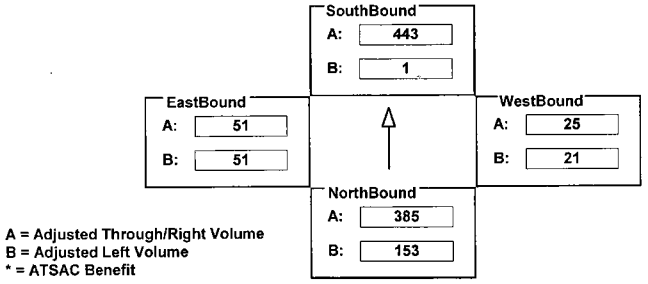
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	278	1515	25	1	1280	48	21	3	0	101	0	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	278	1515	25	1	1280	48	21	3	0	101	0	25
LANE	2	0	3	0	1	0	0	1	0	2	0	1	0	0	0	1	0	0	0	1	1	0	0	0	1	0
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)

$$V/C = \frac{153 + 443 + 25 + 51}{*1375} = 0.419 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

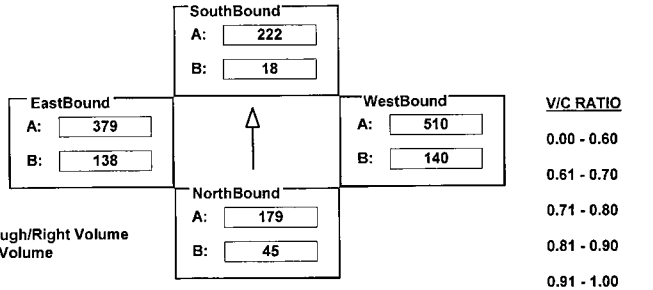
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	358	181	18	444	142	140	1021	1	138	1104	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	358	181	18	444	142	140	1021	1	138	1104	34
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
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)

$$V/C = \frac{45 + 222 + 510 + 138}{*1375} = 0.595 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

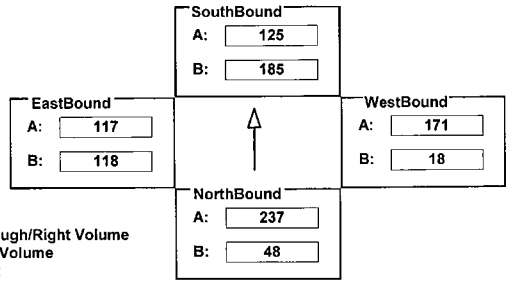
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	48	710	117	185	375	81	32	343	148	118	339	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	710	117	185	375	81	32	343	148	118	339	13
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 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)

$$V/C = \frac{237 + 185 + 171 + 118}{*1425} = 0.429 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

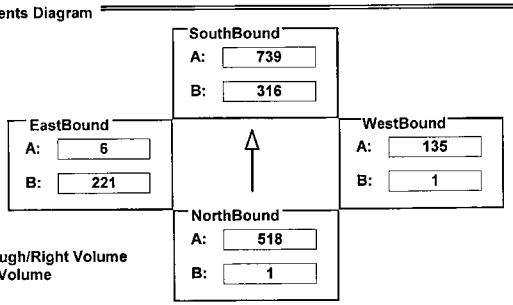
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox

COUNT DATE: STUDY 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	2071	0	316	1716	501	1	10	293	401	5	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2071	0	316	1716	501	1	10	293	401	5	1
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: 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)

$$V/C = \frac{518 + 316 + 135 + 221}{*1375} = 0.795 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

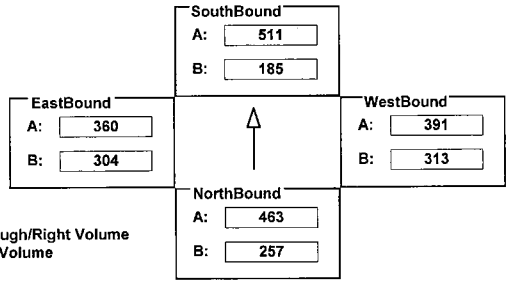
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1683	171	185	1299	233	313	782	187	304	721	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	257	1683	171	185	1299	233	313	782	187	304	721	122
LANE	1 0 3 0	1 0		1 0 2 0	1 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 = B(N/B) + A(S/B)

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

$$V/C = \frac{257 + 511 + 391 + 304}{*1375} = 0.994 \qquad LOS = E$$

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

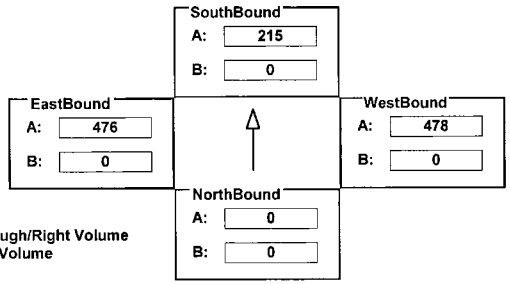
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	859	0	3	0	1912	1543	0	1902	0
AMBIENT				-859	859							
RELATED												
PROJECT												
TOTAL	0	0	0	0	859	3	0	1912	1543	0	1902	0
LANE	0 0 0 0	0 0		0 0 4 0	0 0		0 0 4 0	0 3 0		0 0 4 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)

$$V/C = \frac{0 + 215 + 478 + 0}{*1500} = 0.392 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

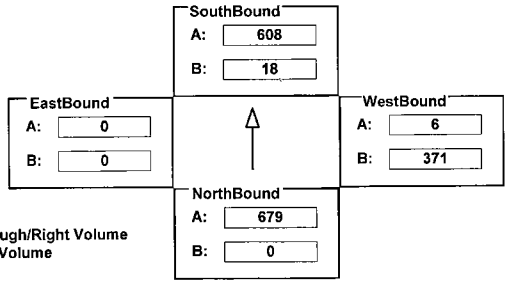
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	2715	816	33	2433	0	1061	0	24	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2715	816	33	2433	0	1061	0	24	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{679 + 18 + 371 + 0}{*1425} = 0.679 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

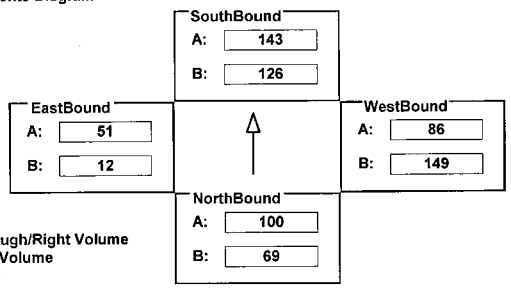
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	69	199	120	126	258	28	149	86	87	12	45	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	199	120	126	258	28	149	86	87	12	45	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	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)

$$V/C = \frac{100 + 126 + 149 + 51}{*1375} = 0.240 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

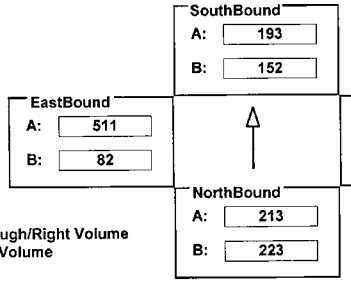
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	223	639	102	152	578	95	144	963	103	150	1023	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	223	639	102	152	578	95	144	963	103	150	1023	160
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	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		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)

$$V/C = \frac{223 + 193 + 144 + 511}{*1425} = 0.682 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

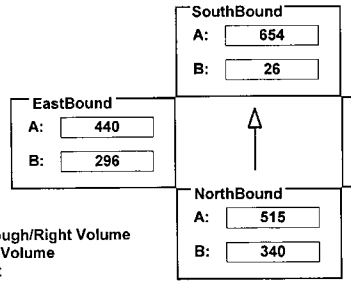
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	340	2059	92	48	2530	86	258	135	82	296	159	281
AMBIENT												
RELATED												
PROJECT												
TOTAL	340	2059	92	48	2530	86	258	135	82	296	159	281
LANE	1	0	4	0	0	1	0	2	0	3	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		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 = B(W/B) + A(E/B)

$$V/C = \frac{340 + 654 + 258 + 440}{*1425} = 1.117 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

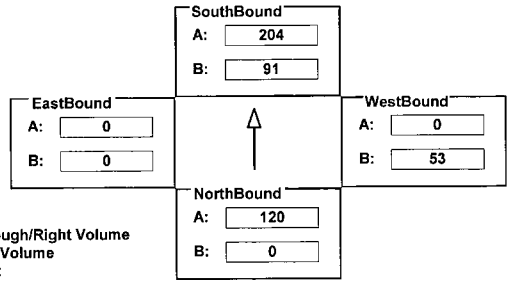
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	241	170	91	407	0	96	0	146	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	241	170	91	407	0	96	0	146	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
SIGNAL	Phasing: Perm	RTOR: OLA		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)

$$V/C = \frac{120 + 91 + 53 + 0}{*1425} = 0.115 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

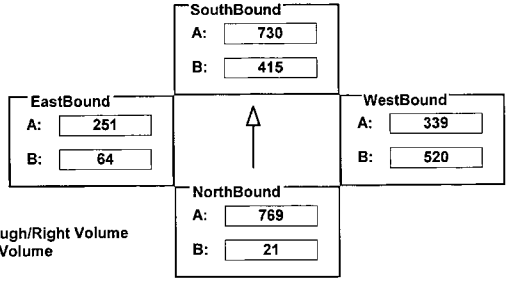
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	2120	1029	755	2191	16	945	232	547	116	423	262
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	2120	1029	755	2191	16	945	232	547	116	423	262
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
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)

$$V/C = \frac{769 + 415 + 520 + 251}{*1375} = 1.352 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

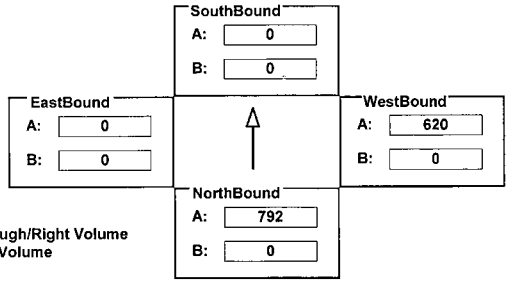
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	2375	0	0	0	0	0	0	1772	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2375	0	0	0	0	0	0	1772	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{792 + 0 + 620 + 0}{*1500} = 0.871$$

LOS = D

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

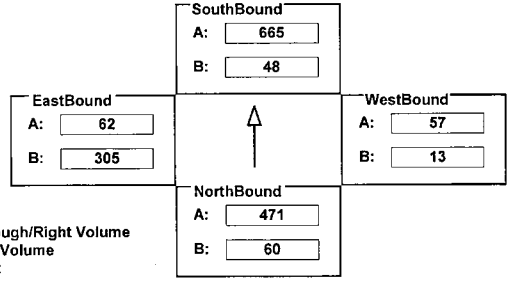
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1406	7	48	1369	627	13	57	37	555	34	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	1406	7	48	1369	627	13	57	37	555	34	62
LANE	1 0 2 0 1 0 0			1 0 2 0 1 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	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)

$$V/C = \frac{60 + 665 + 57 + 305}{*1425} = 0.693$$

LOS = B

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MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

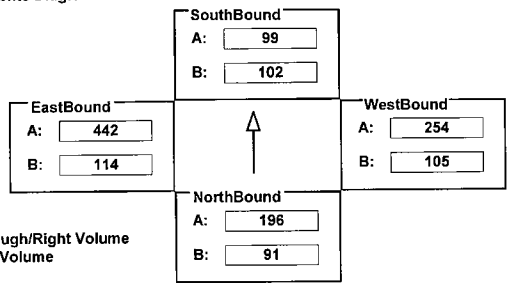
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	91	588	68	102	297	19	105	334	174	114	763	121
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	588	68	102	297	19	105	334	174	114	763	121
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 = B(W/B) + A(E/B)

$$V/C = \frac{196 + 102 + 105 + 442}{*1500} = 0.493 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

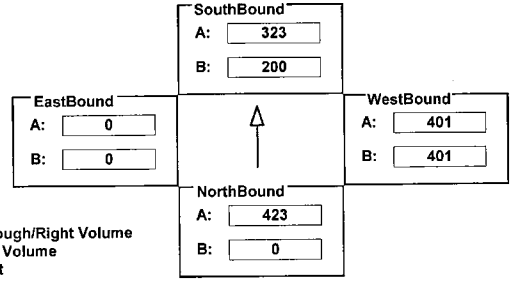
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1269	101	200	970	0	970	0	232	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1269	101	200	970	0	970	0	232	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		
SIGNAL	Phasing: Perm	RTOR: OLA		Phasing: Perm	RTOR: Auto		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)

$$V/C = \frac{423 + 200 + 401 + 0}{*1500} = 0.613 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

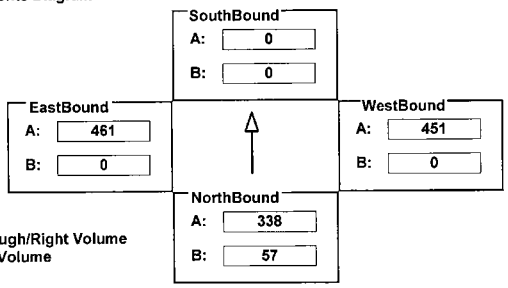
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	103	0	338	0	0	0	0	1353	0	0	988	856
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	0	338	0	0	0	0	1353	0	0	988	856
LANE	2	0	0	0	0	1	0	0	0	0	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{338 + 0 + 451 + 461}{1500} = 0.533$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

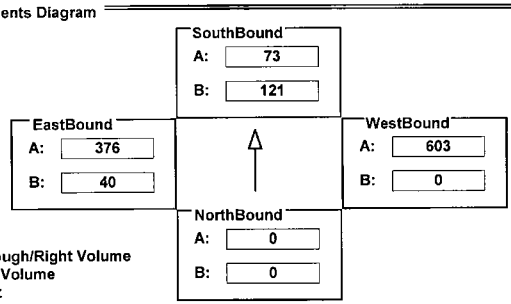
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	219	0	169	0	1658	150	40	1128	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	219	0	169	0	1658	150	40	1128	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
	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)

$$V/C = \frac{0 + 121 + 603 + 40}{*1425} = 0.466$$

LOS = A

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MITDOP61

CalcaDB

February 6, 2003 ,Thursday 04:32:00 PM

INTERSECTION DATA SUMMARY SHEET

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

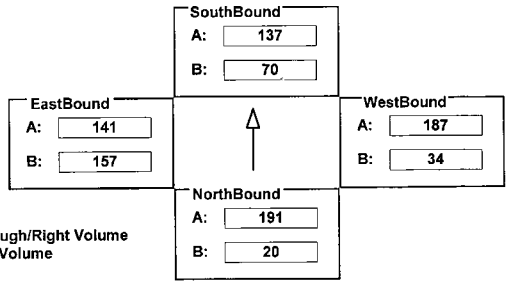
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	374	7	70	189	85	34	246	128	157	191	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	374	7	70	189	85	34	246	128	157	191	91
LANE	1	0	1	0	1	0	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{191 + 70 + 187 + 157}{1375} = 0.440$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

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

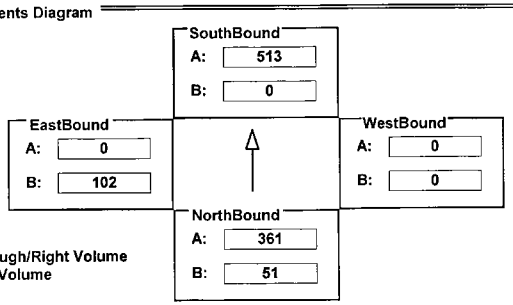
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	51	1084	0	0	1449	90	0	0	0	102	0	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	1084	0	0	1449	90	0	0	0	102	0	1
LANE	1	0	2	0	1	0	0	1	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	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)

$$V/C = \frac{51 + 513 + 0 + 102}{*1425} = 0.397$$

LOS = A

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

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

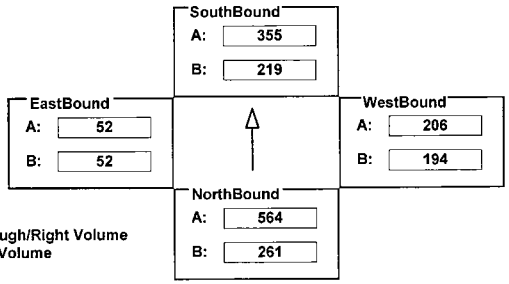
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	261	1394	297	219	990	76	194	20	187	97	7	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	261	1394	297	219	990	76	194	20	187	97	7	33
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 = A(N/B) + B(S/B)

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

$$V/C = \frac{564 + 219 + 206 + 52}{*1375} = 0.687 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

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

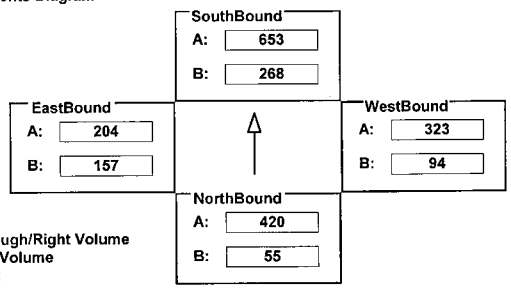
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	55	840	123	268	1136	170	94	405	241	157	363	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	840	123	268	1136	170	94	405	241	157	363	45
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)

$$V/C = \frac{55 + 653 + 323 + 157}{*1500} = 0.722 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

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

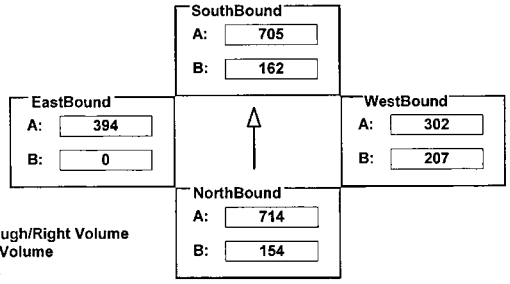
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	2045	98	295	2090	24	377	774	133	0	994	188
AMBIENT												
RELATED												
PROJECT												
TOTAL	281	2045	98	295	2090	24	377	774	133	0	994	188
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)

$$V/C = \frac{714 + 162 + 207 + 394}{*1375} = 1.004 \qquad LOS = F$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

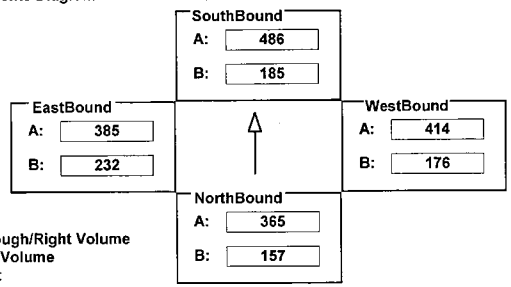
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	286	1343	118	337	1459	120	176	938	304	232	844	309
AMBIENT												
RELATED												
PROJECT												
TOTAL	286	1343	118	337	1459	120	176	938	304	232	844	309
LANE	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{157 + 486 + 414 + 232}{1375} = 0.937 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

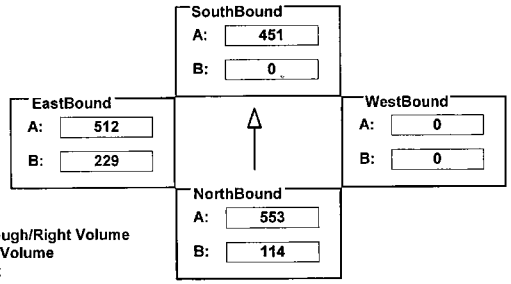
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	208	1658	0	0	1179	174	0	0	0	229	0	569
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1658	0	0	1179	174	0	0	0	229	0	569
LANE	2	0 3	0 0	1	0 2	0 1	0 0	0	1 0	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	Prot-Fix	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 = B(W/B) + A(E/B)

$$V/C = \frac{114 + 451 + 0 + 512}{*1425} = 0.686 \qquad LOS = B$$

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MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

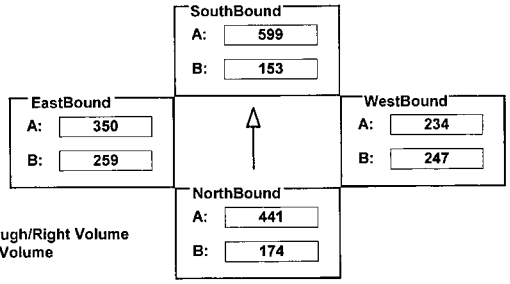
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	316	1322	267	153	1796	388	247	634	68	259	738	311
AMBIENT												
RELATED												
PROJECT												
TOTAL	316	1322	267	153	1796	388	247	634	68	259	738	311
LANE	2	0 3	0 0	1	0 3	0 1	0 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)

$$V/C = \frac{174 + 599 + 247 + 350}{*1375} = 0.926 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

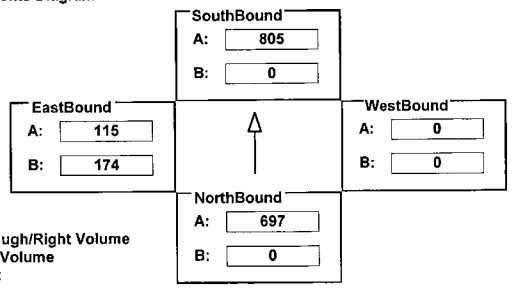
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	2016	75	0	2416	678	0	0	0	496	65	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2016	75	0	2416	678	0	0	0	496	65	50
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 805 + 0 + 174}{*1500} = 0.583 \qquad LOS = A$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

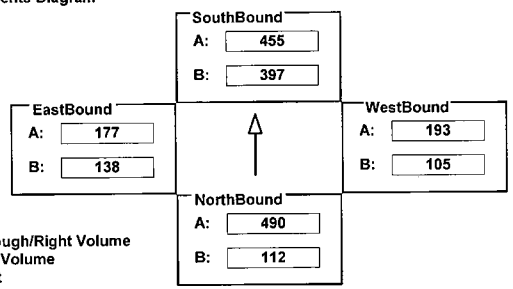
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	203	1470	10	721	1365	223	105	385	688	138	353	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	203	1470	10	721	1365	223	105	385	688	138	353	73
LANE	2	0	3	0	0	1	0	2	0	3	0	0	1	0	1	0	2	0	0	2	0	1	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																		
SIGNAL	Prot-Fix	Free	Prot-Fix	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)

$$V/C = \frac{490 + 397 + 193 + 138}{*1375} = 0.816 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

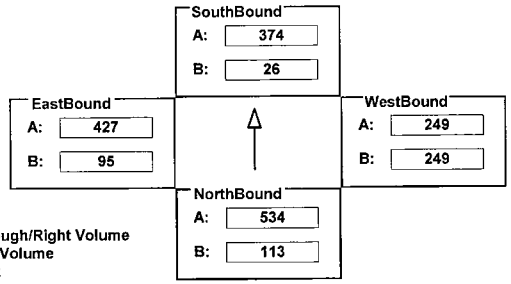
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	205	1602	434	48	1415	82	392	106	47	95	427	366
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1602	434	48	1415	82	392	106	47	95	427	366
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) + A(E/B)

$$V/C = \frac{534 + 26 + 249 + 427}{*1375} = 0.829 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

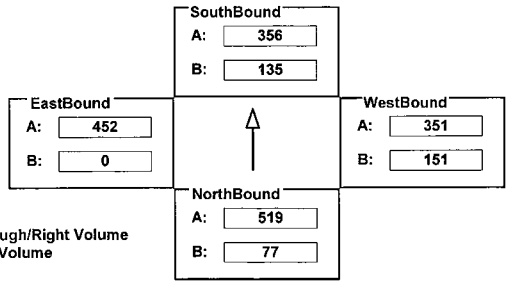
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	77	1556	132	135	1047	21	275	492	209	0	811	93
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	1556	132	135	1047	21	275	492	209	0	811	93
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{519 + 135 + 151 + 452}{*1375} = 0.844 \qquad LOS = D$$

Developed by Chun Wong, 12/94

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

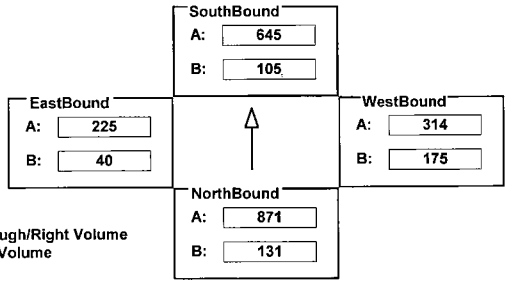
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1461	281	191	1199	91	318	627	139	73	676	155
AMBIENT												
RELATED												
PROJECT												
TOTAL	237	1461	281	191	1199	91	318	627	139	73	676	155
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)

$$V/C = \frac{871 + 105 + 175 + 225}{*1375} = 0.931 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

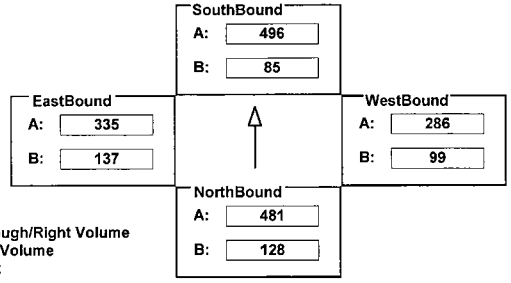
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	232	1351	91	154	1327	161	179	572	155	249	670	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	232	1351	91	154	1327	161	179	572	155	249	670	113
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)

$$V/C = \frac{128 + 496 + 99 + 335}{*1375} = 0.699 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

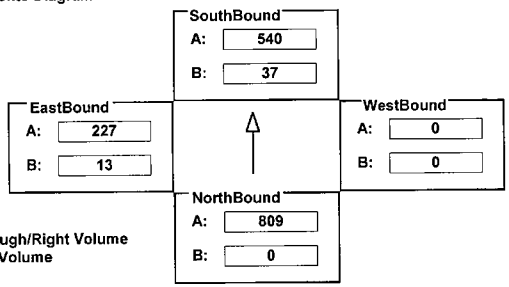
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	887	809	67	1620	0	0	0	0	13	3	438
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	887	809	67	1620	0	0	0	0	13	3	438
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	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 = A(N/B) + B(S/B)

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

$$V/C = \frac{809 + 37 + 0 + 227}{*1425} = 0.683 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

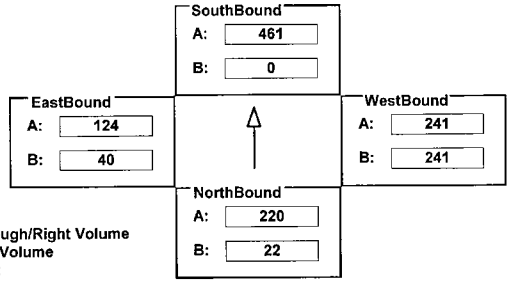
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	22	660	0	0	1327	55	287	33	404	40	0	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	660	0	0	1327	55	287	33	404	40	0	84
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Free		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)

$$V/C = \frac{22 + 461 + 241 + 124}{*1425} = 0.525 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

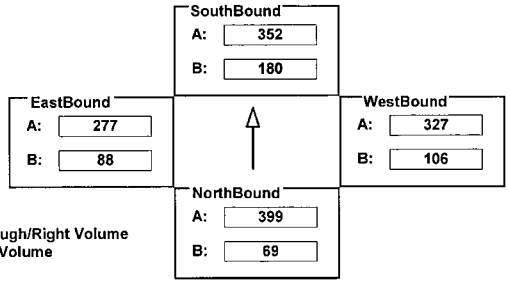
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	69	1114	84	180	1057	125	106	265	176	88	277	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1114	84	180	1057	125	106	265	176	88	277	43
LANE	1 0 2		0 1 0	1 0 3		0 0 1 0	0 1 0		0 1 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)

$$V/C = \frac{399 + 180 + 327 + 88}{*1500} = 0.593 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

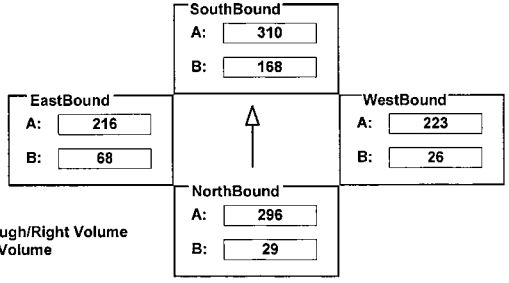
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	29	889	35	168	848	82	26	223	211	68	216	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	889	35	168	848	82	26	223	211	68	216	15
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
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)

$$V/C = \frac{296 + 168 + 223 + 68}{*1500} = 0.433 \qquad LOS = A$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

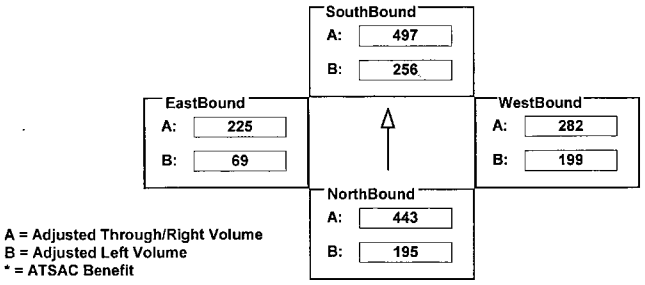
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	1329	98	256	1416	73	199	282	182	69	333	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	195	1329	98	256	1416	73	199	282	182	69	333	117
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	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)

$$V/C = \frac{443 + 256 + 199 + 225}{1500} = 0.749 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

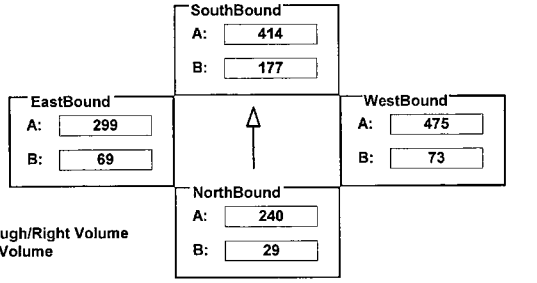
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	29	183	57	177	325	89	73	278	197	69	239	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	183	57	177	325	89	73	278	197	69	239	59
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	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)

$$V/C = \frac{29 + 414 + 475 + 69}{1500} = 0.658 \qquad LOS = B$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

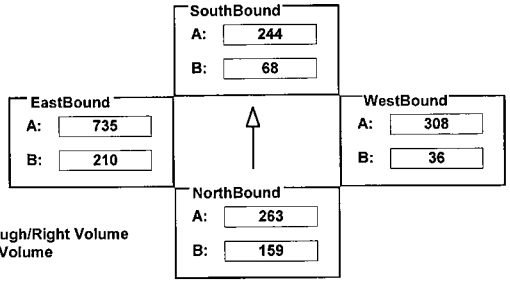
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	222	41	68	244	192	36	568	48	210	1134	336
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	222	41	68	244	192	36	568	48	210	1134	336
LANE	1 0 0 0 1 0 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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{159 + 244 + 36 + 735}{1500} = 0.783 \qquad LOS = C$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

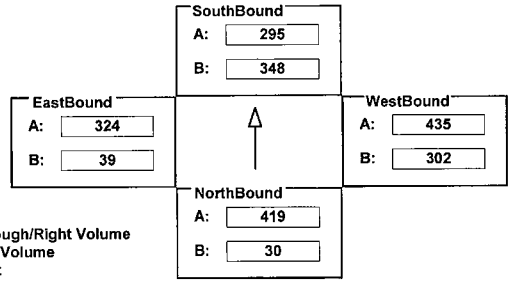
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	30	120	299	348	263	33	302	1059	246	39	936	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	120	299	348	263	33	302	1059	246	39	936	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)

$$V/C = \frac{419 + 348 + 302 + 324}{*1500} = 0.859 \qquad LOS = D$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

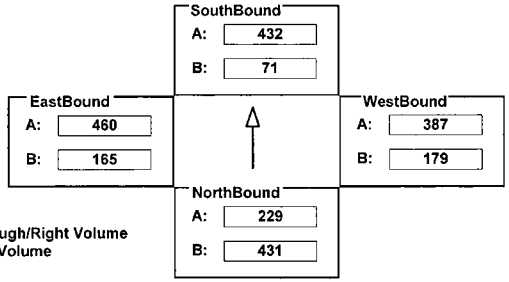
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	431	229	139	71	432	129	179	1101	60	165	1099	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	431	229	139	71	432	129	179	1101	60	165	1099	282
LANE	1 0 1	0 0 1	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)

$$V/C = \frac{431 + 432 + 179 + 460}{*1500} = 0.931 \qquad LOS = E$$

Developed by Chun Wong, 12/94

MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

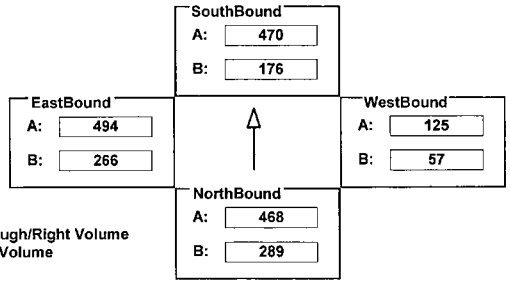
AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

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	289	1355	50	176	1410	94	57	249	89	266	494	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	289	1355	50	176	1410	94	57	249	89	266	494	324
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)

$$V/C = \frac{289 + 470 + 57 + 494}{*1425} = 0.849 \qquad LOS = D$$

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MITDOP24

CalcaDB

February 6, 2003 ,Thursday 04:31:27 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: AM Comments: Airport Peak - Alt. D With Lennox IC

COUNT DATE: STUDY DATE: GROWTH FACTOR:

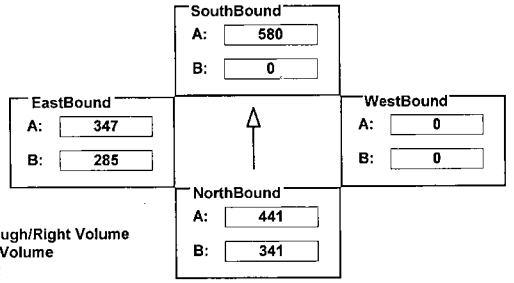
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	341	1323	0	0	1446	295	0	0	0	285	0	347
AMBIENT												
RELATED												
PROJECT												
TOTAL	341	1323	0	0	1446	295	0	0	0	285	0	347

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

	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)

$$V/C = \frac{341 + 580 + 0 + 347}{1425} = 0.890$$

LOS = D

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2015 Alternative D with Alternative Mitigation Plan (No Lennox Interchange)

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

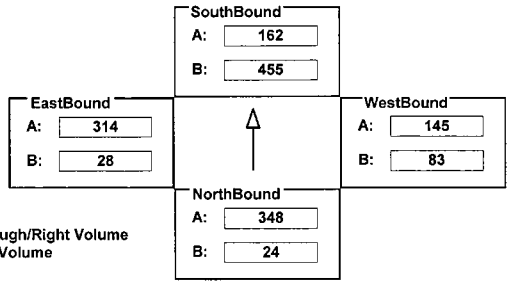
AM/PM: AM Comments:

COUNT DATE: STUDY 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	388	308	455	487	50	83	168	122	28	629	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	388	308	455	487	50	83	168	122	28	629	37
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
	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)

$$V/C = \frac{348 + 455 + 83 + 314}{*1500} = 0.730$$

LOS = C

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

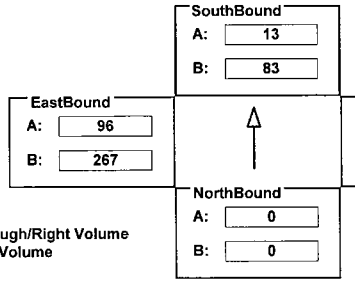
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	238	0	267	0	1217	749	486	382	0
AMBIENT												
RELATED												
PROJECT								-250	-200			
TOTAL	0	0	0	238	0	267	0	967	549	486	382	0
LANE	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	3	0	1	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{0 + 83 + 303 + 267}{*1375} = 0.405$$

LOS = A

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

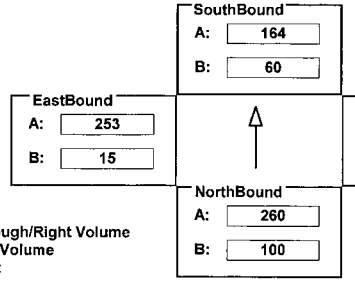
AM/PM: AM Comments:

COUNT DATE: STUDY 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	168	411	60	186	22	690	722	12	15	717	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	100	168	411	60	186	22	690	722	12	15	717	41
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	Split	OLA	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)

$$V/C = \frac{260 + 164 + 380 + 253}{*1375} = 0.699$$

LOS = B

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

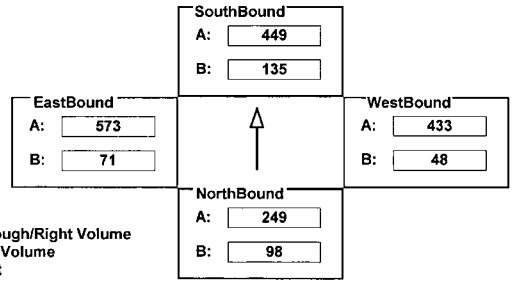
AM/PM: AM Comments:

COUNT DATE: STUDY 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	452	46	135	824	74	48	1298	126	71	1145	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	452	46	135	824	74	48	1298	126	71	1145	58
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 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)

$$V/C = \frac{98 + 449 + 48 + 573}{*1500} = 0.709 \qquad LOS = C$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

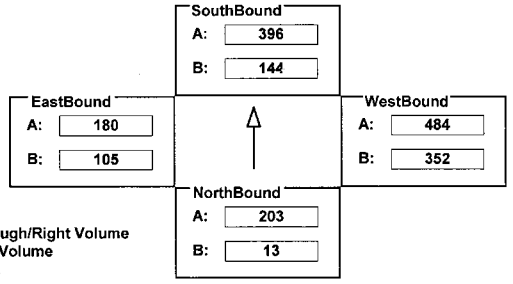
AM/PM: AM Comments:

COUNT DATE: STUDY 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	406	137	219	688	104	940	821	484	105	511	30
AMBIENT												
RELATED												
PROJECT				-75			-300	-100				
TOTAL	13	406	137	144	688	104	640	721	484	105	511	30
LANE	1 0 2 0 0 1 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	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)

$$V/C = \frac{13 + 396 + 484 + 105}{*1500} = 0.595 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

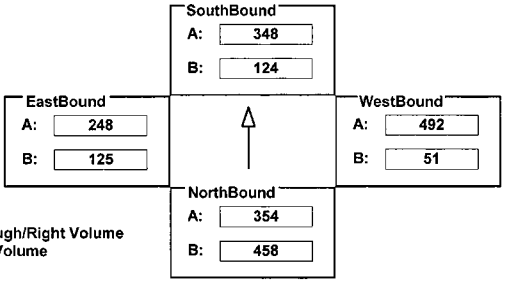
AM/PM: AM Comments:

COUNT DATE: STUDY 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	907	204	124	140	331	51	1454	515	125	669	46
AMBIENT		50	-100		375	-150		-250	250		75	100
RELATED												
PROJECT												
TOTAL	458	957	104	124	515	181	51	1204	765	125	744	146
LANE	1	0	2	0	1	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	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)

$$V/C = \frac{458 + 348 + 492 + 125}{*1500} = 0.879 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

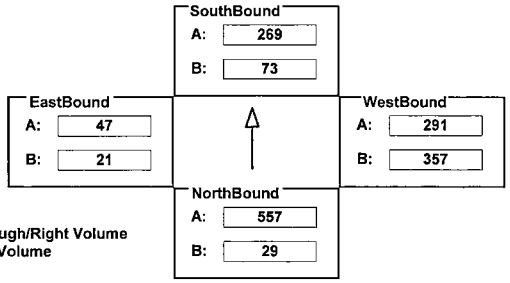
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1370	306	132	694	113	457	291	422	21	36	11
AMBIENT												
RELATED												
PROJECT		300					-100		-200			
TOTAL	29	1670	306	132	694	113	357	291	222	21	36	11
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	0	0	1	2	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{557 + 73 + 357 + 47}{*1500} = 0.619 \qquad LOS = B$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

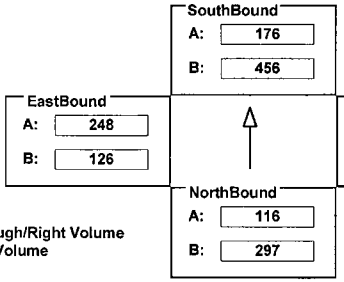
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	739	347	28	878	435	344	536	1656	83	126	837	157
AMBIENT												
RELATED												
PROJECT	-200			-50		-250						
TOTAL	539	347	28	828	435	94	536	1656	83	126	837	157
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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{116 + 456 + 295 + 248}{*1375} = 0.741 \qquad LOS = C$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

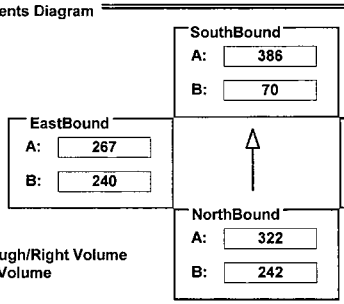
AM/PM: AM Comments:

COUNT DATE: STUDY 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	884	83	128	934	224	325	1499	321	240	426	267
AMBIENT												
RELATED												
PROJECT												
TOTAL	242	884	83	128	934	224	325	1499	321	240	426	267
LANE	1	0	2	0	1	0	0	2	0	2	0	1	0	0	2	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



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

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{242 + 386 + 607 + 240}{*1375} = 1.003 \qquad LOS = F$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

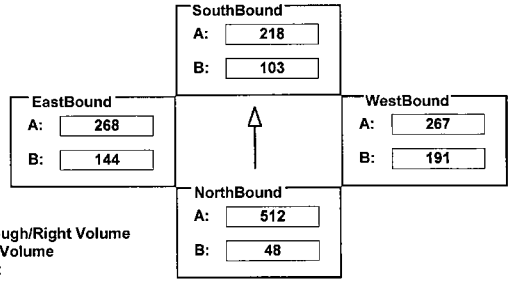
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1237	416	187	611	361	347	800	343	262	681	123
AMBIENT												
RELATED												
PROJECT		300				-100						
TOTAL	88	1537	416	187	611	261	347	800	343	262	681	123
LANE	2	0	3	0	0	1	0	2	0	2	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 = B(W/B) + A(E/B)

$$V/C = \frac{512 + 103 + 191 + 268}{*1375} = 0.711 \qquad LOS = C$$

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

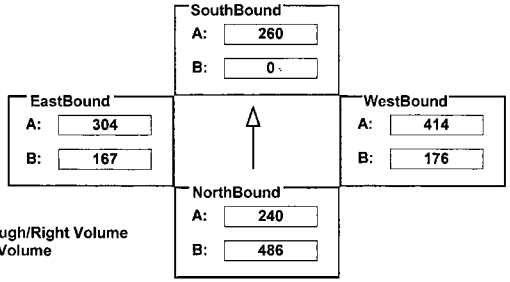
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	486	311	168	2	515	343	176	1232	11	167	695	216
AMBIENT												
RELATED												
PROJECT											75	-75
TOTAL	486	311	168	2	515	343	176	1232	11	167	770	141
LANE	1	0	1	0	1	0	0	0	0	2	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	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)

$$V/C = \frac{486 + 260 + 414 + 167}{*1375} = 0.895 \qquad LOS = D$$

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

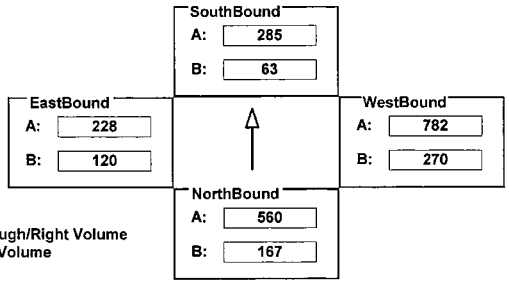
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	305	1679	653	114	472	345	491	2082	782	218	858	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	305	1679	653	114	472	345	491	2082	782	218	858	53
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: OLA		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)

$$V/C = \frac{560 + 63 + 782 + 120}{1375} = 1.109$$

LOS = F

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

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

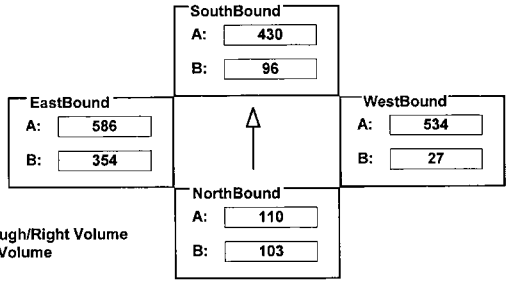
AM/PM: AM Comments:

COUNT DATE: STUDY 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	330	56	174	860	581	49	1603	176	643	1758	181
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	330	56	174	860	581	49	1603	176	643	1758	181
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: Auto		Phasing: Prot-Var	RTOR: OLA		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)

$$V/C = \frac{103 + 430 + 534 + 354}{*1375} = 0.963$$

LOS = E

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

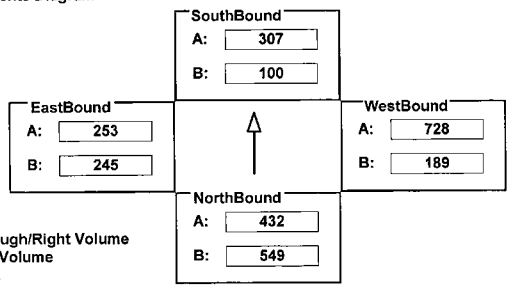
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	999	1334	292	183	990	275	344	1456	314	245	758	618
AMBIENT												
RELATED												
PROJECT		-37			-36							
TOTAL	999	1297	292	183	954	275	344	1456	314	245	758	618
LANE	2 0 3 0 0 1 0			2 0 3 0 1 0 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)

$$V/C = \frac{549 + 307 + 728 + 245}{*1375} = 1.260 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

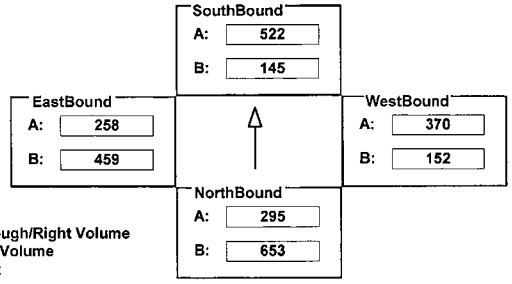
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	653	584	446	70	1067	202	152	1196	284	459	773	655
AMBIENT												
RELATED												
PROJECT		150		75	500							
TOTAL	653	734	446	145	1567	202	152	1196	284	459	773	655
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)

$$V/C = \frac{653 + 522 + 370 + 459}{*1375} = 1.387 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

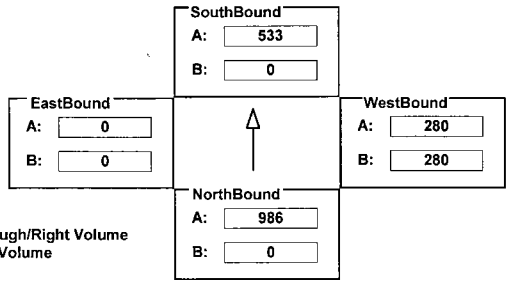
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3944	0	0	2131	47	1009	82	77	0	0	0
AMBIENT												
RELATED												
PROJECT							-250					
TOTAL	0	3944	0	0	2131	47	759	82	77	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	<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)

$$V/C = \frac{986 + 0 + 280 + 0}{*1500} = 0.774 \qquad LOS = C$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

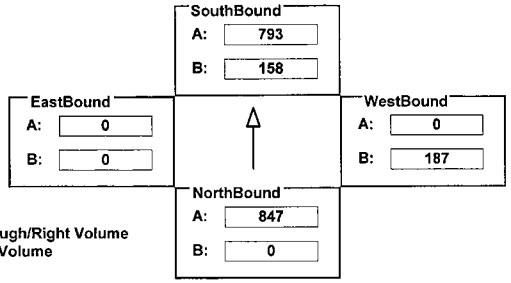
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1694	275	408	544	0	340	0	0	0	0	0
AMBIENT				-250	250							
RELATED												
PROJECT												
TOTAL	0	1694	275	158	794	0	340	0	0	0	0	0
LANE	0 0 1 0 1 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{847 + 158 + 187 + 0}{*1500} = 0.725 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

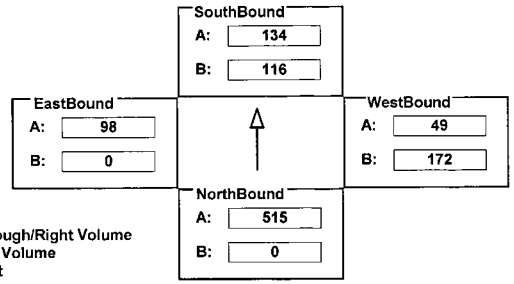
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1028	116	18	1	493	42	8	0	196	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1	1028	116	18	1	493	42	8	0	196	0
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	2	1	0	0	1	0	0	0	1	0	0
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)

$$V/C = \frac{515 + 134 + 172 + 98}{*1375} = 0.598 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

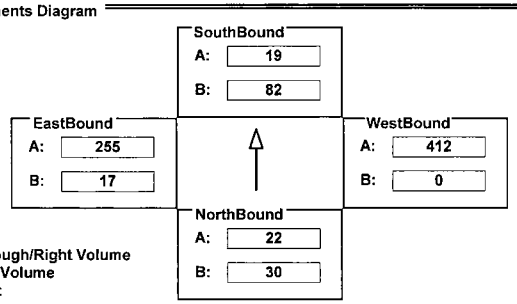
AM/PM: AM Comments:

COUNT DATE: STUDY 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	44	273	148	0	28	0	1126	109	17	511	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	44	273	148	0	28	0	1126	109	17	511	0
LANE	2	0	2	0	0	1	0	1	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	2	0	0	0	0
SIGNAL	Perm	Free		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)

$$V/C = \frac{22 + 82 + 412 + 17}{*1375} = 0.318 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

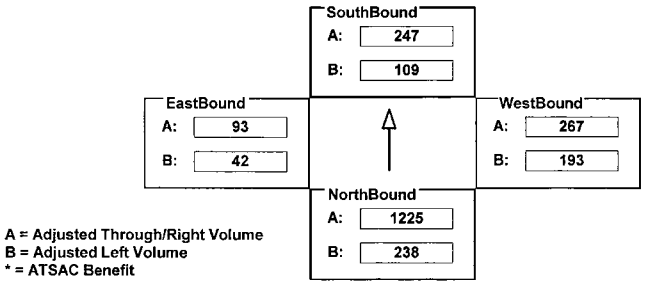
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3776	286	199	987	84	193	534	208	42	185	161
AMBIENT												
RELATED												
PROJECT		-100							100			
TOTAL	432	3676	286	199	987	84	193	534	308	42	185	161
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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		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)

$$V/C = \frac{1225 + 109 + 267 + 42}{*1375} = 1.125 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

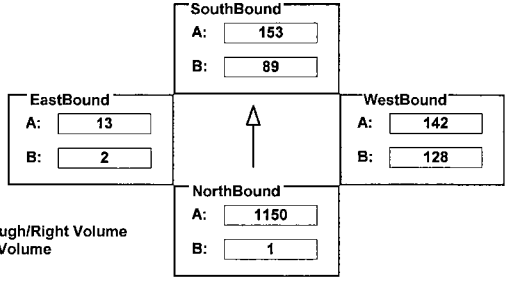
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2140	160	89	301	5	128	6	278	2	2	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	2140	160	89	301	5	128	6	278	2	2	9
LANE	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{1150 + 89 + 142 + 2}{*1500} = 0.852 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

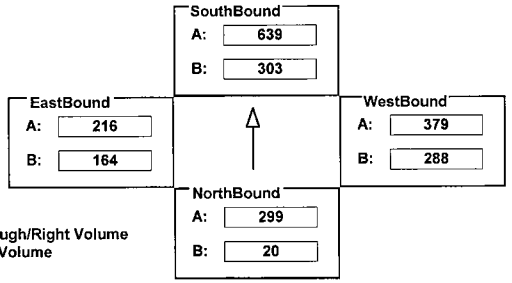
AM/PM: AM Comments:

COUNT DATE: STUDY 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	508	40	551	804	475	288	606	152	164	415	16
AMBIENT		50										
RELATED												
PROJECT												
TOTAL	20	558	40	551	804	475	288	606	152	164	415	16
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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{20 + 639 + 379 + 164}{*1375} = 0.804 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

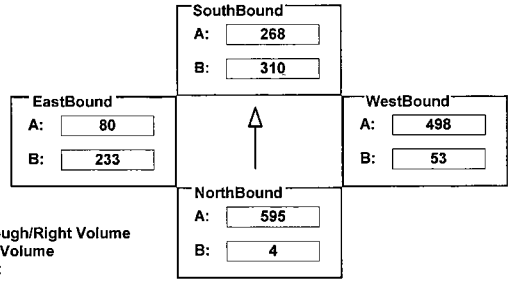
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1133	56	310	253	14	53	125	809	233	76	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	1133	56	310	253	14	53	125	809	233	76	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	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)

$$V/C = \frac{595 + 310 + 498 + 233}{1425} = 1.148 \qquad LOS = F$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

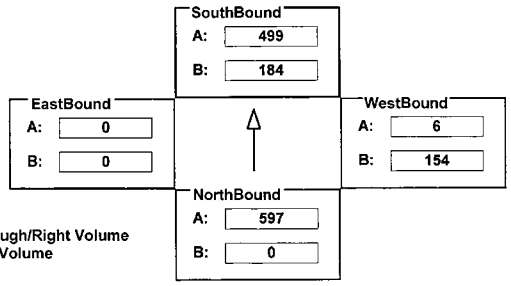
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2425	918	334	1531	0	441	0	190	0	0	0
AMBIENT												
RELATED												
PROJECT		-38			-35							
TOTAL	0	2387	918	334	1496	0	441	0	190	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)

$$V/C = \frac{597 + 184 + 154 + 0}{*1425} = 0.586$$

LOS = A

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

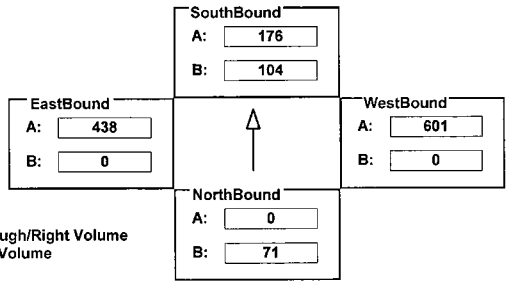
AM/PM: AM Comments:

COUNT DATE: STUDY 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	191	1	190	176	138	0	2102	476	79	1145	168
AMBIENT												
RELATED												
PROJECT								-300				
TOTAL	130	191	1	190	176	138	0	1802	476	79	1145	168
LANE	2 0 0 0 0 2 0			2 1 0 0 0 2 0			2 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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{71 + 176 + 601 + 0}{1375} = 0.617$$

LOS = B

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

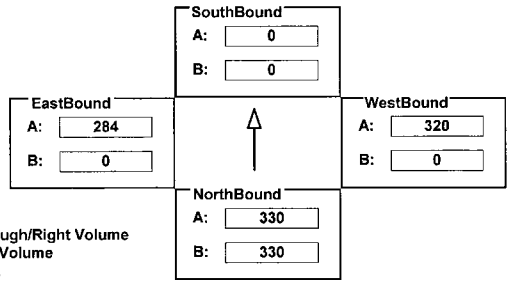
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	889	0	101	0	0	0	0	959	0	0	802	333
AMBIENT												
RELATED												
PROJECT												
TOTAL	889	0	101	0	0	0	0	959	0	0	802	333
LANE	2	0	0	0	0	0	1	0	0	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 = A(W/B) + B(E/B)

$$V/C = \frac{330 + 0 + 320 + 0}{*1500} = 0.363$$

LOS = A

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

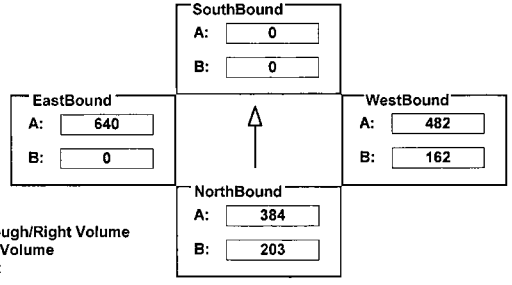
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	546	0	0	0	295	964	0	0	1280	228
AMBIENT												
RELATED												
PROJECT												
TOTAL	368	0	546	0	0	0	295	964	0	0	1280	228
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Split	OLA	<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 = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{384 + 0 + 162 + 640}{*1425} = 0.762$$

LOS = C

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

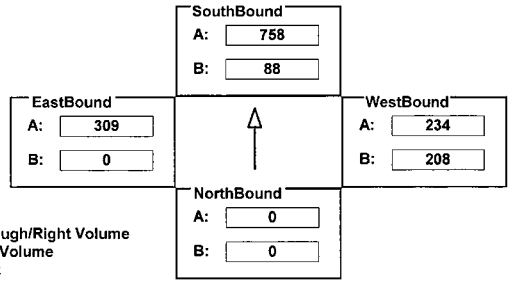
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	88	1517	165	554	528	0	0	284	609
AMBIENT												
RELATED												
PROJECT							-175	175				-300
TOTAL	0	0	0	88	1517	165	379	703	0	0	284	309
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 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)

$$V/C = \frac{0 + 758 + 208 + 309}{*1425} = 0.825 \qquad LOS = D$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

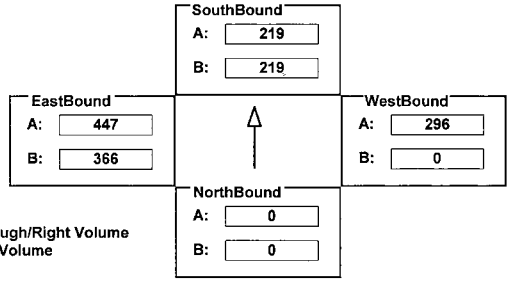
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	657	0	283	0	593	1241	665	895	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	657	0	283	0	593	1241	665	895	0
LANE	0 0 0 1 0 0 0			2 1 0 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	Free		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)

$$V/C = \frac{0 + 219 + 296 + 366}{*1375} = 0.571 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

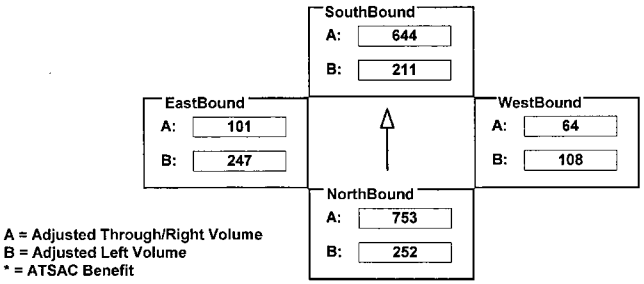
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	252	2260	643	683	2231	297	22	193	84	449	302	87
AMBIENT												
RELATED												
PROJECT			-200	-300	150	-100	175					
TOTAL	252	2260	443	383	2381	197	197	193	84	449	302	87
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{753 + 211 + 64 + 247}{*1375} = 0.857 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

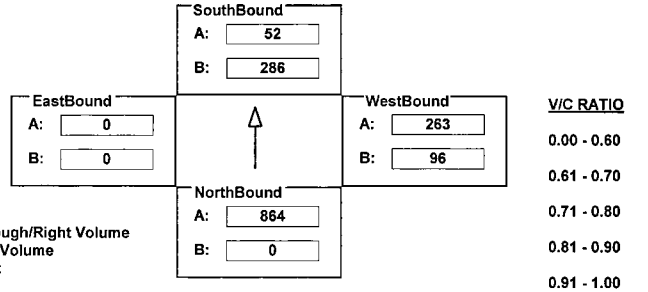
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1373	960	286	105	0	192	0	549	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1373	960	286	105	0	192	0	549	0	0	0
LANE	1 0 2 0 0 1 0			1 0 1 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	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)

$$V/C = \frac{864 + 286 + 263 + 0}{*1425} = 0.922 \qquad LOS = E$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

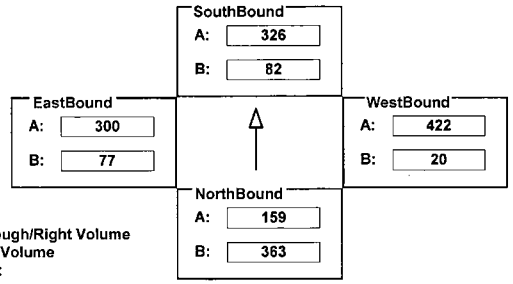
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	959	318	86	149	27	351	37	1267	356	140	901	756
AMBIENT												
RELATED												
PROJECT	-300				600							
TOTAL	659	318	86	149	627	351	37	1267	356	140	901	756
LANE	2	0	1	0	1	1	0	2	0	1	1	0	2	0	3	0	0	2	0	2	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{363 + 326 + 422 + 77}{*1375} = 0.794$$

LOS = C

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

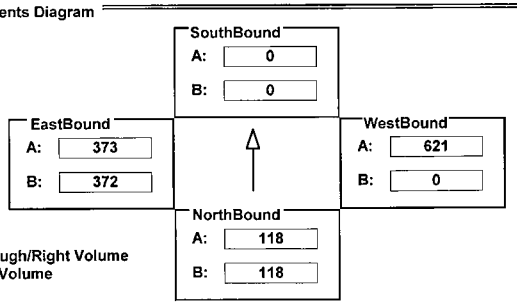
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2	83	0	0	0	0	1494	253	372	1119	0
AMBIENT								-251				
RELATED												
PROJECT												
TOTAL	150	2	83	0	0	0	0	1243	253	372	1119	0
LANE	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	3	0	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)

$$V/C = \frac{118 + 0 + 621 + 372}{*1200} = 0.856$$

LOS = D

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

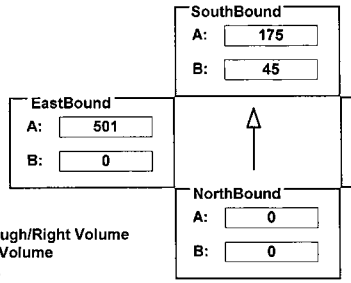
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	45	1	349	251	1391	0	0	1468	407
AMBIENT											-372	
RELATED												
PROJECT												
TOTAL	0	0	0	45	1	349	251	1391	0	0	1096	407
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	1	0	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)

$$V/C = \frac{0 + 175 + 695 + 0}{*1200} = 0.655 \qquad LOS = B$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

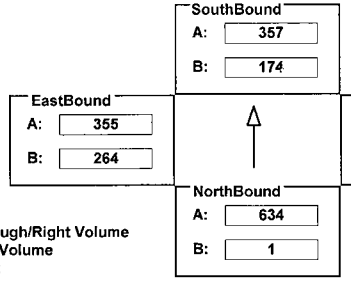
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2140	1328	517	1044	185	634	263	533	264	1088	27
AMBIENT			-300	-200	200						-50	
RELATED												
PROJECT												
TOTAL	1	2140	1028	317	1244	185	634	263	533	264	1038	27
LANE	1	0	3	0	1	1	0	2	0	3	0	1	0	0	2	0	2	0	0	2	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)

$$V/C = \frac{634 + 174 + 349 + 355}{*1375} = 1.030 \qquad LOS = F$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

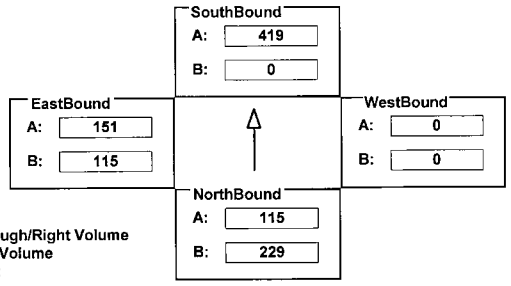
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	616	145	0	0	142	634	0	0	0	209	0	275
AMBIENT												
RELATED												
PROJECT	-200	200			600	-100						
TOTAL	416	345	0	0	742	534	0	0	0	209	0	275
LANE	2	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<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) + A(E/B)

$$V/C = \frac{229 + 419 + 0 + 151}{*1500} = 0.463 \qquad LOS = A$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

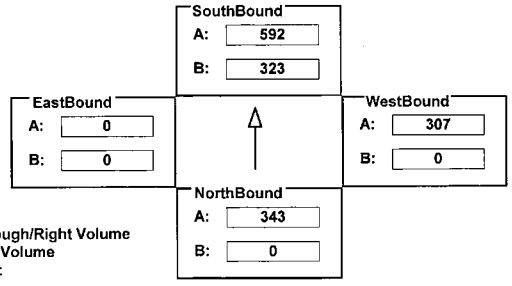
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	826	3	588	1276	0	0	0	853	0	0	0
AMBIENT												
RELATED												
PROJECT		150	50		500							
TOTAL	0	976	53	588	1776	0	0	0	853	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	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)

$$V/C = \frac{343 + 323 + 307 + 0}{*1500} = 0.579 \qquad LOS = A$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

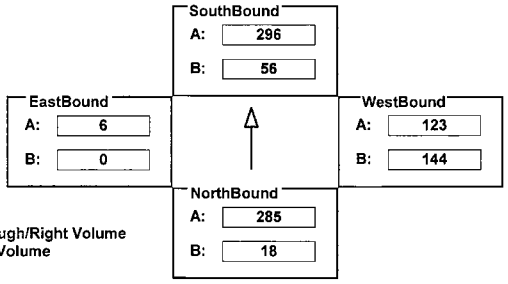
AM/PM: AM Comments:

COUNT DATE: STUDY 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	570	88	101	287	0	262	9	151	0	0	6
AMBIENT												
RELATED												
PROJECT					600							
TOTAL	18	570	88	101	887	0	262	9	151	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	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		Auto		Perm		Auto		<none>		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{285 + 56 + 144 + 6}{*1425} = 0.275 \qquad LOS = A$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

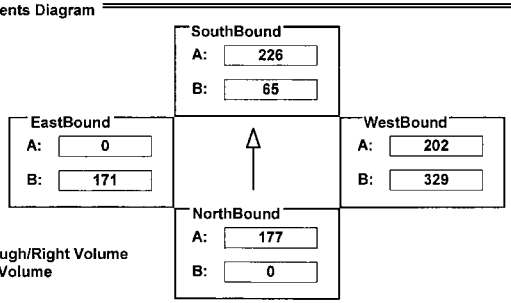
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	332	19	118	177	978	599	0	267	311	0	0
AMBIENT												
RELATED												
PROJECT		200			500							
TOTAL	0	532	19	118	677	978	599	0	267	311	0	0
LANE	0	0	3	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		Prot-Fix		<none>		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)

$$V/C = \frac{177 + 65 + 202 + 171}{*1375} = 0.377 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

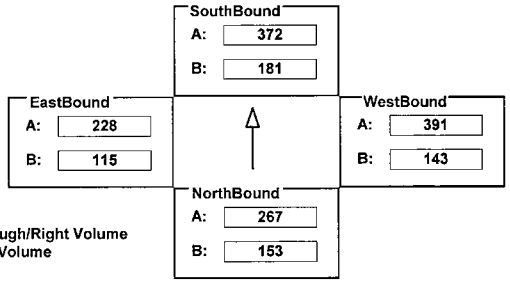
AM/PM: AM Comments:

COUNT DATE: STUDY 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	366	118	328	510	234	160	1192	79	115	583	27
AMBIENT					50	-50	100	-100				75
RELATED												
PROJECT		50										
TOTAL	153	416	118	328	560	184	260	1092	79	115	583	102
LANE	1 0	1 0	1 0	2 0	1 0	1 0	2 0	2 0	1 0	1 0	2 0	1 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)

$$V/C = \frac{153 + 372 + 391 + 115}{1375} = 0.750 \qquad LOS = C$$

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FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

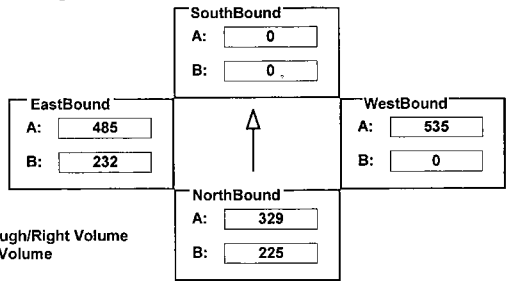
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	329	0	0	0	0	1756	247	422	1456	0
AMBIENT								-397				
RELATED												
PROJECT												
TOTAL	225	0	329	0	0	0	0	1359	247	422	1456	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	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)

$$V/C = \frac{329 + 0 + 535 + 232}{*1425} = 0.699 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

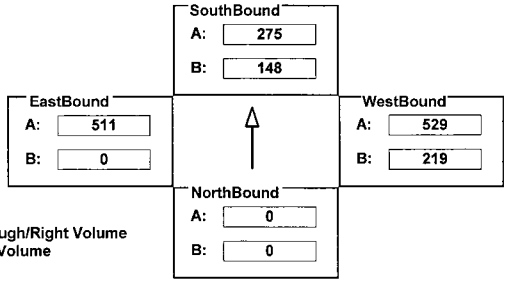
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	148	0	401	397	1587	0	0	1742	213
AMBIENT											-422	
RELATED												
PROJECT												
TOTAL	0	0	0	148	0	401	397	1587	0	0	1320	213
LANE	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 275 + 219 + 511}{*1425} = 0.635 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

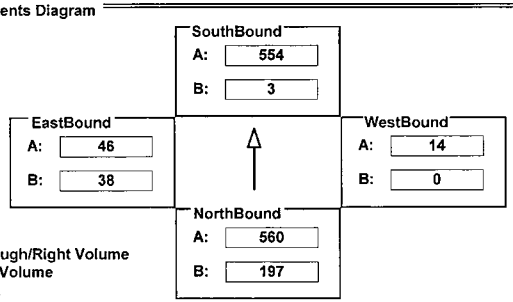
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	357	2238	2	3	1414	249	0	0	14	74	1	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	357	2238	2	3	1414	249	0	0	14	74	1	144
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)

$$V/C = \frac{197 + 554 + 14 + 46}{*1375} = 0.520 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

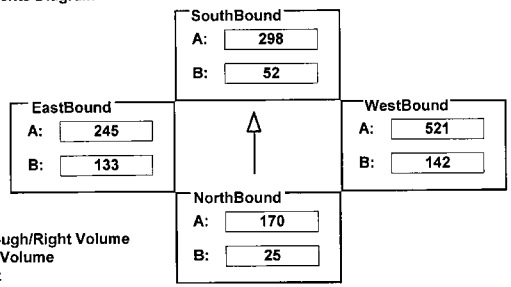
AM/PM: AM Comments:

COUNT DATE: STUDY 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	339	214	52	597	191	142	1042	17	133	725	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	339	214	52	597	191	142	1042	17	133	725	10
LANE	1	0	2	0	0	1	0	1	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	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)

$$V/C = \frac{25 + 298 + 521 + 133}{*1375} = 0.641 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

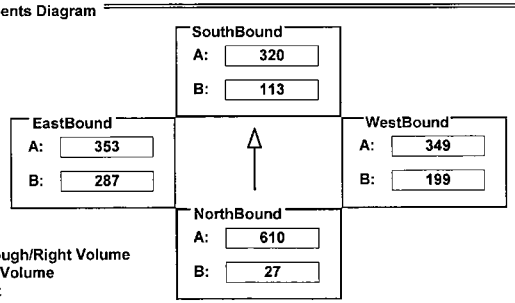
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	1910	99	113	982	89	362	588	110	287	603	103
AMBIENT		-50	50									
RELATED												
PROJECT		-31			-21							
TOTAL	27	1829	149	113	961	89	362	588	110	287	603	103
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	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		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)

$$V/C = \frac{610 + 113 + 349 + 287}{*1425} = 0.884 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

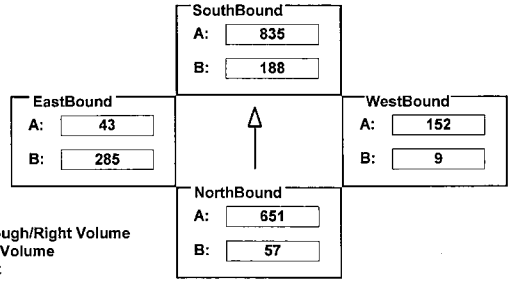
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2589	14	338	2146	359	9	130	339	518	37	6
AMBIENT												
RELATED												
PROJECT				-150	200	-200						
TOTAL	57	2589	14	188	2346	159	9	130	339	518	37	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
	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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{57 + 835 + 152 + 285}{*1375} = 0.897 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

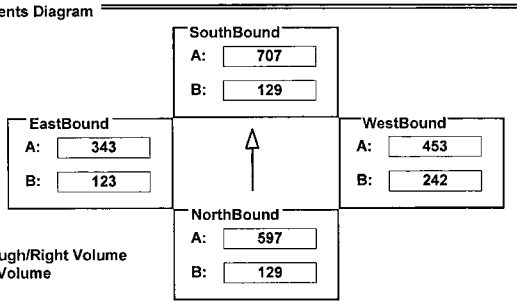
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2179	210	129	1830	89	242	906	324	123	687	212
AMBIENT						200						
RELATED												
PROJECT												
TOTAL	129	2179	210	129	1830	289	242	906	324	123	687	212
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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{129 + 707 + 242 + 343}{*1375} = 0.963 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	1232	0	2	0	2979	1462	0	1569	0
AMBIENT				-1232	1232							
RELATED												
PROJECT												
TOTAL	0	0	0	-0	1232	2	0	2979	1462	0	1569	0

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
LANE	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
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	<none>		<none>		Perm		<none>		Perm		Free		Perm		<none>	

Critical Movements Diagram

SouthBound A: 308 B: 0

EastBound A: 392 B: 0

WestBound A: 745 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)

$$V/C = \frac{0 + 308 + 745 + 0}{*1500} = 0.632$$

LOS = B

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3116	135	24	1611	0	1288	0	193	0	0	0
AMBIENT		-300	300	200								
RELATED												
PROJECT												
TOTAL	0	2816	435	224	1611	0	1288	0	193	0	0	0

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
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
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		<none>		Split		OLA		<none>		<none>	

Critical Movements Diagram

SouthBound A: 403 B: 123

EastBound A: 0 B: 0

WestBound A: 69 B: 451

NorthBound A: 704 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)

$$V/C = \frac{704 + 123 + 451 + 0}{*1425} = 0.827$$

LOS = D

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

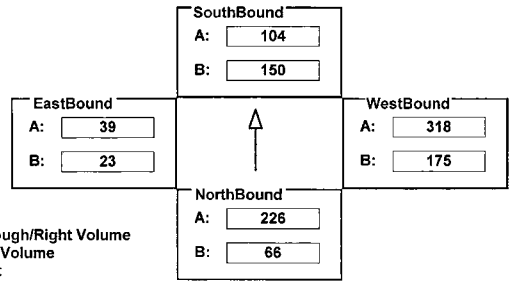
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	451	102	150	189	19	175	232	468	23	49	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	451	102	150	189	19	175	232	468	23	49	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 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{226 + 150 + 318 + 39}{*1375} = 0.463 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

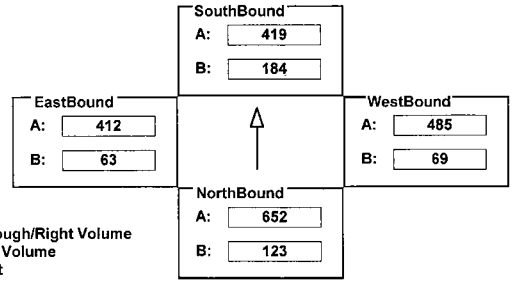
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1957	56	84	1357	130	69	970	316	115	824	124
AMBIENT				100	-100							
RELATED												
PROJECT												
TOTAL	123	1957	56	184	1257	130	69	970	316	115	824	124
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		
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Perm	RTOR: OLA		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)

$$V/C = \frac{652 + 184 + 485 + 63}{*1425} = 0.901 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

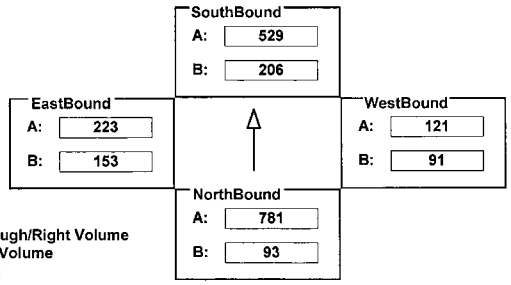
AM/PM: AM Comments:

COUNT DATE: STUDY 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	3326	40	49	2055	62	91	121	58	153	54	169
AMBIENT		-200	200	325								
RELATED												
PROJECT												
TOTAL	93	3126	240	374	2055	62	91	121	58	153	54	169
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 = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{781 + 206 + 91 + 223}{*1375} = 0.876 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

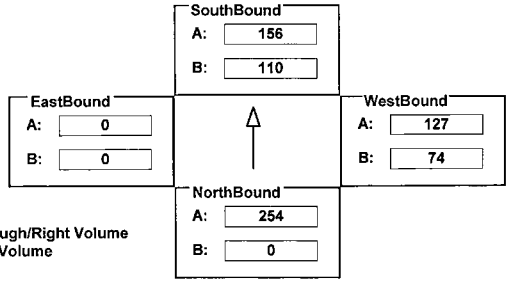
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	597	110	312	0	135	0	430	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	505	597	110	312	0	135	0	430	0	0	0
LANE	0	0	2	0	0	2	0	1	0	2	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 = A(W/B) + A(E/B)

$$V/C = \frac{254 + 110 + 127 + 0}{*1425} = 0.275 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

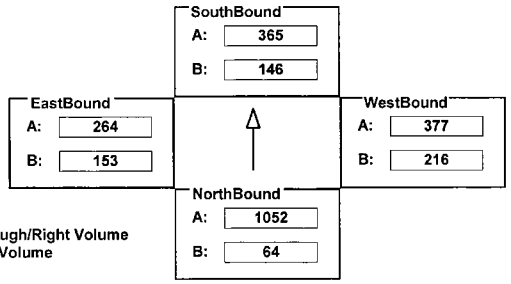
AM/PM: AM Comments:

COUNT DATE: STUDY 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	4208	518	265	1094	53	392	396	550	279	792	146
AMBIENT												
RELATED												
PROJECT									-100			
TOTAL	116	4208	518	265	1094	53	392	396	450	279	792	146
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
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)

$$V/C = \frac{1052 + 146 + 377 + 153}{*1375} = 1.187 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

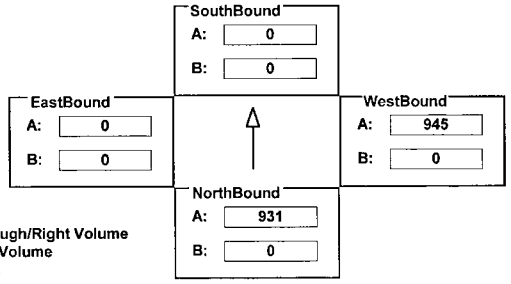
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2794	0	0	0	0	0	0	2699	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2794	0	0	0	0	0	0	2699	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
SIGNAL	Phasing: Perm	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: <none>		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) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{931 + 0 + 945 + 0}{*1500} = 1.181 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

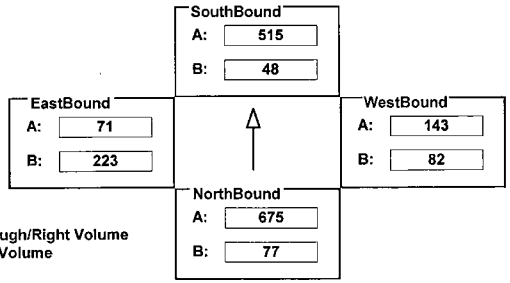
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2045	18	48	1378	197	82	143	112	405	54	71
AMBIENT												
RELATED												
PROJECT		-39			-31							
TOTAL	77	2006	18	48	1347	197	82	143	112	405	54	71
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	1	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	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)

$$V/C = \frac{675 + 48 + 143 + 223}{*1425} = 0.694$$

LOS = B

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

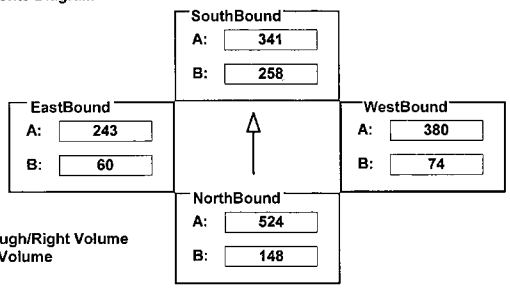
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1599	16	258	1044	249	74	593	167	60	452	34
AMBIENT												
RELATED												
PROJECT		-28			-20							
TOTAL	148	1571	16	258	1024	249	74	593	167	60	452	34
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)

$$V/C = \frac{524 + 258 + 380 + 60}{*1500} = 0.745$$

LOS = C

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

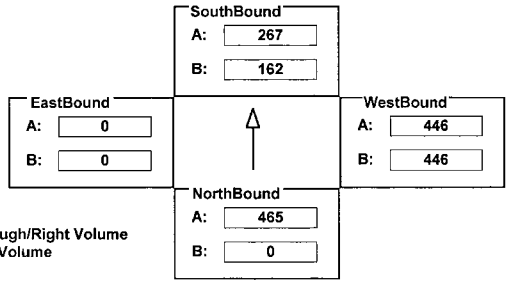
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	15	12	225	0	1115	0	222	0	0	0
AMBIENT												
RELATED												
PROJECT		50	100	150	575							
TOTAL	0	1394	115	162	800	0	1115	0	222	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		OLA		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)

$$V/C = \frac{465 + 162 + 446 + 0}{*1500} = 0.645 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

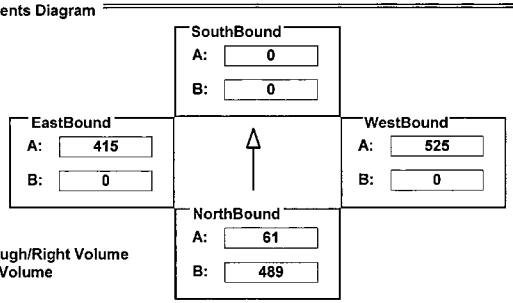
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	890	8	61	0	0	10	0	1576	0	0	830	1106
AMBIENT												
RELATED												
PROJECT												
TOTAL	890	8	61	0	0	10	0	1576	0	0	830	1106
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	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)

$$V/C = \frac{489 + 0 + 525 + 415}{1500} = 0.676 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

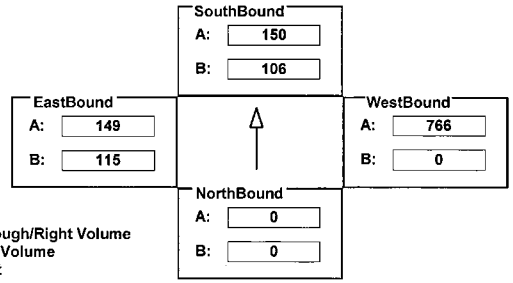
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	193	0	377	0	1668	631	115	446	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	193	0	377	0	1668	631	115	446	0
LANE	0	0	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 150 + 766 + 115}{*1425} = 0.654$$

LOS = B

Developed by Chun Wong, 12/94

FIN61AM

CalcaDB

February 6, 2003 ,Thursday 12:07:42 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

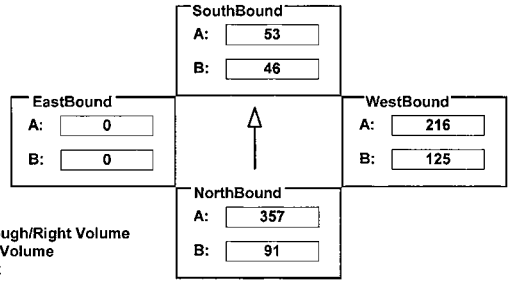
AM/PM: AM Comments:

COUNT DATE: STUDY 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	604	110	46	71	34	125	247	185	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	91	604	110	46	71	34	125	247	185	0	0	0
LANE	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	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)

$$V/C = \frac{357 + 46 + 216 + 0}{1375} = 0.450$$

LOS = A

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

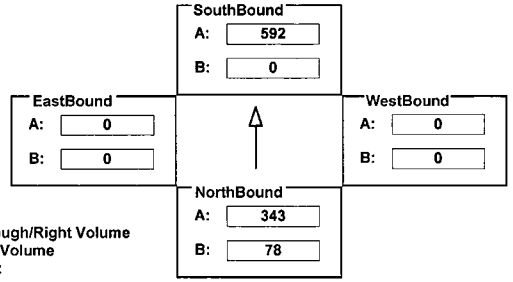
AM/PM: AM Comments:

COUNT DATE: STUDY 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	829	0	0	1275	3	0	0	0	0	0	0
AMBIENT		200			500							
RELATED												
PROJECT												
TOTAL	78	1029	0	0	1775	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	1	0	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{78 + 592 + 0 + 0}{*1425} = 0.400 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

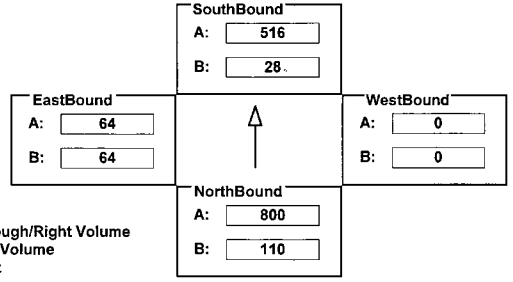
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2069	144	78	1547	362	0	0	72	198	12	52
AMBIENT	-75	175	-100	-50	100	-50			-72		-12	
RELATED												
PROJECT	10	112			-99	-184				-71		-32
TOTAL	110	2356	44	28	1548	128	0	0	-0	127	0	20
LANE	1	0	2	0	1	0	0	1	0	2	0	1	1	0	1	0	0	0	1	0	0	0	1	0	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)

$$V/C = \frac{800 + 28 + 0 + 64}{*1375} = 0.579 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

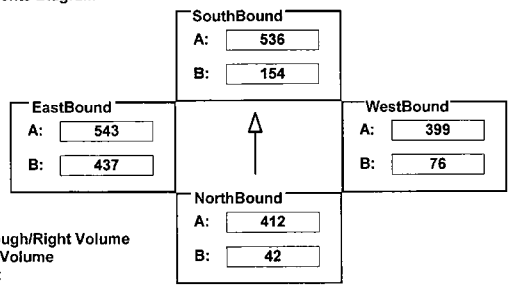
AM/PM: AM Comments:

COUNT DATE: STUDY 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	824	91	154	1072	253	76	698	100	437	1058	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	824	91	154	1072	253	76	698	100	437	1058	28
LANE	1	0	2	0	0	1	0	1	0	2	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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{42 + 536 + 399 + 437}{*1500} = 0.873 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

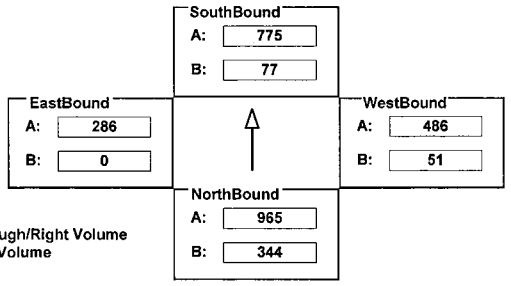
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2800	46	139	2256	70	93	1312	145	0	755	103
AMBIENT		50										
RELATED												
PROJECT												
TOTAL	626	2850	46	139	2256	70	93	1312	145	0	755	103
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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{344 + 775 + 486 + 0}{*1375} = 1.097 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

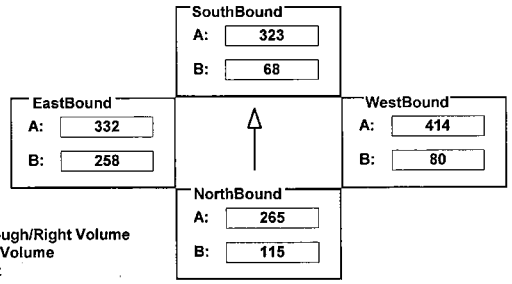
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1020	38	124	969	73	80	1163	78	258	765	231
AMBIENT												
RELATED												
PROJECT												
TOTAL	209	1020	38	124	969	73	80	1163	78	258	765	231
LANE	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{115 + 323 + 414 + 258}{1375} = 0.807 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

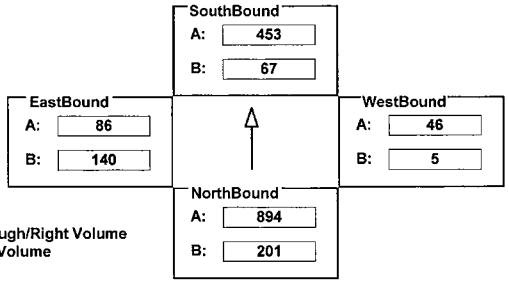
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	435	2578	9	67	1204	336	5	37	44	180	19	166
AMBIENT												
RELATED												
PROJECT	-70	103			-60	-121				-40		20
TOTAL	365	2681	9	67	1144	215	5	37	44	140	19	186
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	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{894 + 67 + 46 + 140}{*1425} = 0.735 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

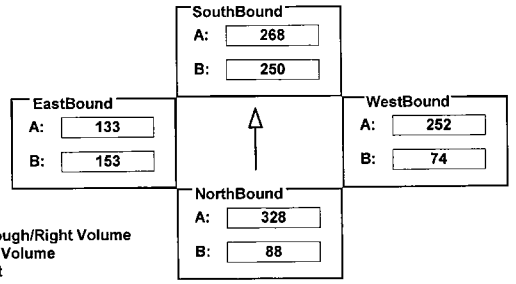
AM/PM: AM Comments:

COUNT DATE: STUDY 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	985	342	250	803	278	74	587	169	153	374	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	159	985	342	250	803	278	74	587	169	153	374	27
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
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)

$$V/C = \frac{328 + 250 + 252 + 153}{*1375} = 0.645 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

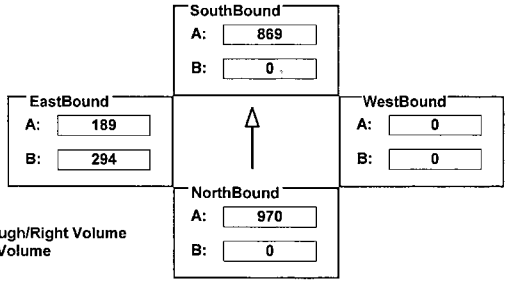
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2565	69	0	2425	1052	0	0	0	841	189	0
AMBIENT		225										
RELATED												
PROJECT		50										
TOTAL	0	2840	69	0	2425	1052	0	0	0	841	189	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	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		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 = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{970 + 0 + 0 + 294}{*1500} = 0.773 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

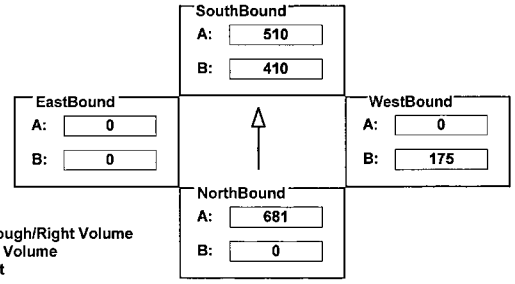
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2104	232	1072	1778	0	424	0	923	0	0	0
AMBIENT				-175					-175			
RELATED												
PROJECT	214	-231	-63	-152	-249	235	-106	406	-135	145	372	76
TOTAL	214	1873	169	745	1529	235	318	406	613	145	372	76
LANE	0	0	2	0	1	0	0	2	0	3	0	0	0	0	0	2	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	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)

$$V/C = \frac{681 + 410 + 175 + 0}{*1425} = 0.818$$

LOS = D

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

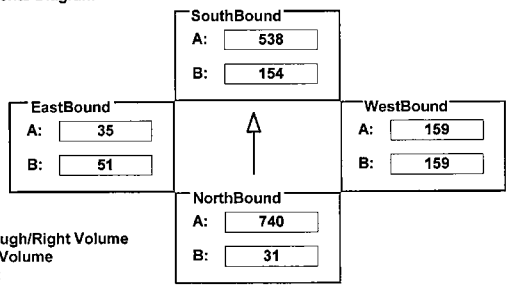
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2494	229	281	2534	9	263	4	331	51	30	51
AMBIENT	50				-200	41		50	-150			
RELATED												
PROJECT		-274			-233							
TOTAL	57	2220	229	281	2101	50	263	54	181	51	30	51
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	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)

$$V/C = \frac{740 + 154 + 159 + 51}{*1375} = 0.733$$

LOS = C

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

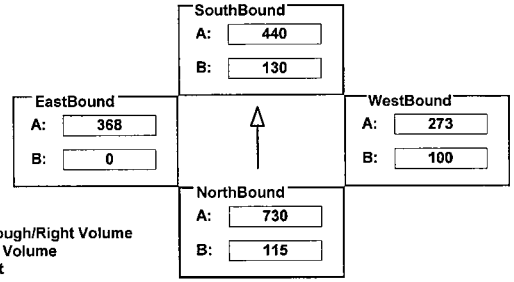
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2329	301	140	1397	59	181	611	95	0	806	53
AMBIENT												
RELATED												
PROJECT	-23	-140	-18	-10	-98	-38		-159			-113	-9
TOTAL	115	2189	283	130	1299	21	181	452	95	0	693	44
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{730 + 130 + 100 + 368}{*1375} = 0.896 \qquad LOS = D$$

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

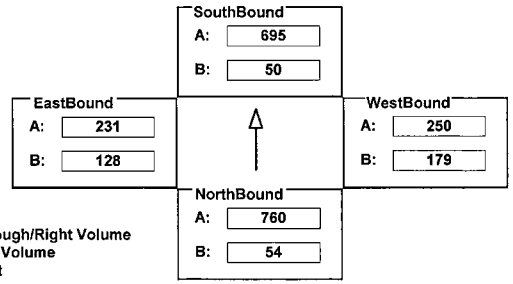
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1464	55	92	1334	55	325	500	264	233	692	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	1464	55	92	1334	55	325	500	264	233	692	223
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)

$$V/C = \frac{760 + 50 + 179 + 231}{*1375} = 0.817 \qquad LOS = D$$

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	820	2062	416	91	1228	67	246	417	83	98	745	1074
AMBIENT	-52	136	-195	102	-3	32	-61	145	21	39	377	-514
RELATED												
PROJECT	-299											-207
TOTAL	469	2198	221	193	1225	99	185	562	104	137	1122	353
LANE	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

SouthBound A: 441 B: 106

EastBound A: 561 B: 76

WestBound A: 281 B: 102

NorthBound A: 807 B: 258

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{807 + 106 + 102 + 561}{*1375} = 1.076 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	447	159	1638	0	0	0	0	61	0	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	482	447	159	1638	0	0	0	0	61	0	159
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
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 546 B: 87

EastBound A: 110 B: 61

WestBound A: 0 B: 0

NorthBound A: 447 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)

$$V/C = \frac{0 + 546 + 0 + 110}{*1425} = 0.390 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

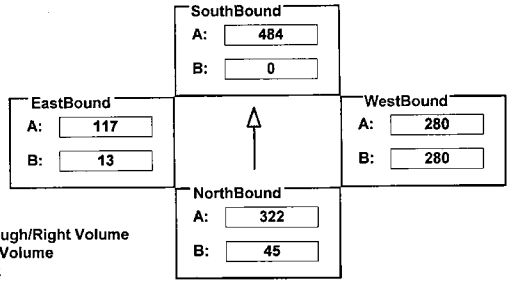
AM/PM: AM Comments:

COUNT DATE: STUDY 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	965	0	0	1436	15	555	5	261	13	0	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	965	0	0	1436	15	555	5	261	13	0	104
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	Auto		Perm	Free		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)

$$V/C = \frac{45 + 484 + 280 + 117}{*1425} = 0.580 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

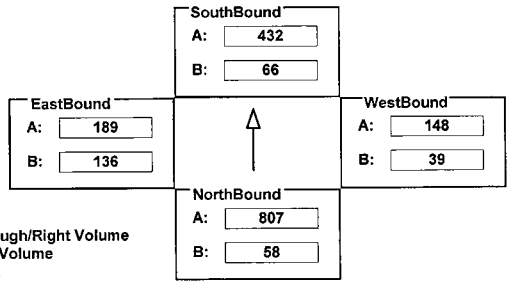
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2359	63	66	1297	107	39	92	126	136	189	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	2359	63	66	1297	107	39	92	126	136	189	150
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)

$$V/C = \frac{807 + 66 + 148 + 136}{*1500} = 0.701 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

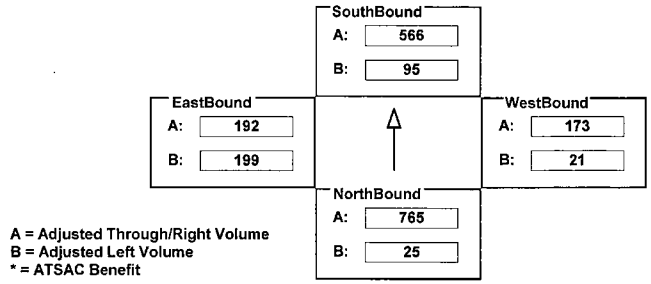
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2295	12	95	1629	70	21	154	173	199	192	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	2295	12	95	1629	70	21	154	173	199	192	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 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)

$$V/C = \frac{765 + 95 + 173 + 199}{*1500} = 0.751 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

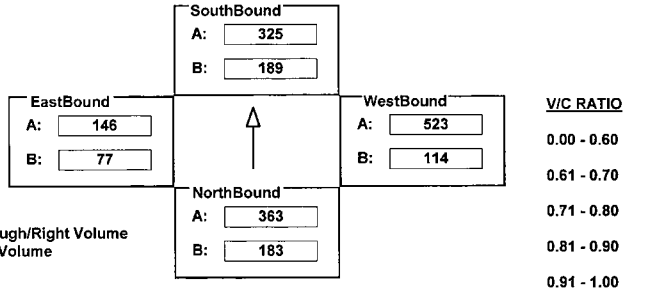
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1089	60	189	816	158	114	523	242	77	244	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	1089	60	189	816	158	114	523	242	77	244	49
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		
	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)

$$V/C = \frac{363 + 189 + 523 + 77}{1500} = 0.768 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

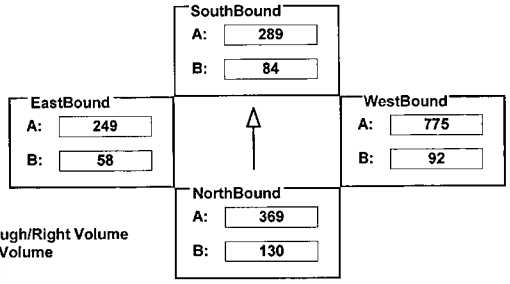
AM/PM: AM Comments:

COUNT DATE: STUDY 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	369	95	84	289	97	92	682	93	58	186	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	369	95	84	289	97	92	682	93	58	186	63
LANE	1 0 1 0 0 1 0			1 0 1 0 0 1 0			1 0 0 0 1 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{369 + 84 + 775 + 58}{1500} = 0.857$$

LOS = D

Developed by Chun Wong, 12/94

FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

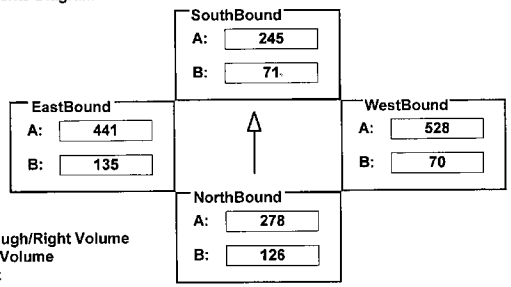
AM/PM: AM Comments:

COUNT DATE: STUDY 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	232	46	71	245	145	70	950	107	135	726	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	232	46	71	245	145	70	950	107	135	726	156
LANE	1 0 0 0 1 0 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{126 + 245 + 528 + 135}{1500} = 0.689$$

LOS = B

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

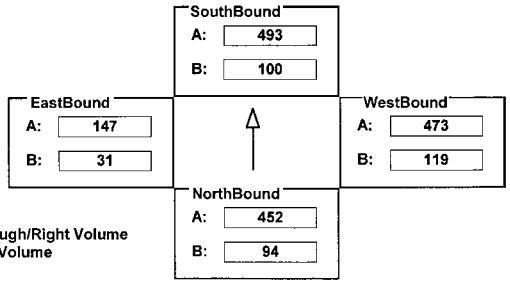
AM/PM: AM Comments:

COUNT DATE: STUDY 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	244	208	100	408	85	119	1327	91	31	426	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	244	208	100	408	85	119	1327	91	31	426	15
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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{94 + 493 + 473 + 31}{1500} = 0.727$$

LOS = C

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

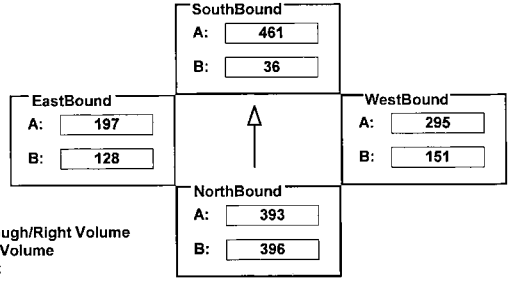
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	396	393	110	36	391	71	151	808	78	128	409	182
AMBIENT												
RELATED												
PROJECT												
TOTAL	396	393	110	36	391	71	151	808	78	128	409	182
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 = A(W/B) + B(E/B)

$$V/C = \frac{396 + 461 + 295 + 128}{1500} = 0.853$$

LOS = D

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

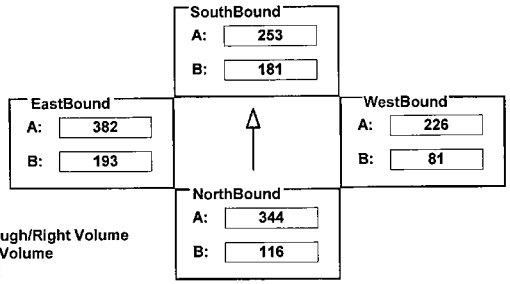
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1005	27	181	760	53	81	405	226	193	382	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	1005	27	181	760	53	81	405	226	193	382	132
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 = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{344 + 181 + 81 + 382}{*1425} = 0.623 \qquad LOS = B$$

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FIN24AM

CalcaDB

February 6, 2003 ,Thursday 12:11:59 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

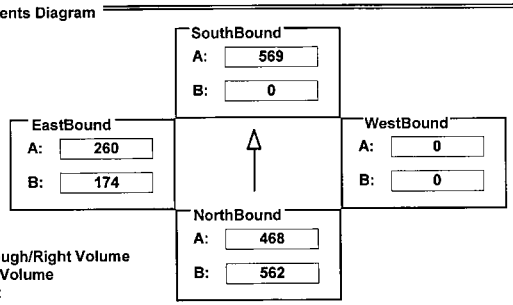
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	562	1404	0	0	1258	448	0	0	0	174	0	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	562	1404	0	0	1258	448	0	0	0	174	0	260
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)

$$V/C = \frac{562 + 569 + 0 + 260}{1425} = 0.976 \qquad LOS = E$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

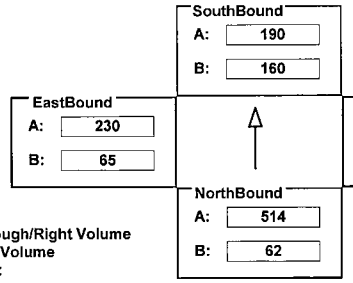
AM/PM: PM Comments:

COUNT DATE: STUDY 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	809	220	160	570	25	596	659	319	65	460	110
AMBIENT							-200					
RELATED												
PROJECT												
TOTAL	62	809	220	160	570	25	396	659	319	65	460	110
LANE	1 0	1 0	1 0	1 0	3 0	0 1	1 0	1 0	1 0	1 0	2 0	0 1
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)

$$V/C = \frac{514 + 160 + 396 + 230}{*1500} = 0.797 \qquad LOS = C$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

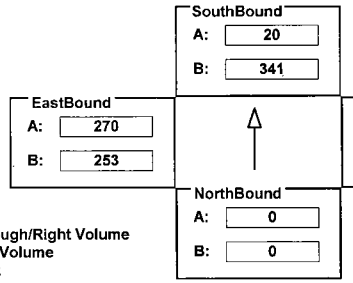
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	1175	0	266	0	980	793	459	1080	0
AMBIENT				-200								
RELATED												
PROJECT												
TOTAL	0	0	0	975	0	266	0	980	793	459	1080	0
LANE	0 0	0 0	0 0	3 0	0 0	2 0	0 0	3 0	1 1	2 0	4 0	0 0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	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)

$$V/C = \frac{0 + 341 + 327 + 253}{*1375} = 0.600 \qquad LOS = A$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

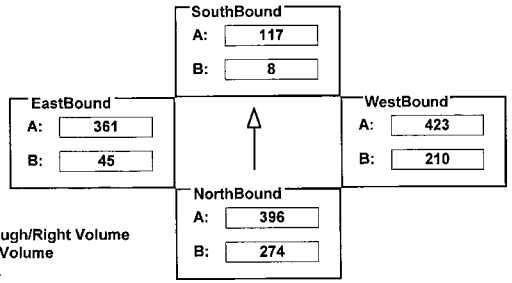
AM/PM: PM Comments:

COUNT DATE: STUDY 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	181	610	8	157	52	382	844	2	45	952	132
AMBIENT												
RELATED												
PROJECT												
TOTAL	274	181	610	8	157	52	382	844	2	45	952	132
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	Split	OLA	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)

$$V/C = \frac{396 + 117 + 210 + 361}{*1375} = 0.718 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

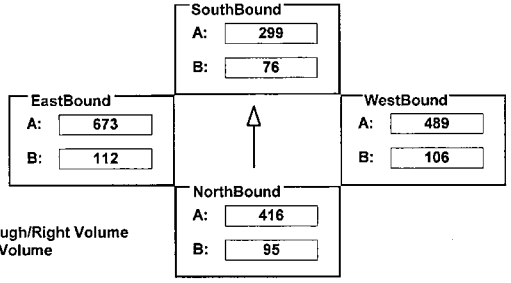
AM/PM: PM Comments:

COUNT DATE: STUDY 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	792	40	76	528	69	106	1466	133	112	1347	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	792	40	76	528	69	106	1466	133	112	1347	84
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	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)

$$V/C = \frac{416 + 76 + 106 + 673}{*1500} = 0.777 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

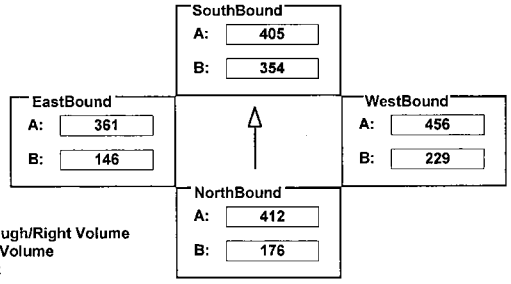
AM/PM: PM Comments:

COUNT DATE: STUDY 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	616	412	354	699	110	617	912	237	146	863	21
AMBIENT							-200					200
RELATED												
PROJECT												
TOTAL	176	616	412	354	699	110	417	912	237	146	863	221
LANE	1 0 2 0 0 1 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	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)

$$V/C = \frac{412 + 354 + 456 + 146}{*1500} = 0.842 \qquad LOS = D$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

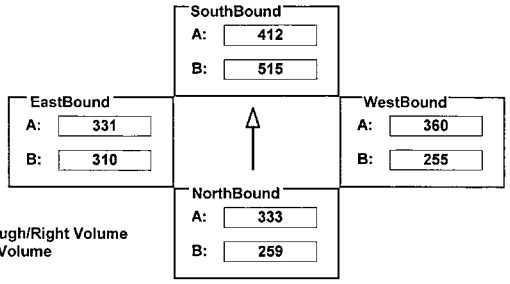
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	259	778	220	515	598	226	55	1279	308	310	992	276
AMBIENT							200	-200				
RELATED												
PROJECT												
TOTAL	259	778	220	515	598	226	255	1079	308	310	992	276
LANE	1 0 2 0 1 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)

$$V/C = \frac{333 + 515 + 360 + 310}{*1500} = 0.942 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

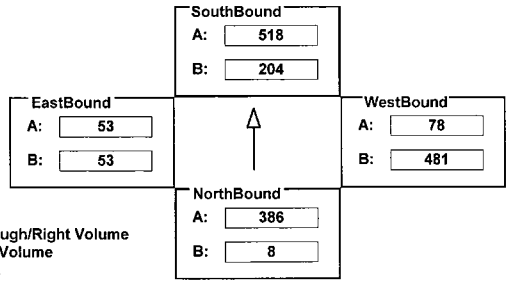
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1158	122	372	1322	32	481	78	24	53	34	19
AMBIENT					200							
RELATED												
PROJECT												
TOTAL	8	1158	122	372	1522	32	481	78	24	53	34	19
LANE	1 0 3 0 0 1 0			2 0 2 0 1 0 0			1 0 0 0 1 2 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{386 + 204 + 481 + 53}{*1500} = 0.679 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

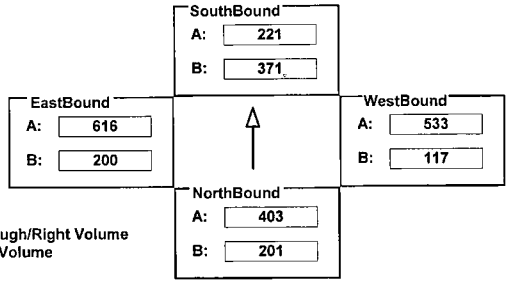
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	365	657	462	1075	250	12	213	2130	347	200	1976	487
AMBIENT				-400	200	200						
RELATED												
PROJECT												
TOTAL	365	657	462	675	450	212	213	2130	347	200	1976	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		
	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)

$$V/C = \frac{403 + 371 + 117 + 616}{*1375} = 1.026 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

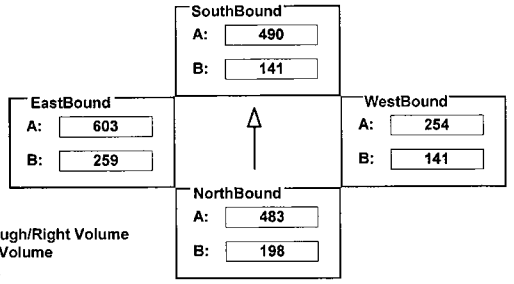
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1181	270	256	1264	206	257	683	79	259	2038	375
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	1181	270	256	1264	206	257	683	79	259	2038	375
LANE	1 0 2 0 1 0 0			2 0 2 0 1 0 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 = B(W/B) + A(E/B)

$$V/C = \frac{198 + 490 + 141 + 603}{*1375} = 0.971 \qquad LOS = E$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

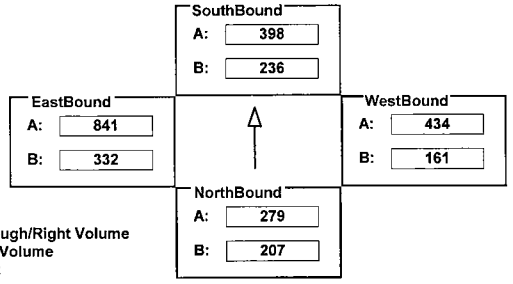
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	576	837	282	228	957	634	293	1303	4	604	1249	841
AMBIENT	-200			200								
RELATED												
PROJECT												
TOTAL	376	837	282	428	957	634	293	1303	4	604	1249	841
LANE	2 0 3 0 0 1 0			2 0 2 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)

$$V/C = \frac{207 + 398 + 161 + 841}{*1375} = 1.099 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

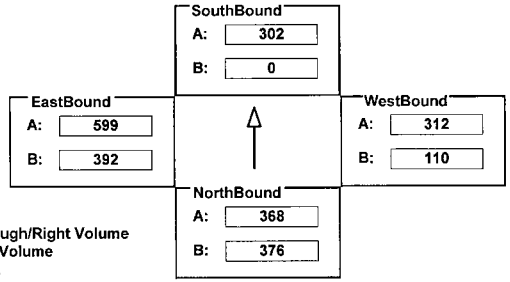
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	376	572	163	0	605	308	110	927	8	392	1309	489
AMBIENT												
RELATED												
PROJECT												
TOTAL	376	572	163	0	605	308	110	927	8	392	1309	489
LANE	1	0	1	0	1	0	0	0	2	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	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)

$$V/C = \frac{376 + 302 + 110 + 599}{*1375} = 0.939 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

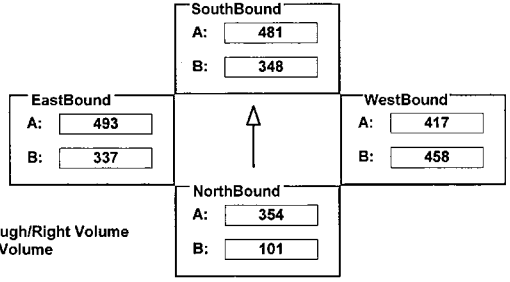
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	184	1061	594	632	1922	428	833	1485	185	613	1823	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	1061	594	632	1922	428	833	1485	185	613	1823	149
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	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)

$$V/C = \frac{354 + 348 + 458 + 493}{1375} = 1.202 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

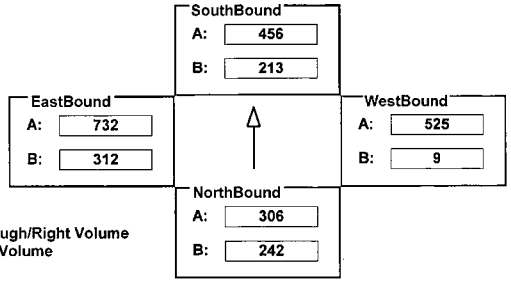
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	440	918	222	387	368	768	16	1575	205	568	2197	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	440	918	222	387	368	768	16	1575	205	568	2197	43
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	Auto	Prot-Var	OLA	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)

$$V/C = \frac{242 + 456 + 525 + 312}{*1375} = 1.046 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

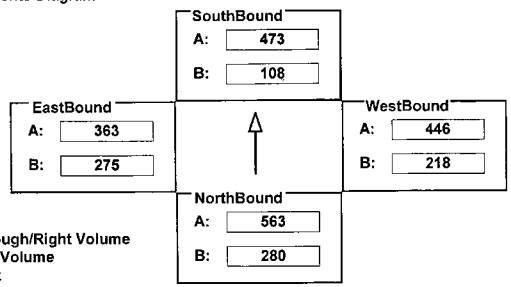
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	709	1305	243	196	1692	242	397	893	197	275	1089	898
AMBIENT	-200	425										
RELATED												
PROJECT		-40			-44							
TOTAL	509	1690	243	196	1648	242	397	893	197	275	1089	898
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	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)

$$V/C = \frac{280 + 473 + 446 + 275}{*1375} = 1.002 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

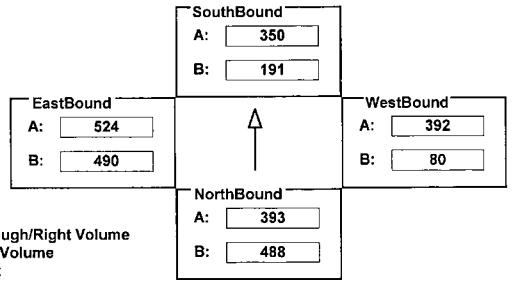
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	488	339	860	191	850	426	80	1472	95	490	1772	1174
AMBIENT					200						-200	
RELATED												
PROJECT												
TOTAL	488	339	860	191	1050	426	80	1472	95	490	1572	1174
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)

$$V/C = \frac{488 + 350 + 392 + 490}{*1375} = 1.181 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

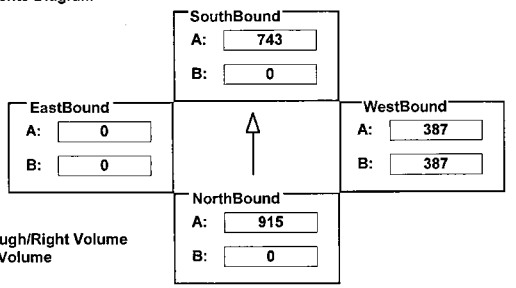
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3659	0	0	2974	41	1129	32	150	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3659	0	0	2974	41	1129	32	150	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	<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)

$$V/C = \frac{915 + 0 + 387 + 0}{*1500} = 0.798 \qquad LOS = C$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

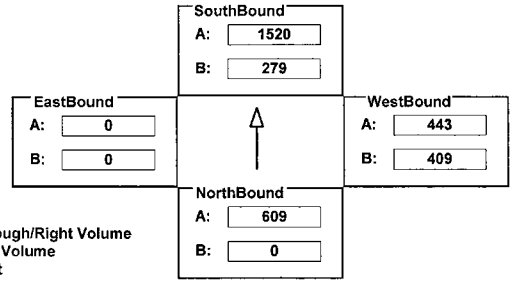
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1419	108	629	1744	0	743	0	443	0	0	0
AMBIENT		-200	200	-350	-100							
RELATED												
PROJECT												
TOTAL	0	1219	308	279	1644	0	743	0	443	0	0	0
LANE	0	0	1	0	1	1	0	0	1	1	0	0	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1520 + 443 + 0}{*1500} = 1.239 \qquad LOS = F$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: CULVER BLVD I/S No: 33

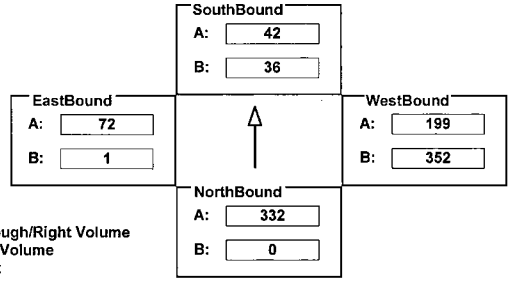
AM/PM: PM Comments:

COUNT DATE: STUDY 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	19	645	36	5	1	1007	157	42	1	135	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	19	645	36	5	1	1007	157	42	1	135	6
LANE	0	0	0	0	1	1	0	0	0	0	1	0	0	0	2	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{332 + 42 + 352 + 72}{*1375} = 0.510 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

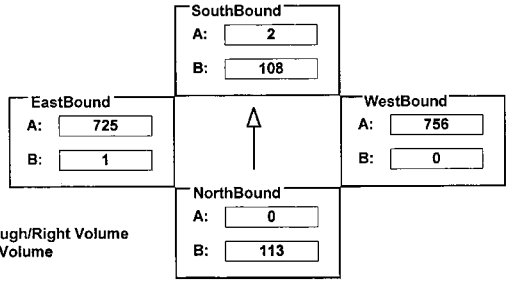
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1	845	196	0	2	0	2165	102	1	1450	0
AMBIENT	200											
RELATED												
PROJECT												
TOTAL	205	1	845	196	0	2	0	2165	102	1	1450	0
LANE	2	0	2	0	0	1	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	Perm	Free	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)

$$V/C = \frac{113 + 2 + 756 + 1}{*1375} = 0.564 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

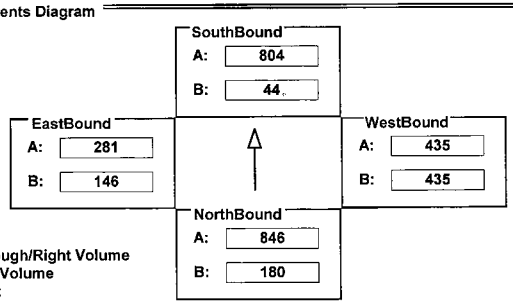
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2539	17	80	3218	97	814	491	271	146	312	461
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2539	17	80	3218	97	814	491	271	146	312	461
LANE	2	0	3	0	0	1	0	2	0	4	0	0	1	0	1	1	1	0	0	1	0	1	1	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	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)

$$V/C = \frac{180 + 804 + 435 + 281}{*1375} = 1.166 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

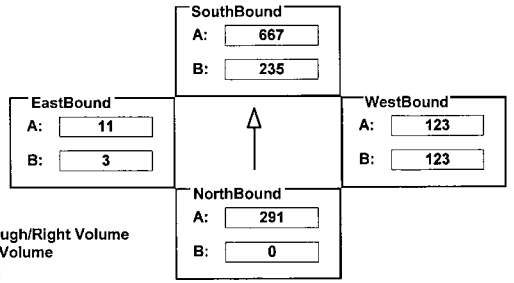
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	447	135	235	1330	4	222	9	139	3	8	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	447	135	235	1330	4	222	9	139	3	8	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 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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 667 + 123 + 11}{*1500} = 0.464 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

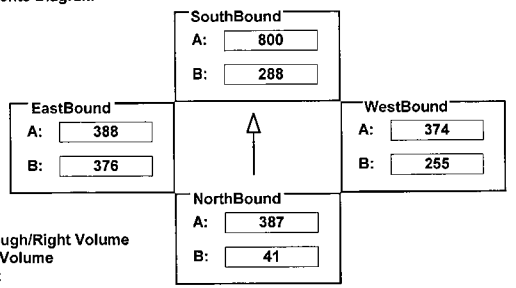
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	680	95	523	1147	453	255	651	97	376	744	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	680	95	523	1147	453	255	651	97	376	744	33
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		
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)

$$V/C = \frac{41 + 800 + 374 + 376}{*1375} = 1.087 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

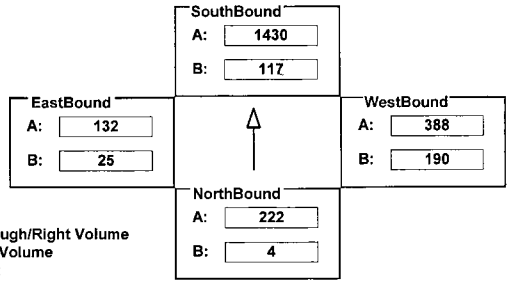
AM/PM: PM Comments:

COUNT DATE: STUDY 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	282	161	117	937	493	190	85	505	25	118	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	282	161	117	937	493	190	85	505	25	118	14
LANE	1 0	1 0	1 0	1 0	0 0	1 0	1 0	1 0	0 1	1 0	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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{4 + 1430 + 388 + 25}{1425} = 1.296 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

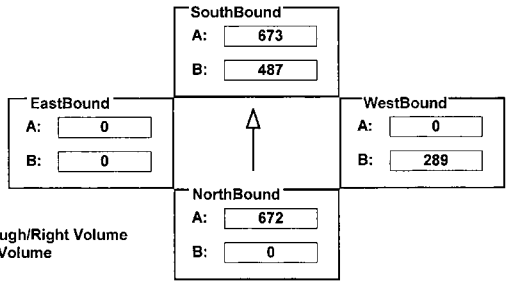
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2062	705	886	2019	0	827	0	170	0	0	0
AMBIENT		625	75									
RELATED												
PROJECT												
TOTAL	0	2687	780	886	2019	0	827	0	170	0	0	0
LANE	0 0	4 0	0 1	2 0	3 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)

$$V/C = \frac{672 + 487 + 289 + 0}{*1425} = 0.946 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

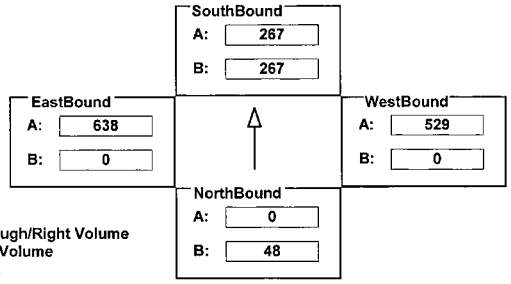
AM/PM: PM Comments:

COUNT DATE: STUDY 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	207	1	596	206	138	0	1588	452	223	1470	245
AMBIENT											200	
RELATED												
PROJECT												
TOTAL	88	207	1	596	206	138	0	1588	452	223	1670	245
LANE	2	0	0	0	0	2	0	2	1	0	0	2	0	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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{48 + 267 + 0 + 638}{1375} = 0.693 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

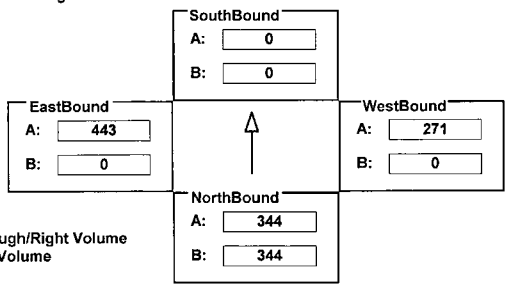
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	744	0	289	0	0	0	0	813	0	0	1130	216
AMBIENT											200	200
RELATED												
PROJECT												
TOTAL	744	0	289	0	0	0	0	813	0	0	1330	416
LANE	2	0	0	0	0	0	1	0	0	0	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)

$$V/C = \frac{344 + 0 + 0 + 443}{*1500} = 0.455 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

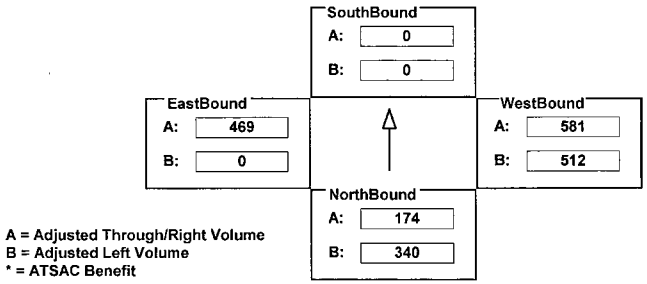
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	618	0	685	0	0	0	930	1162	0	0	939	584
AMBIENT												
RELATED												
PROJECT												
TOTAL	618	0	685	0	0	0	930	1162	0	0	939	584
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	<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)

$$V/C = \frac{340 + 0 + 512 + 469}{*1425} = 0.857 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

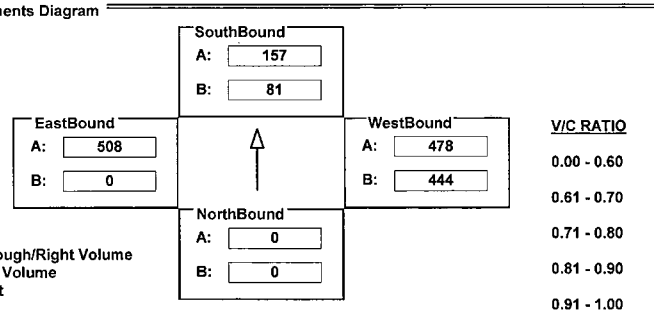
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	81	314	123	808	1434	0	0	1234	290
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	81	314	123	808	1434	0	0	1234	290
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	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)

$$V/C = \frac{0 + 157 + 444 + 508}{*1425} = 0.708 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

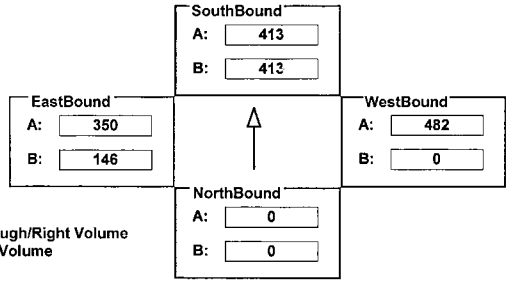
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	1240	0	470	0	964	1104	266	700	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	1240	0	470	0	964	1104	266	700	0
LANE	0	0	0	1	0	0	0	2	1	0	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	OLA	Split	OLA	Prot-Var	Free	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)

$$V/C = \frac{0 + 413 + 482 + 146}{*1375} = 0.687 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

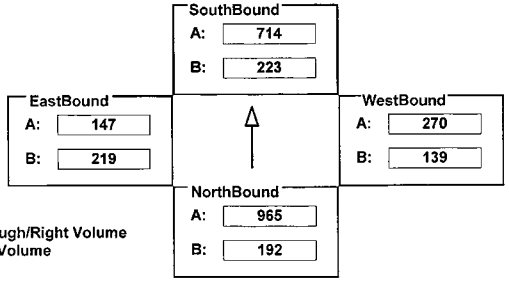
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1962	1104	406	2726	130	254	568	493	399	441	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	192	1962	1104	406	2726	130	254	568	493	399	441	213
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{965 + 223 + 270 + 219}{*1375} = 1.150 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

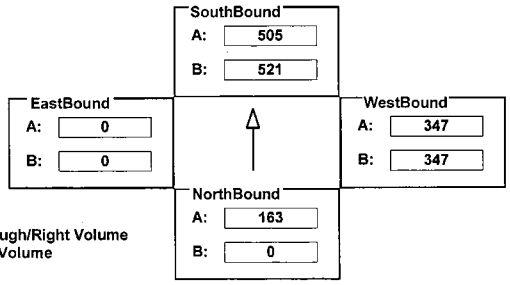
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	326	287	521	1010	0	694	0	521	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	326	287	521	1010	0	694	0	521	0	0	0
LANE	1 0	2 0	0 1	0	1 0	1 0	0	1 1	0 0	0 1	1 0	1 0	0	1 0
Phasing	Perm			Prot-Fix			Split			<none>		
RTOR	OLA			Auto			OLA			<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)

$$V/C = \frac{163 + 521 + 347 + 0}{*1425} = 0.654$$

LOS = B

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

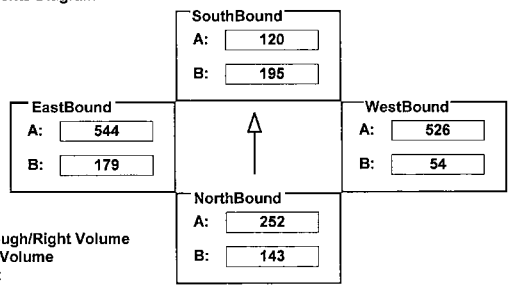
AM/PM: PM Comments:

COUNT DATE: STUDY 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	195	261	354	144	216	99	1578	201	325	1431	844
AMBIENT		100	200								200	
RELATED												
PROJECT												
TOTAL	261	295	461	354	144	216	99	1578	201	325	1631	844
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	Prot-Var			Prot-Var			Prot-Var			Prot-Var		
RTOR	Auto			Auto			OLA			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)

$$V/C = \frac{252 + 195 + 526 + 179}{*1375} = 0.768$$

LOS = C

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

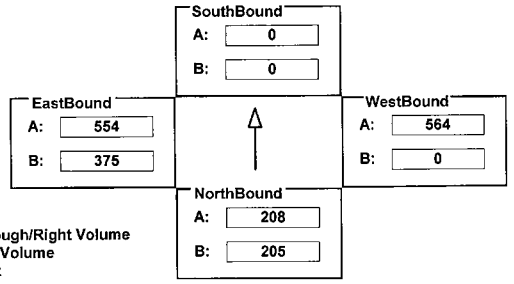
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2	206	0	0	0	0	1536	112	375	1663	0
AMBIENT								-408				
RELATED												
PROJECT												
TOTAL	205	2	206	0	0	0	0	1128	112	375	1663	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)

$$V/C = \frac{208 + 0 + 564 + 375}{*1200} = 0.886 \qquad LOS = D$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

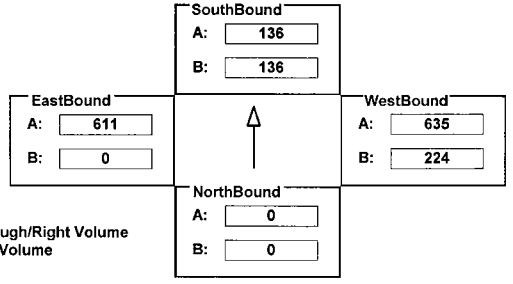
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	161	0	248	408	1271	0	0	1884	325
AMBIENT											-375	
RELATED												
PROJECT												
TOTAL	0	0	0	161	0	248	408	1271	0	0	1509	325
LANE	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	2	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	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)

$$V/C = \frac{0 + 136 + 224 + 611}{*1200} = 0.739 \qquad LOS = C$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

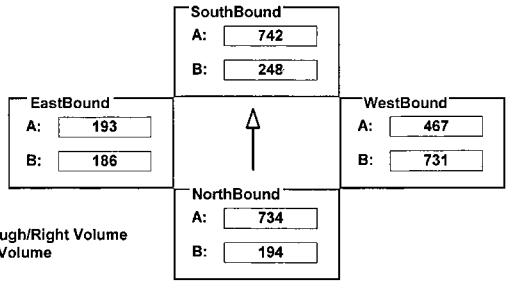
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	194	2872	998	251	1496	742	1328	933	718	186	717	212
AMBIENT		-200		200	175						-275	-75
RELATED												
PROJECT												
TOTAL	194	2672	998	451	1671	742	1328	933	718	186	442	137
LANE	1 0 3 0 1 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 = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{734 + 248 + 731 + 193}{*1375} = 1.316 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

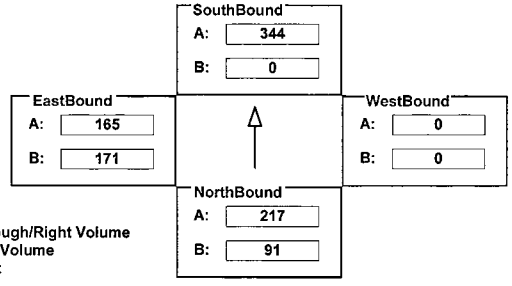
AM/PM: PM Comments:

COUNT DATE: STUDY 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	551	0	0	198	515	0	0	0	312	0	300
AMBIENT		100										
RELATED												
PROJECT												
TOTAL	166	651	0	0	198	515	0	0	0	312	0	300
LANE	2 0 3 0 0 0 0			0 0 3 0 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	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)

$$V/C = \frac{91 + 344 + 0 + 171}{*1500} = 0.334 \qquad LOS = A$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

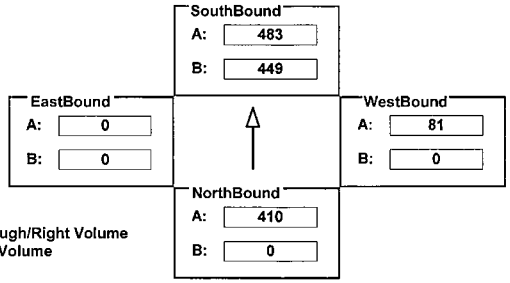
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1129	2	816	1248	0	0	0	556	0	0	0
AMBIENT			100		200							
RELATED												
PROJECT												
TOTAL	0	1129	102	816	1448	0	0	0	556	0	0	0
LANE	0	0	2	0	1	0	0	2	0	3	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)

$$V/C = \frac{410 + 449 + 81 + 0}{*1500} = 0.557 \qquad LOS = A$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

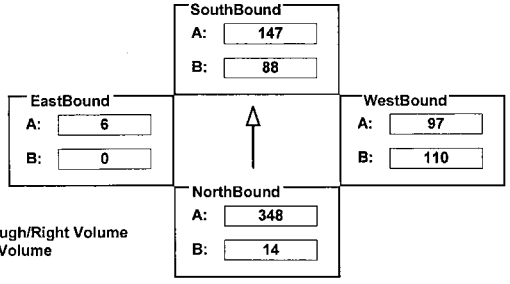
AM/PM: PM Comments:

COUNT DATE: STUDY 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	597	97	159	440	0	199	0	141	0	1	5
AMBIENT		100										
RELATED												
PROJECT												
TOTAL	14	697	97	159	440	0	199	0	141	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	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	OLA	Prot-Fix	Auto	Perm	Auto	<none>	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{348 + 88 + 110 + 6}{*1425} = 0.317 \qquad LOS = A$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

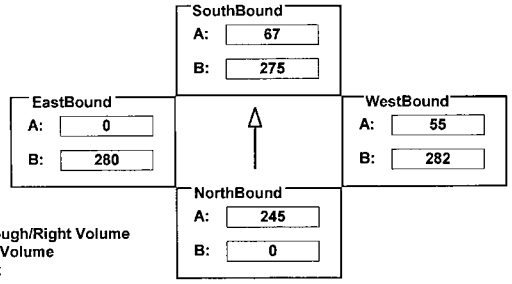
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	292	527	500	200	555	512	0	330	509	0	0
AMBIENT		100				200						
RELATED												
PROJECT												
TOTAL	0	392	527	500	200	755	512	0	330	509	0	0
LANE	0	0	3	0	0	1	0	2	0	3	0	0	0	0	2	0	0	0	0	1	0	2	0	0	0	0	2	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	OLA	Prot-Fix	<none>	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)

$$V/C = \frac{245 + 275 + 55 + 280}{*1375} = 0.552 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

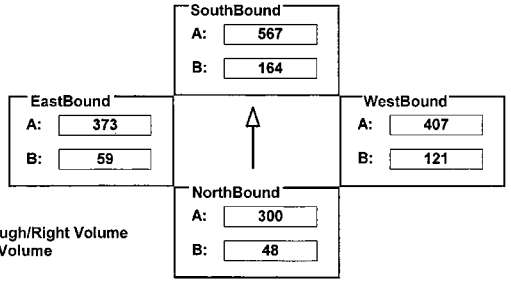
AM/PM: PM Comments:

COUNT DATE: STUDY 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	521	80	298	964	171	221	1090	131	59	1002	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	48	521	80	298	964	171	221	1090	131	59	1002	116
LANE	1	0	1	0	1	0	0	2	0	1	0	1	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 = B(W/B) + A(E/B)

$$V/C = \frac{48 + 567 + 121 + 373}{1375} = 0.807 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

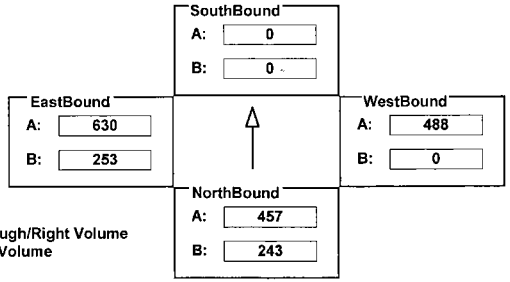
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	243	3	457	0	0	0	0	1713	181	460	1889	0
AMBIENT								-430				
RELATED												
PROJECT												
TOTAL	243	3	457	0	0	0	0	1283	181	460	1889	0
LANE	1 0 0 0 0 1 0			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	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)

$$V/C = \frac{457 + 0 + 488 + 253}{*1425} = 0.771 \qquad LOS = C$$

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FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

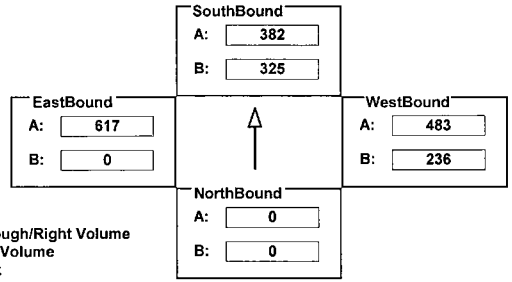
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	325	0	439	430	1449	0	0	2006	304
AMBIENT											-460	
RELATED												
PROJECT												
TOTAL	0	0	0	325	0	439	430	1449	0	0	1546	304
LANE	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	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)

$$V/C = \frac{0 + 382 + 236 + 617}{*1425} = 0.797 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

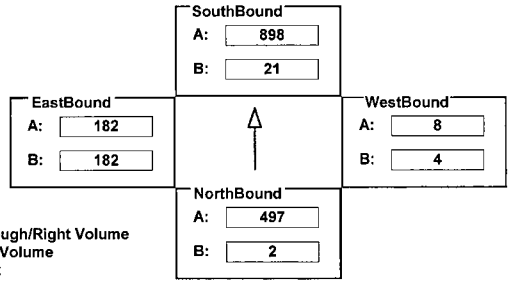
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2386	1	21	2644	49	4	0	4	162	1	61
AMBIENT		-400								200		75
RELATED												
PROJECT												
TOTAL	3	1986	1	21	2644	49	4	0	4	362	1	136
LANE	2	0	3	0	1	0	0	1	0	2	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-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)

$$V/C = \frac{2 + 898 + 8 + 182}{*1375} = 0.723 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

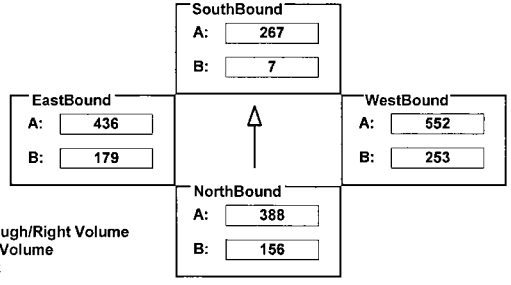
AM/PM: PM Comments:

COUNT DATE: STUDY 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	776	297	7	533	200	253	1105	6	179	924	235
AMBIENT											200	-50
RELATED												
PROJECT												
TOTAL	156	776	297	7	533	200	253	1105	6	179	1124	185
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)

$$V/C = \frac{156 + 267 + 552 + 179}{*1375} = 0.769 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

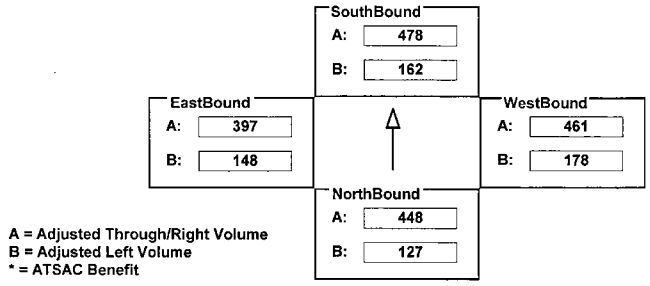
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1380	202	312	1474	173	325	709	213	148	743	51
AMBIENT				-150								
RELATED												
PROJECT		-36			-41							
TOTAL	127	1344	202	162	1433	173	325	709	213	148	743	51
LANE	1 0 3 0 0 1 0			1 0 3 0 0 1 0			2 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-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)

$$V/C = \frac{448 + 162 + 461 + 148}{*1425} = 0.785$$

LOS = C

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

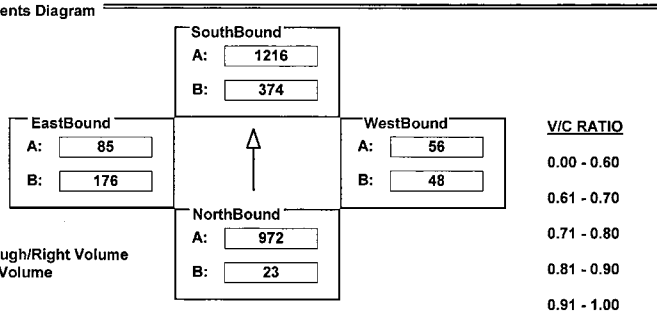
AM/PM: PM Comments:

COUNT DATE: STUDY 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	4556	33	574	3296	352	48	56	619	319	61	24
AMBIENT		-700		-200					-200			
RELATED												
PROJECT												
TOTAL	23	3856	33	374	3296	352	48	56	419	319	61	24
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)

$$V/C = \frac{972 + 374 + 56 + 176}{*1375} = 1.078$$

LOS = F

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

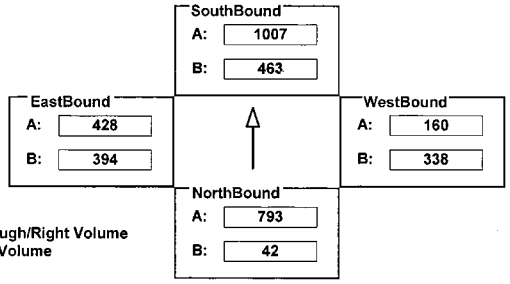
AM/PM: PM Comments:

COUNT DATE: STUDY 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	3219	152	463	2894	128	338	320	891	594	855	216
AMBIENT		-200							-300	-200		-75
RELATED												
PROJECT												
TOTAL	42	3019	152	463	2894	128	338	320	591	394	855	141
LANE	1	0	3	0	1	0	0	1	0	2	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	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)

$$V/C = \frac{793 + 463 + 338 + 428}{*1375} = 1.401 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

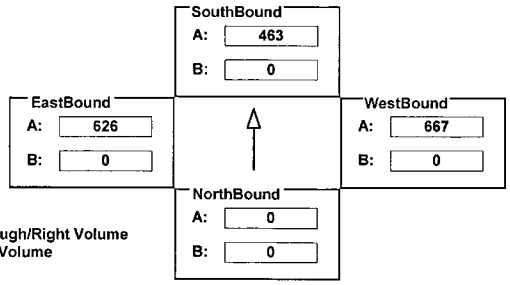
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	1852	0	113	0	2667	1503	0	2430	0
AMBIENT											75	
RELATED												
PROJECT				-1852	1852							
TOTAL	0	0	0	0	1852	113	0	2667	1503	0	2505	0
LANE	0	0	0	0	0	0	0	0	0	4	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>	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)

$$V/C = \frac{0 + 463 + 667 + 0}{*1500} = 0.683 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

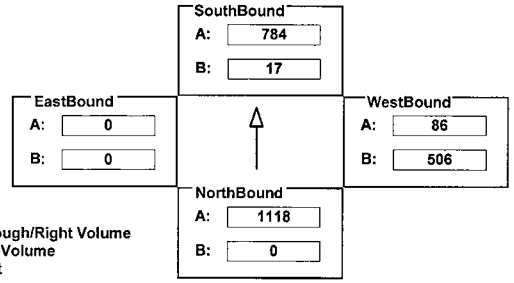
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	4197	1871	31	3136	0	1446	0	103	0	0	0
AMBIENT		-200	-500									
RELATED												
PROJECT												
TOTAL	0	3997	1371	31	3136	0	1446	0	103	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{1118 + 17 + 506 + 0}{*1425} = 1.082$$

LOS = F

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

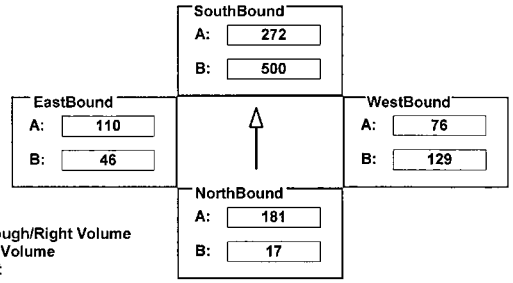
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	17	362	229	500	504	40	129	76	250	46	151	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	362	229	500	504	40	129	76	250	46	151	69
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{181 + 500 + 129 + 110}{*1375} = 0.599$$

LOS = A

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

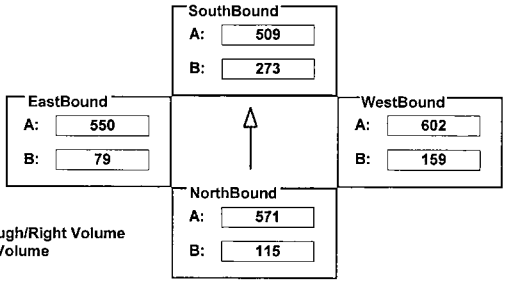
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1750	115	123	1708	248	159	1203	260	143	1099	163
AMBIENT				150	-150				300			
RELATED												
PROJECT		-36			-31							
TOTAL	115	1714	115	273	1527	248	159	1203	560	143	1099	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		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)

$$V/C = \frac{571 + 273 + 159 + 550}{*1425} = 1.020 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

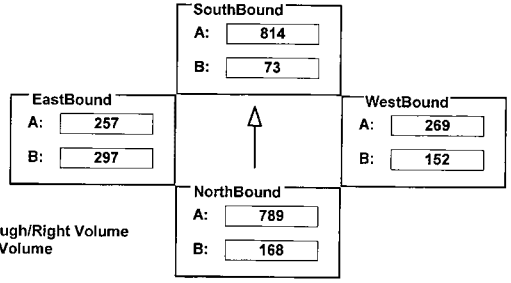
AM/PM: PM Comments:

COUNT DATE: STUDY 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	3154	53	132	3099	159	152	269	102	297	148	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	168	3154	53	132	3099	159	152	269	102	297	148	109
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)

$$V/C = \frac{168 + 814 + 269 + 297}{*1375} = 1.056 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

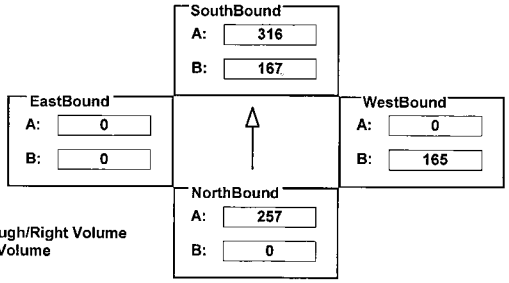
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	314	167	633	0	372	0	288	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	515	314	167	633	0	372	0	288	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 = B(W/B) + A(E/B)

$$V/C = \frac{257 + 167 + 165 + 0}{*1425} = 0.343 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

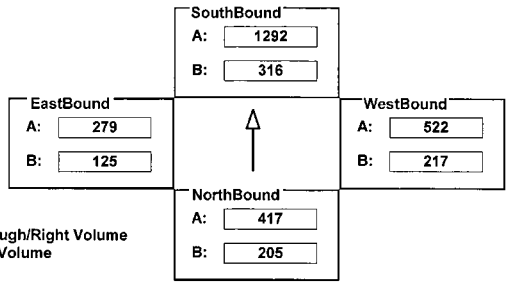
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	373	1666	449	575	3876	179	395	861	680	227	837	286
AMBIENT												
RELATED												
PROJECT												
TOTAL	373	1666	449	575	3876	179	395	861	680	227	837	286
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	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)

$$V/C = \frac{205 + 1292 + 522 + 125}{*1375} = 1.489 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

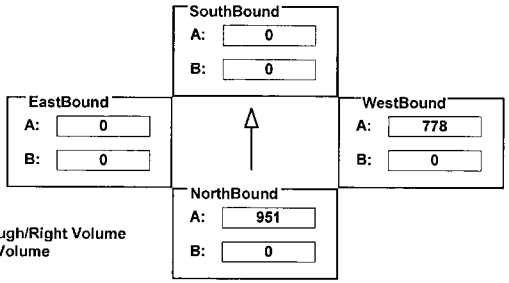
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	2222	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2852	0	0	0	0	0	0	2222	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
	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)

$$V/C = \frac{951 + 0 + 778 + 0}{*1500} = 1.083 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

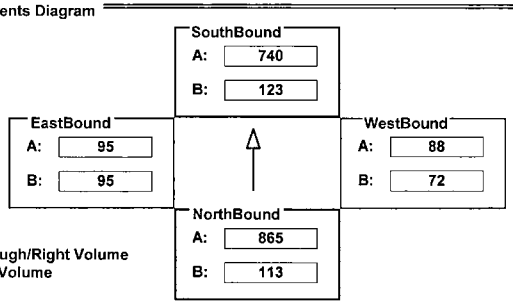
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1869	27	123	1919	301	72	88	70	172	95	60
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	113	2569	27	123	1919	301	72	88	70	172	95	60
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	1	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)

$$V/C = \frac{865 + 123 + 88 + 95}{*1425} = 0.752 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

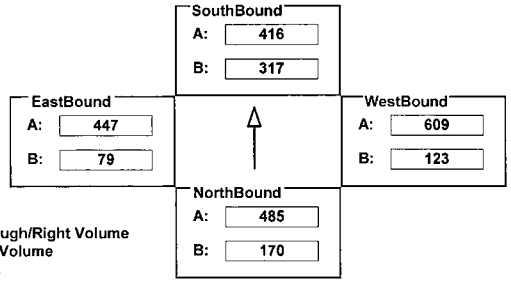
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1473	60	317	1278	207	123	953	265	79	843	51
AMBIENT												
RELATED												
PROJECT		-19			-30							
TOTAL	170	1454	60	317	1248	207	123	953	265	79	843	51
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)

$$V/C = \frac{485 + 317 + 609 + 79}{*1500} = 0.923 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

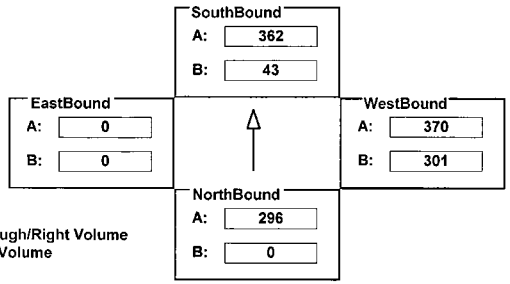
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	889	141	43	886	0	547	0	370	0	0	0
AMBIENT					200							
RELATED												
PROJECT												
TOTAL	0	889	141	43	1086	0	547	0	370	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	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		OLA		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)

$$V/C = \frac{0 + 362 + 370 + 0}{*1500} = 0.418 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

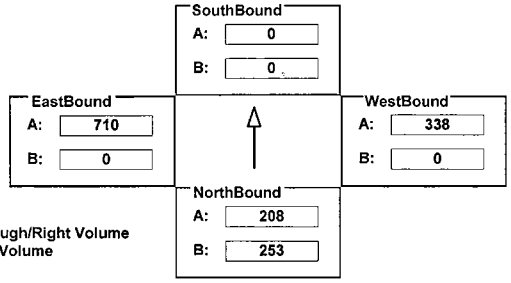
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	460	0	208	1	0	24	0	1013	18	0	1619	1766
AMBIENT											-200	
RELATED												
PROJECT												
TOTAL	460	0	208	1	0	24	0	1013	18	0	1419	1766
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	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)

$$V/C = \frac{253 + 0 + 338 + 710}{1500} = 0.642 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

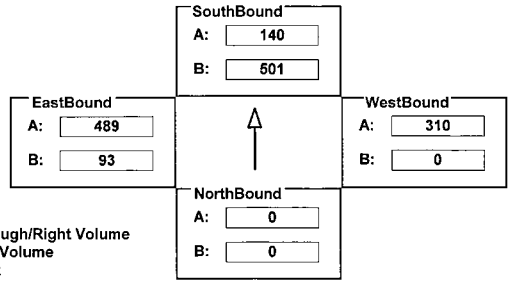
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: 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	911	0	337	0	767	164	93	1468	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	911	0	337	0	767	164	93	1468	0
LANE	0	0	0	0	0	0	0	2	0	0	0	0	0	2	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 501 + 0 + 489}{*1425} = 0.625 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61PM

CalcaDB

February 6, 2003 ,Thursday 12:08:34 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

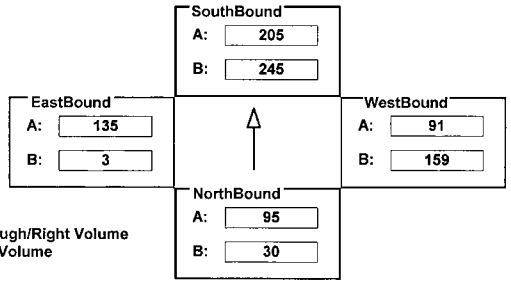
AM/PM: PM Comments:

COUNT DATE: STUDY 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	29	95	245	384	26	159	158	23	3	206	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	30	29	95	245	384	26	159	158	23	3	206	65
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{95 + 245 + 159 + 135}{1375} = 0.461$$

LOS = A

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

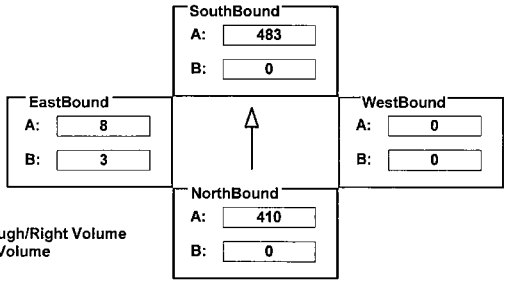
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1129	0	0	1248	0	0	0	0	3	0	8
AMBIENT		100			200							
RELATED												
PROJECT												
TOTAL	0	1229	0	0	1448	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 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 483 + 0 + 8}{*1425} = 0.275$$

LOS = A

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

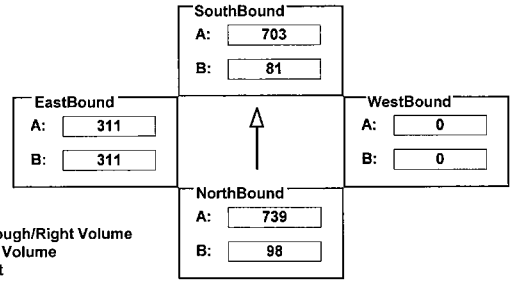
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	259	2038	84	162	1951	595	20	31	164	794	13	187
AMBIENT	-100	100	-63	-81	100	-100	-20	-31	-164		-13	
RELATED												
PROJECT	-61	58			-160	-277				-171		-141
TOTAL	98	2196	21	81	1891	218	0	-0	0	623	0	46
LANE	1 0 2 0 1 0 0			1 0 2 0 1 0 0			0 0 0 0 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 = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{739 + 81 + 0 + 311}{*1375} = 0.753 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

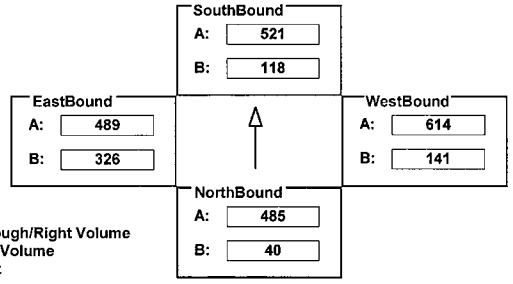
AM/PM: PM Comments:

COUNT DATE: STUDY 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	970	108	118	1041	244	141	1074	154	326	904	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	970	108	118	1041	244	141	1074	154	326	904	74
LANE	1 0 2 0 0 1 0			1 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	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)

$$V/C = \frac{485 + 118 + 614 + 326}{*1500} = 0.959 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

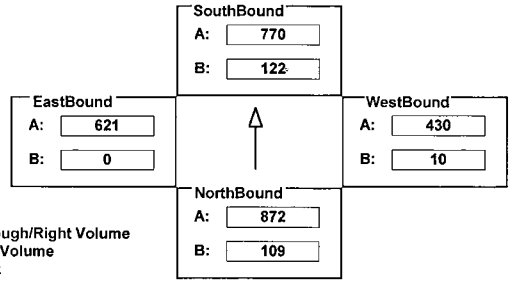
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2609	7	221	2094	217	18	1076	213	0	1625	239
AMBIENT												
RELATED												
PROJECT												
TOTAL	198	2609	7	221	2094	217	18	1076	213	0	1625	239
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)

$$V/C = \frac{872 + 122 + 10 + 621}{*1375} = 1.112 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

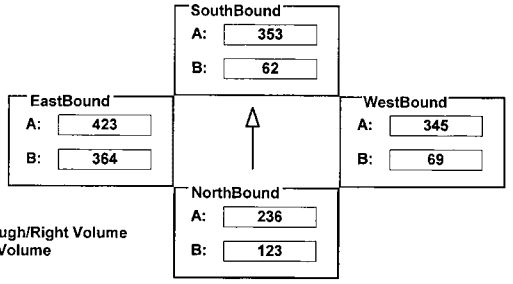
AM/PM: PM Comments:

COUNT DATE: STUDY 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	925	18	113	1060	142	69	950	85	364	1094	176
AMBIENT												
RELATED												
PROJECT												
TOTAL	224	925	18	113	1060	142	69	950	85	364	1094	176
LANE	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{123 + 353 + 345 + 364}{1375} = 0.862 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

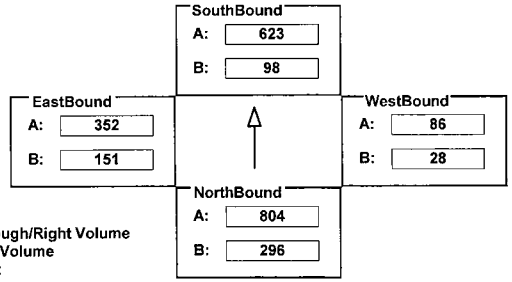
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	522	2436	38	98	1830	281	28	53	62	187	38	439
AMBIENT												
RELATED												
PROJECT	16	-24			-99	-144				-36		61
TOTAL	538	2412	38	98	1731	137	28	53	62	151	38	500
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	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{296 + 623 + 28 + 352}{*1425} = 0.842 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

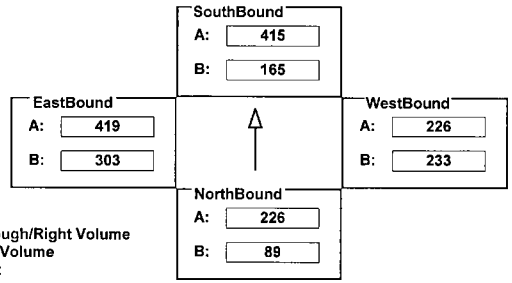
AM/PM: PM Comments:

COUNT DATE: STUDY 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	437	342	165	1246	204	233	506	172	303	1024	233
AMBIENT												
RELATED												
PROJECT												
TOTAL	163	437	342	165	1246	204	233	506	172	303	1024	233
LANE	2	0	3	0	0	1	0	1	0	3	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	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)

$$V/C = \frac{89 + 415 + 233 + 419}{*1375} = 0.771 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

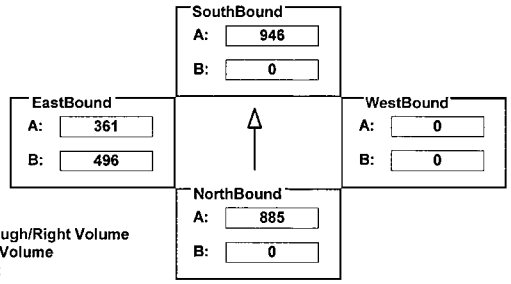
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1992	165	0	2418	1367	0	0	0	1418	361	0
AMBIENT		500										
RELATED												
PROJECT												
TOTAL	0	2492	165	0	2418	1367	0	0	0	1418	361	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 946 + 0 + 496}{*1500} = 0.891 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

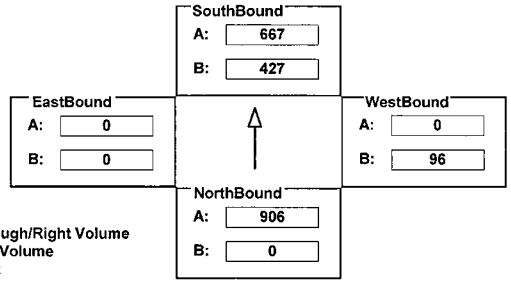
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2547	371	1077	2498	0	320	0	910	0	0	0
AMBIENT		100		-200								
RELATED												
PROJECT	197	-222	-77	-101	-497	280	-145	712	-388	78	332	206
TOTAL	197	2425	294	776	2001	280	175	712	522	78	332	206
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	2	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)

$$V/C = \frac{906 + 427 + 96 + 0}{*1425} = 0.933 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

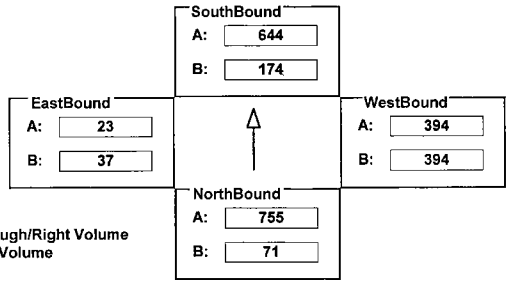
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2827	367	242	2914	91	608	81	507	37	23	51
AMBIENT				75	-75			100	-100			
RELATED												
PROJECT		-563			-355							
TOTAL	129	2264	367	317	2484	91	608	181	407	37	23	51
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)

$$V/C = \frac{755 + 174 + 394 + 37}{*1375} = 0.919 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

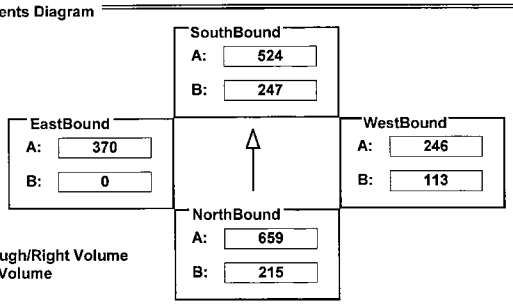
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	182	2027	439	305	1671	126	206	579	65	0	751	64
AMBIENT												
RELATED												
PROJECT	33	-51	-21	-58	-175	-50		-139	-12		-80	5
TOTAL	215	1976	418	247	1496	76	206	440	53	0	671	69
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{659 + 247 + 113 + 370}{*1375} = 0.940 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

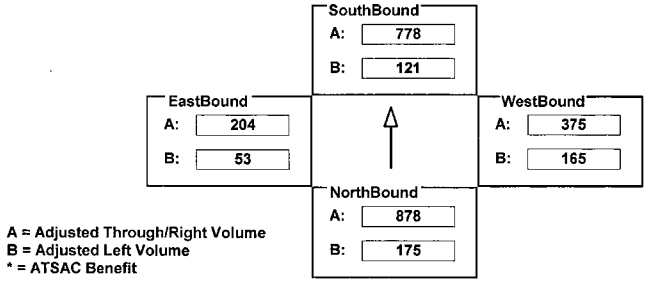
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1569	188	220	1468	88	300	750	173	96	611	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	318	1569	188	220	1468	88	300	750	173	96	611	128
LANE	2	0	1	0	1	0	0	2	0	1	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	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)

$$V/C = \frac{878 + 121 + 375 + 53}{*1375} = 0.968 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

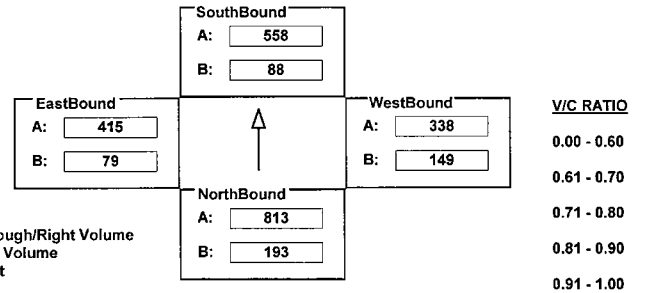
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1179	2094	319	84	1435	131	271	526	65	144	731	1372
AMBIENT	-300	100		75	100			150	75		100	-500
RELATED												
PROJECT	-529	-75			37	-28						-406
TOTAL	350	2119	319	159	1572	103	271	676	140	144	831	466
LANE	2	0	2	0	1	0	0	2	0	2	0	1	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)

$$V/C = \frac{813 + 88 + 149 + 415}{*1375} = 0.995 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

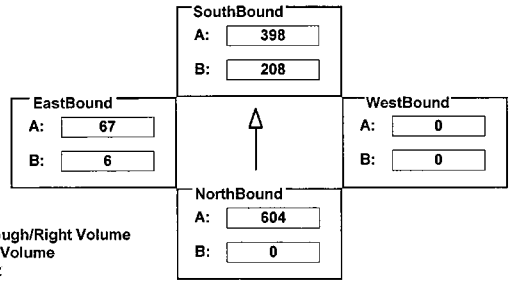
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1087	604	378	1193	0	0	0	0	6	0	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1087	604	378	1193	0	0	0	0	6	0	127
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>		Perm	Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{604 + 208 + 0 + 67}{*1425} = 0.547$$

LOS = A

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

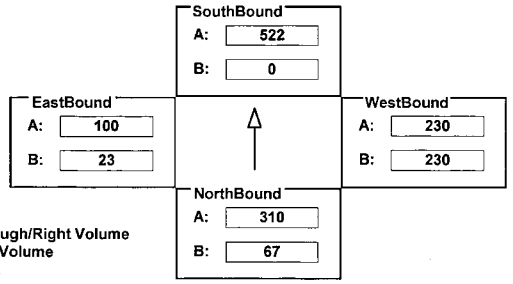
AM/PM: PM Comments:

COUNT DATE: STUDY 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	930	0	0	1537	28	273	39	377	23	0	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	930	0	0	1537	28	273	39	377	23	0	77
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	Auto		Perm	Free		Split	Auto		Split	Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{67 + 522 + 230 + 100}{*1425} = 0.575$$

LOS = A

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

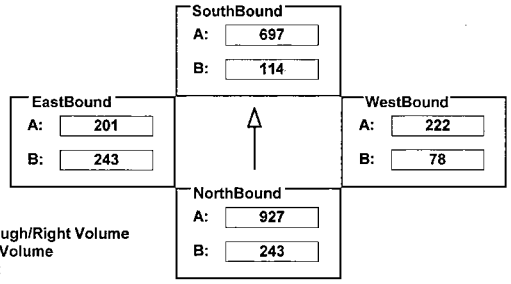
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	243	2008	73	114	2092	253	78	188	99	243	201	149
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	243	2708	73	114	2092	253	78	188	99	243	201	149
LANE	1	0 2	0 1	0	1	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)

$$V/C = \frac{927 + 114 + 222 + 243}{*1500} = 0.934 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

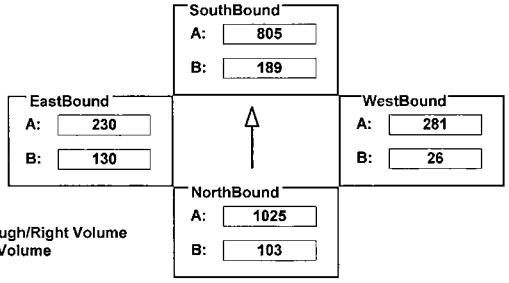
AM/PM: PM Comments:

COUNT DATE: STUDY 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	2376	47	189	2298	117	26	281	154	130	230	80
AMBIENT		700										
RELATED												
PROJECT												
TOTAL	103	3076	47	189	2298	117	26	281	154	130	230	80
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)

$$V/C = \frac{1025 + 189 + 281 + 130}{*1500} = 1.013 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

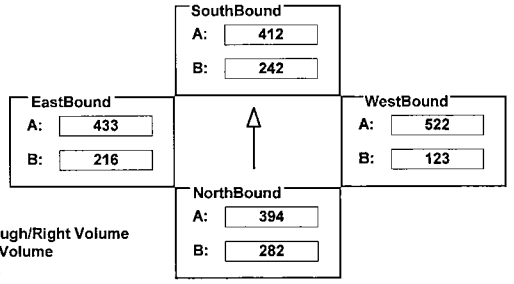
AM/PM: PM Comments:

COUNT DATE: STUDY 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	1181	128	242	1071	166	123	522	158	216	706	159
AMBIENT												
RELATED												
PROJECT												
TOTAL	282	1181	128	242	1071	166	123	522	158	216	706	159
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		
	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)

$$V/C = \frac{282 + 412 + 522 + 216}{1500} = 0.955 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

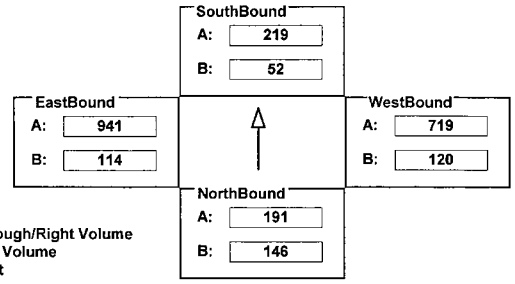
AM/PM: PM Comments:

COUNT DATE: STUDY 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	345	191	52	296	219	120	609	111	114	783	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	345	191	52	296	219	120	609	111	114	783	158
LANE	1 0 0 0 0 1 0			1 0 0 0 0 1 0			1 0 0 0 1 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{146 + 219 + 120 + 941}{1500} = 0.951 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

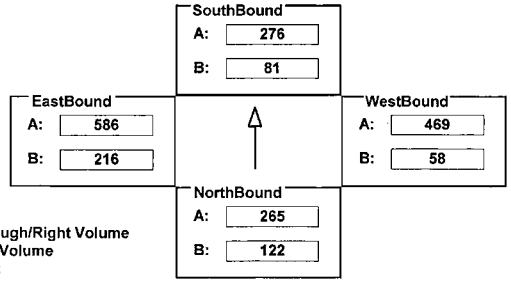
AM/PM: PM Comments:

COUNT DATE: STUDY 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	217	48	81	276	190	58	852	86	216	998	174
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	217	48	81	276	190	58	852	86	216	998	174
LANE	1	0	0	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	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)

$$V/C = \frac{122 + 276 + 469 + 216}{1500} = 0.722 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

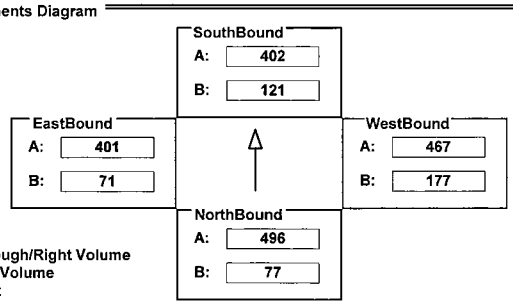
AM/PM: PM Comments:

COUNT DATE: STUDY 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	290	205	121	350	53	177	1265	135	71	1152	50
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	290	205	121	350	53	177	1265	135	71	1152	50
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)

$$V/C = \frac{496 + 121 + 177 + 401}{1500} = 0.797 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

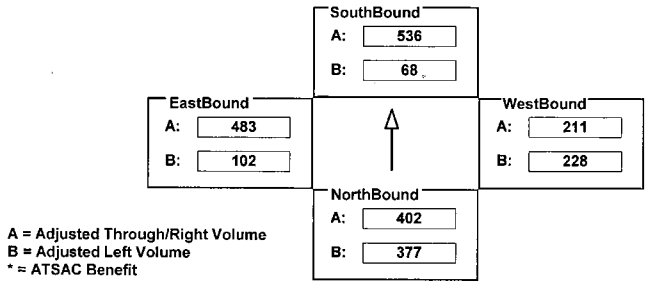
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	377	402	265	68	490	46	228	581	52	102	1125	323
AMBIENT												
RELATED												
PROJECT												
TOTAL	377	402	265	68	490	46	228	581	52	102	1125	323
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
	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)

$$V/C = \frac{377 + 536 + 228 + 483}{1500} = 1.083 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

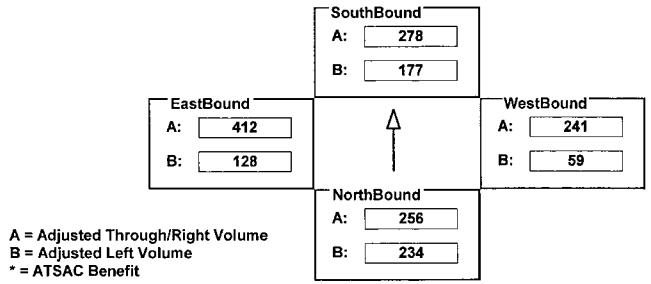
AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	234	705	63	177	833	80	59	483	129	128	412	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	234	705	63	177	833	80	59	483	129	128	412	164
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	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)

$$V/C = \frac{234 + 278 + 59 + 412}{*1425} = 0.620 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN24PM

CalcaDB

February 6, 2003 ,Thursday 12:13:05 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

AM/PM: PM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	549	1294	0	0	1615	351	0	0	0	582	0	579
AMBIENT												
RELATED												
PROJECT												
TOTAL	549	1294	0	0	1615	351	0	0	0	582	0	579
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		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram

SouthBound A: 655 B: 0

EastBound A: 579 B: 582

WestBound A: 0 B: 0

NorthBound A: 431 B: 549

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{549 + 655 + 0 + 582}{1425} = 1.253$$

LOS = F

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: ARBOR VITAE ST I/S No: 3

AM/PM: AM Comments:

COUNT DATE: STUDY 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	667	401	110	795	43	290	236	172	128	897	181
AMBIENT					100			50				
RELATED												
PROJECT												
TOTAL	23	667	401	110	895	43	290	286	172	128	897	181
LANE	1 0 1 0 1 0 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: 298 B: 110

EastBound A: 449 B: 128

WestBound A: 229 B: 290

NorthBound A: 534 B: 23

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{534 + 110 + 290 + 449}{*1500} = 0.852$$

LOS = D

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: CENTURY BLVD I/S No: 4

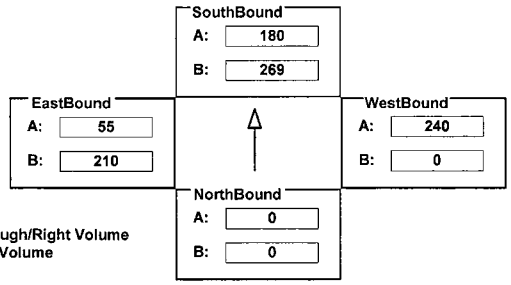
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	769	0	418	0	260	926	382	219	0
AMBIENT						100						
RELATED												
PROJECT												
TOTAL	0	0	0	769	0	518	0	260	926	382	219	0
LANE	0	0	0	0	0	0	0	3	0	0	0	3	0	1	1	0	2	0	4	0	0	0	0
SIGNAL	Phasing: Split	RTOR: Auto		Phasing: Split	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)

$$V/C = \frac{0 + 269 + 240 + 210}{*1375} = 0.453$$

LOS = A

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: LA TIJERA BLVD I/S No: 5

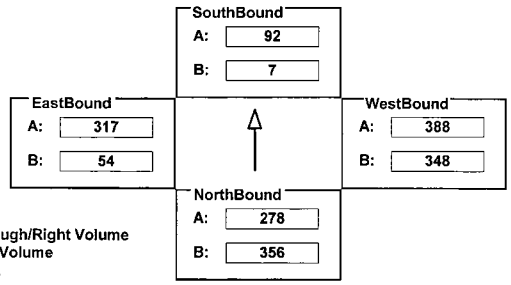
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	386	121	386	7	138	33	633	767	10	54	731	220
AMBIENT	-30		50									
RELATED												
PROJECT												
TOTAL	356	121	436	7	138	33	633	767	10	54	731	220
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
SIGNAL	Phasing: Split	RTOR: OLA		Phasing: Split	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)

$$V/C = \frac{356 + 92 + 348 + 317}{*1375} = 0.739$$

LOS = C

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AIRPORT BLVD W/E: MANCHESTER AV I/S No: 6

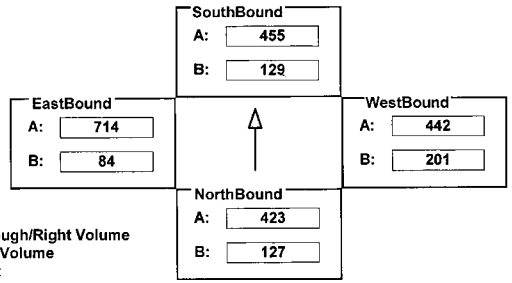
AM/PM: AM Comments:

COUNT DATE: STUDY 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	665	181	129	782	128	101	1325	143	84	1428	71
AMBIENT							100		50			
RELATED												
PROJECT												
TOTAL	127	665	181	129	782	128	201	1325	193	84	1428	71
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 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)

$$V/C = \frac{127 + 455 + 201 + 714}{*1500} = 0.928 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ARBOR VITAE ST I/S No: 7

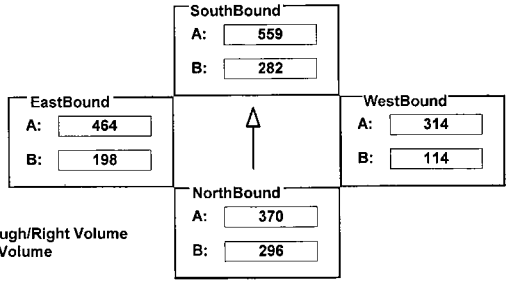
AM/PM: AM Comments:

COUNT DATE: STUDY 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	739	268	282	939	178	282	578	180	198	1256	135
AMBIENT	200						-75	50				
RELATED												
PROJECT												
TOTAL	296	739	268	282	939	178	207	628	180	198	1256	135
LANE	1 0 2 0 0 1 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	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)

$$V/C = \frac{296 + 559 + 114 + 464}{*1500} = 0.885 \qquad LOS = D$$

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: ARBOR VITAE ST I/S No: 8

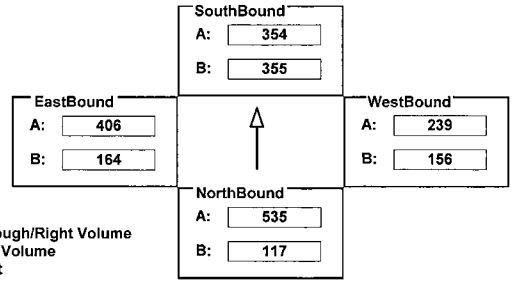
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1329	177	355	527	181	81	791	239	164	1218	332
AMBIENT	50	50	50				75	-75				
RELATED												
PROJECT												
TOTAL	117	1379	227	355	527	181	156	716	239	164	1218	332
LANE	1	0	2	0	1	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 = B(W/B) + A(E/B)

$$V/C = \frac{535 + 355 + 156 + 406}{*1500} = 0.898 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: 111TH ST I/S No: 10

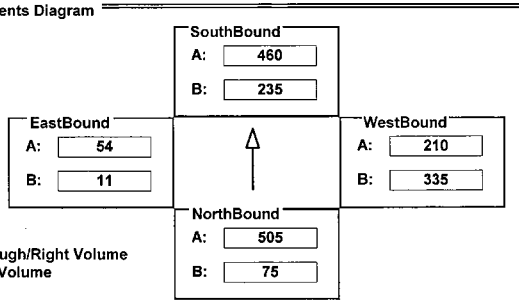
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1314	357	627	1128	76	415	77	502	11	18	0
AMBIENT	75	200		-200	175		-80	100	-50			36
RELATED												
PROJECT												
TOTAL	75	1514	357	427	1303	76	335	177	452	11	18	36
LANE	1	0	3	0	0	1	0	2	0	2	0	1	0	0	1	0	0	0	1	2	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)

$$V/C = \frac{505 + 235 + 335 + 54}{*1500} = 0.683 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: CENTURY BLVD I/S No: 11

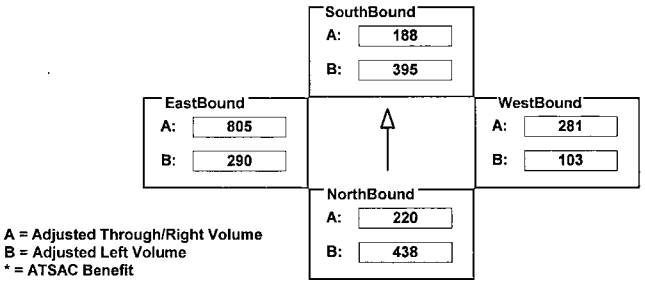
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1046	460	2	968	276	112	188	1122	354	290	571	1005
AMBIENT	-250	200		-250	175						200	-200
RELATED												
PROJECT												
TOTAL	796	660	2	718	451	112	188	1122	354	290	771	805
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																										
SIGNAL	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)

$$V/C = \frac{438 + 188 + 103 + 805}{*1375} = 1.046$$

LOS = F

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: EL SEGUNDO BLVD I/S No: 12

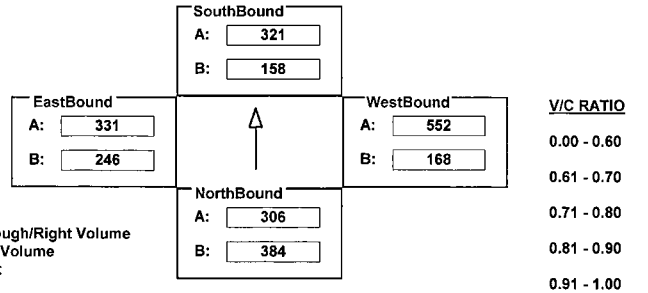
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	384	695	223	287	689	273	305	1301	356	246	1091	234
AMBIENT												
RELATED												
PROJECT												
TOTAL	384	695	223	287	689	273	305	1301	356	246	1091	234
LANE	1	0	2	0	1	0	0	2	0	2	0	1	0	0	2	0	2	0	1	0	0	1	0	3	0	1	0	0
	Phasing	RTOR																										
SIGNAL	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)

$$V/C = \frac{384 + 321 + 552 + 246}{*1375} = 1.023$$

LOS = F

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: IMPERIAL HWY I/S No: 13

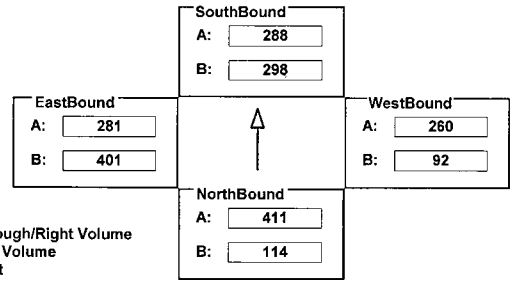
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1232	0	341	683	519	168	780	95	1029	449	193
AMBIENT			175	200	-50				200	-300	300	-100
RELATED												
PROJECT												
TOTAL	207	1232	175	541	633	519	168	780	295	729	749	93
LANE	2	0	3	0	0	1	0	2	0	2	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)

$$V/C = \frac{411 + 298 + 260 + 401}{*1375} = 0.926 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: MANCHESTER AV I/S No: 14

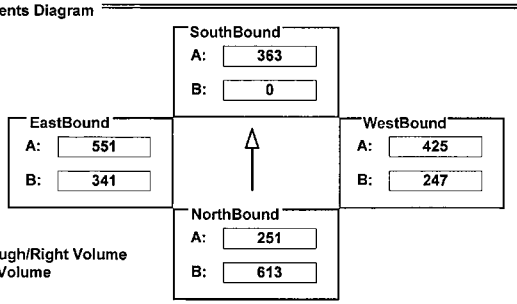
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	613	502	0	0	726	317	347	1101	24	341	1255	322
AMBIENT							-100	150				75
RELATED												
PROJECT												
TOTAL	613	502	0	0	726	317	247	1251	24	341	1255	397
LANE	1	0	1	0	1	0	0	0	0	2	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	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)

$$V/C = \frac{613 + 363 + 247 + 551}{*1375} = 1.220 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: AVIATION BLVD W/E: ROSECRANS AV I/S No: 15

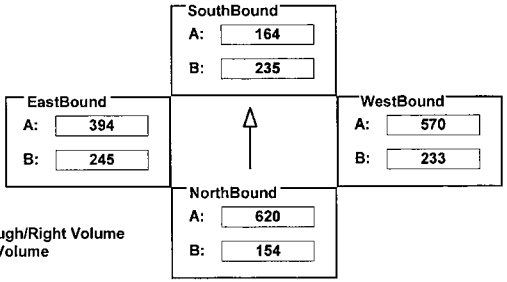
AM/PM: AM Comments:

COUNT DATE: STUDY 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	830	853	428	655	260	424	1813	467	446	1441	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	279	830	853	428	655	260	424	1813	467	446	1441	134
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	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 = A(W/B) + B(E/B)

$$V/C = \frac{620 + 235 + 570 + 245}{1375} = 1.215 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA AV W/E: JEFFERSON BLVD I/S No: 18

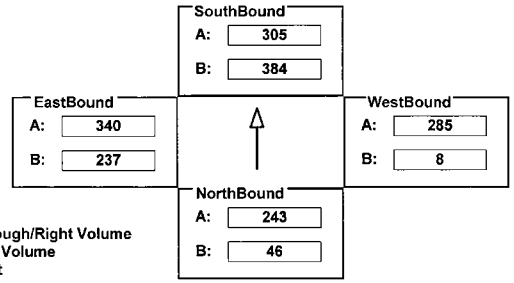
AM/PM: AM Comments:

COUNT DATE: STUDY 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	108	697	458	542	15	854	464	430	1020	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	728	108	697	458	542	15	854	464	430	1020	14
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	Auto	Prot-Var	OLA	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)

$$V/C = \frac{243 + 384 + 285 + 237}{*1375} = 0.766 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTINELA AV I/S No: 22

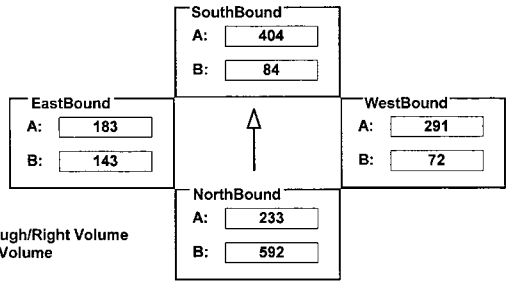
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1076	700	241	153	1035	404	131	582	96	143	550	914
AMBIENT												
RELATED												
PROJECT												
TOTAL	1076	700	241	153	1035	404	131	582	96	143	550	914
LANE	2	0	3	0	0	1	0	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{592 + 404 + 291 + 143}{*1375} = 0.970 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTURY BLVD I/S No: 26

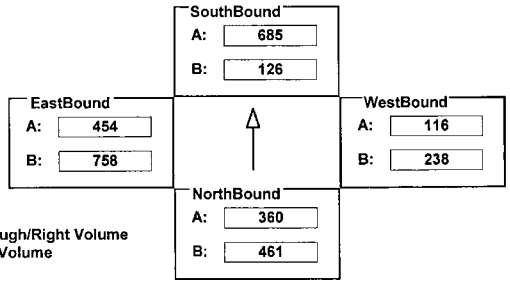
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	461	566	375	51	2304	191	88	417	47	958	1161	238
AMBIENT		350	150	75	-250		150			-200	200	100
RELATED												
PROJECT												
TOTAL	461	916	525	126	2054	191	238	417	47	758	1361	338
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)

$$V/C = \frac{461 + 685 + 116 + 758}{*1375} = 1.399 \qquad LOS = F$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: CENTURY BLVD I/S No: 27

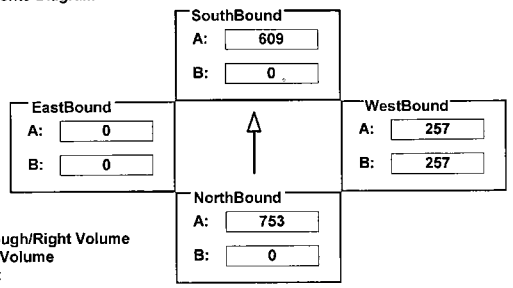
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	3010	0	0	2436	1	769	1	20	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	3010	0	0	2436	1	769	1	20	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	<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)

$$V/C = \frac{753 + 0 + 257 + 0}{*1500} = 0.603 \qquad LOS = B$$

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February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: JEFFERSON BLVD I/S No: 28

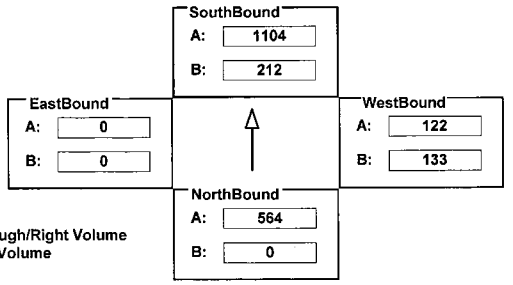
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1127	72	612	1149	0	242	0	122	0	0	0
AMBIENT				-400								
RELATED												
PROJECT												
TOTAL	0	1127	72	212	1149	0	242	0	122	0	0	0
LANE	0 0 1 0 1 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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{0 + 1104 + 133 + 0}{*1500} = 0.755 \qquad LOS = C$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CULVER BLVD W/E: VISTA DEL MAR I/S No: 33

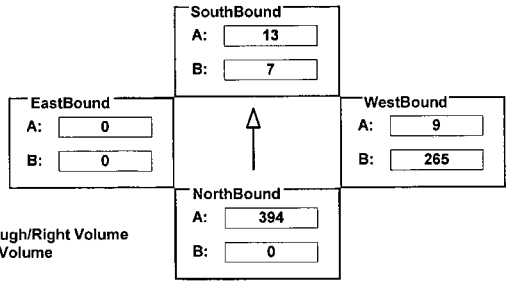
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2	785	7	6	0	758	0	9	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2	785	7	6	0	758	0	9	0	0	0
LANE	0 0 0 0 1 1 0			0 0 0 1 0 0 0			2 1 0 0 1 0 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)

$$V/C = \frac{394 + 13 + 265 + 0}{*1375} = 0.419 \qquad LOS = A$$

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: DOUGLAS ST W/E: IMPERIAL HWY I/S No: 34

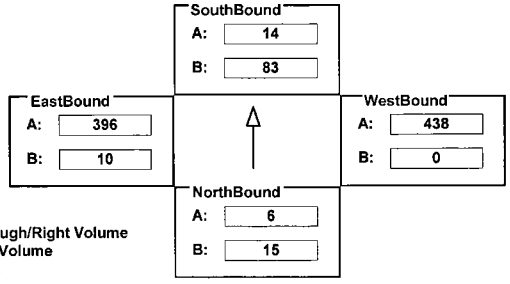
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	12	521	151	0	19	0	1205	108	10	792	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	12	521	151	0	19	0	1205	108	10	792	0
LANE	2 0 2 0 0 1 0			1 0 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	Perm	Free		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)

$$V/C = \frac{6 + 83 + 438 + 10}{*1375} = 0.321 \qquad LOS = A$$

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February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: EL SEGUNDO BLVD I/S No: 35

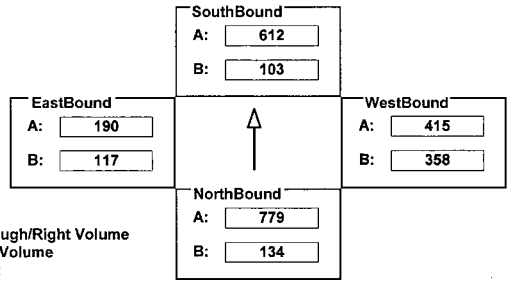
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2338	160	188	2450	146	646	429	467	131	219	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	244	2338	160	188	2450	146	646	429	467	131	219	324
LANE	2 0 3 0 0 1 0			2 0 4 0 0 1 0			1 1 1 0 0 1 0			1 1 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	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)

$$V/C = \frac{779 + 103 + 358 + 190}{*1375} = 0.970 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: GRAND AV I/S No: 36

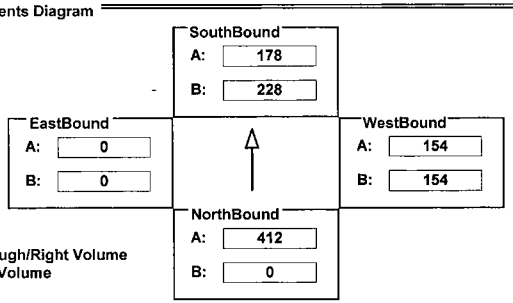
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	555	269	228	356	0	218	0	243	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	555	269	228	356	0	218	0	243	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 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)

$$V/C = \frac{412 + 228 + 154 + 0}{*1500} = 0.459 \qquad LOS = A$$

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: FLORENCE AV I/S No: 40

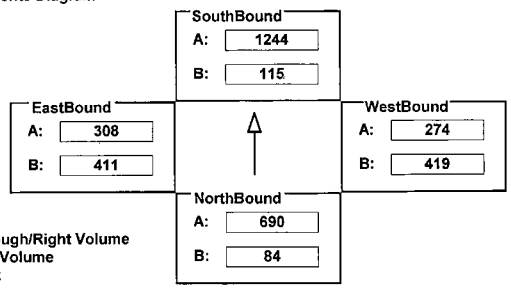
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1263	118	209	1927	560	419	473	74	411	450	165
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	1263	118	209	1927	560	419	473	74	411	450	165
LANE	1 0 1	0 1	0	2 0 1	0 1	0 0	1 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: 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)

$$V/C = \frac{84 + 1244 + 419 + 308}{*1375} = 1.425 \qquad LOS = F$$

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HIGHLAND AV/VISTA DEL MAR W/E: ROSECRANS AV I/S No: 43

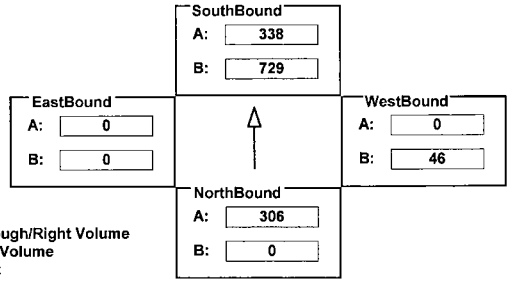
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	86	729	338	0	46	0	650	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	526	86	729	338	0	46	0	650	0	0	0
LANE	1 0 1	0 1	0	1 0 0	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: OLA		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)

$$V/C = \frac{306 + 729 + 46 + 0}{1425} = 0.759 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: HOWARD HUGHES PKWY I/S No: 44

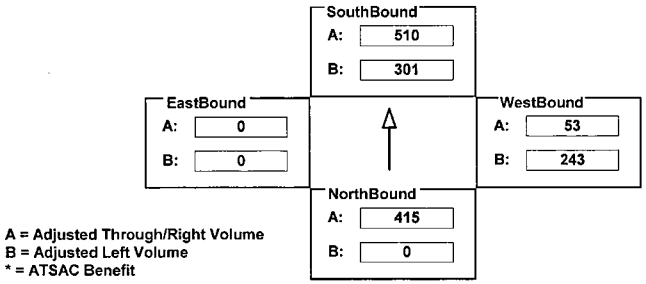
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1660	538	547	1530	0	695	0	354	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1660	538	547	1530	0	695	0	354	0	0	0
LANE	0	0	4	0	0	1	0	2	0	3	0	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)

$$V/C = \frac{415 + 301 + 243 + 0}{*1425} = 0.603$$

LOS = B

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY/CONTINENTAL CITY DR W/E: IMPERIAL HWY I/S No: 45

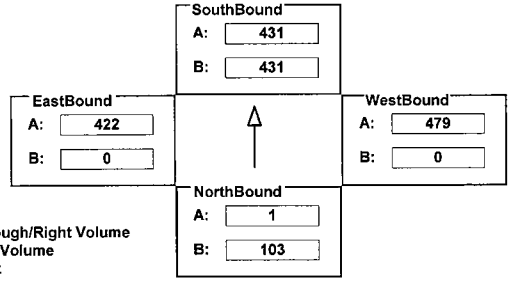
AM/PM: AM Comments:

COUNT DATE: STUDY 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	578	3	1278	265	573	1	1238	1277	0	720	71
AMBIENT				-250				200	-500		375	100
RELATED												
PROJECT												
TOTAL	187	578	3	1028	265	573	1	1438	777	0	1095	171
LANE	2	0	0	0	0	2	0	2	1	0	0	0	2	0	2	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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{103 + 431 + 479 + 0}{1375} = 0.737$$

LOS = C

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 FWY NB RAMPS W/E: IMPERIAL HWY I/S No: 46

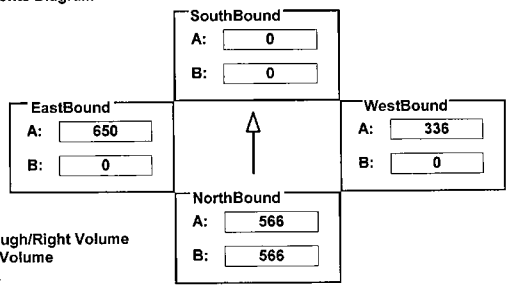
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1917	0	81	0	0	0	0	808	0	0	1492	1207
AMBIENT	-300							200				-100
RELATED												
PROJECT												
TOTAL	1617	0	81	0	0	0	0	1008	0	0	1492	1107
LANE	2	0	0	0	0	0	1	0	0	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)

$$V/C = \frac{566 + 0 + 0 + 650}{*1500} = 0.741$$

LOS = C

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: MAIN ST W/E: IMPERIAL HWY I/S No: 47

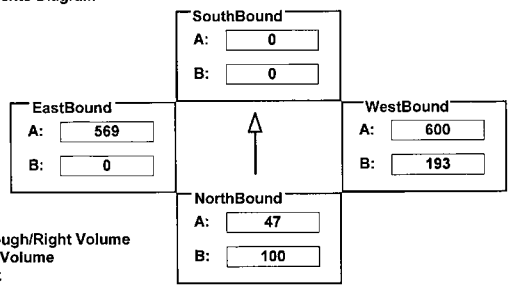
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	240	0	0	0	352	1199	0	0	1139	219
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	0	240	0	0	0	352	1199	0	0	1139	219
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	1	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR																
SIGNAL	Split	OLA	<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)

$$V/C = \frac{100 + 0 + 193 + 569}{*1425} = 0.535$$

LOS = A

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-105 FWY W/B OFF/NASH ST W/E: IMPERIAL HWY I/S No: 48

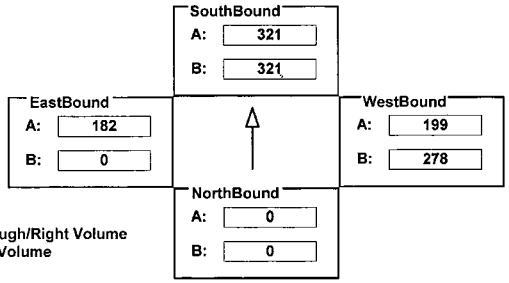
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	440	523	55	705	396	0	0	333	37
AMBIENT							-200	200			100	75
RELATED												
PROJECT												
TOTAL	0	0	0	440	523	55	505	596	0	0	433	112
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 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)

$$V/C = \frac{0 + 321 + 278 + 182}{*1425} = 0.478 \qquad LOS = A$$

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: IMPERIAL HWY I/S No: 49

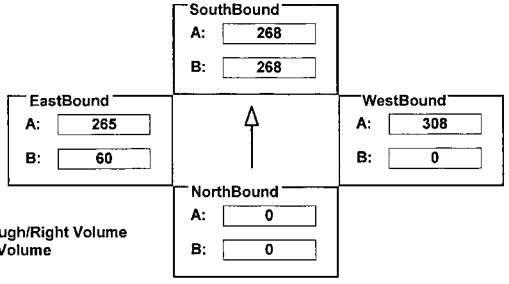
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	803	0	105	0	617	895	108	530	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	803	0	105	0	617	895	108	530	0
LANE	0 0 0 1 0 0 0			2 1 0 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	Free		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)

$$V/C = \frac{0 + 268 + 308 + 60}{*1375} = 0.393 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: IMPERIAL HWY I/S No: 50

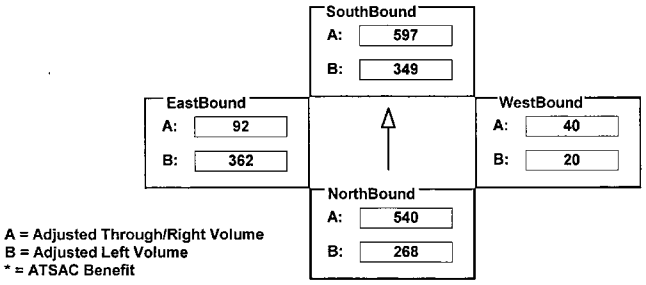
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1621	259	459	2334	527	11	121	96	659	275	72
AMBIENT				175	-175		25		175			
RELATED						-300						
PROJECT												
TOTAL	268	1621	259	634	2159	227	36	121	271	659	275	72
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{540 + 349 + 40 + 362}{*1375} = 0.869 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: VISTA DEL MAR W/E: IMPERIAL HWY I/S No: 51

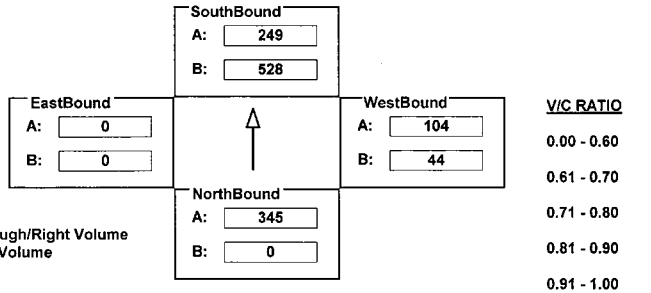
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	691	111	528	498	0	88	0	632	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	691	111	528	498	0	88	0	632	0	0	0
LANE	1	0	2	0	0	1	0	1	0	1	0	1	0	1	1	0	0	0	1	0	1	0	1	0	0	1	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)

$$V/C = \frac{345 + 528 + 104 + 0}{*1425} = 0.616 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: IMPERIAL HWY I/S No: 52

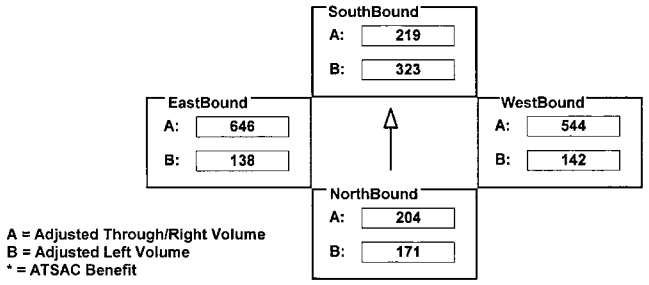
AM/PM: AM Comments:

COUNT DATE: STUDY 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	209	173	587	383	273	58	1933	736	51	1939	954
AMBIENT		200					200	-300		200		-250
RELATED												
PROJECT												
TOTAL	310	409	173	587	383	273	258	1633	736	251	1939	704
LANE	2	0	1	0	1	1	0	2	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)

$$V/C = \frac{204 + 323 + 142 + 646}{*1375} = 0.886 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: JEFFERSON BLVD I/S No: 54

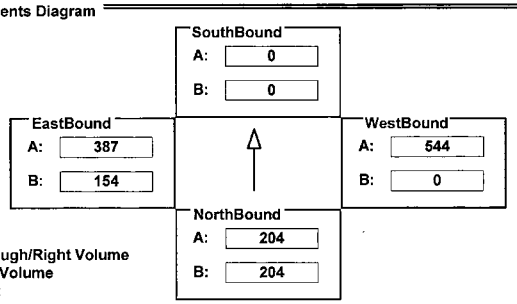
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	188	0	0	0	0	1334	190	154	1160	0
AMBIENT								-247				
RELATED												
PROJECT												
TOTAL	219	0	188	0	0	0	0	1087	190	154	1160	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)

$$V/C = \frac{204 + 0 + 544 + 154}{*1200} = 0.682 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: JEFFERSON BLVD I/S No: 55

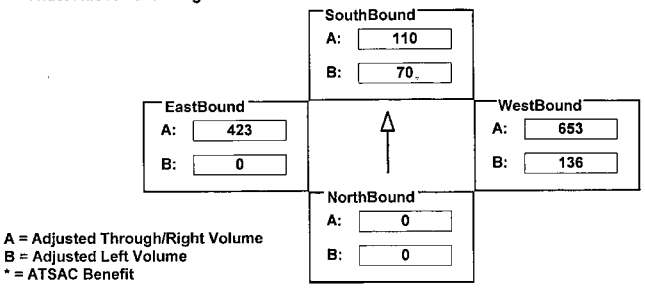
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	70	0	219	247	1307	0	0	1245	177
AMBIENT											-154	
RELATED												
PROJECT												
TOTAL	0	0	0	70	0	219	247	1307	0	0	1091	177
LANE	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	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	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)

$$V/C = \frac{0 + 110 + 653 + 0}{*1200} = 0.566$$

LOS = A

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: JEFFERSON BLVD I/S No: 57

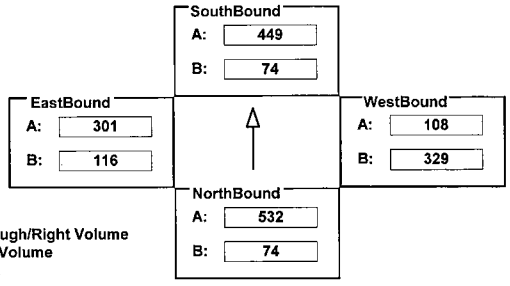
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2038	470	135	1508	289	597	167	332	116	416	301
AMBIENT			150									
RELATED												
PROJECT												
TOTAL	74	2038	620	135	1508	289	597	167	332	116	416	301
LANE	1	0	3	0	1	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 = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{532 + 74 + 329 + 301}{*1375} = 0.829$$

LOS = D

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 111TH ST I/S No: 67

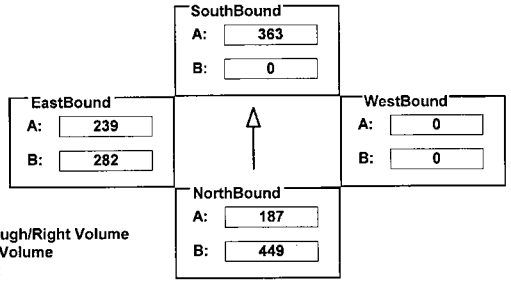
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	816	162	0	0	831	845	0	0	0	663	0	485
AMBIENT		400			200	-200				-150		-50
RELATED												
PROJECT												
TOTAL	816	562	0	0	1031	645	0	0	0	513	0	435
LANE	2	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		<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)

$$V/C = \frac{449 + 363 + 0 + 282}{*1500} = 0.659$$

LOS = B

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 RAMPS S/O CENTURY BL I/S No: 68

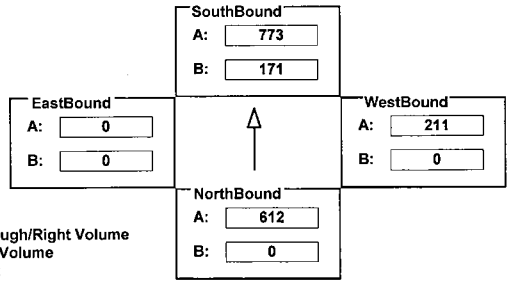
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	865	572	211	2420	0	0	0	540	0	0	0
AMBIENT		500	-100	100	-100							
RELATED												
PROJECT												
TOTAL	0	1365	472	311	2320	0	0	0	540	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	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)

$$V/C = \frac{612 + 171 + 211 + 0}{*1500} = 0.593$$

LOS = A

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CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 FWY SB N/O IMPERIAL I/S No: 69

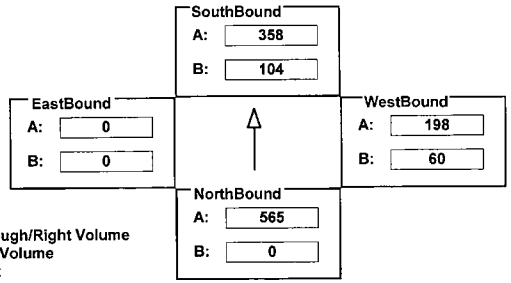
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	730	210	190	1125	0	109	0	250	0	0	0
AMBIENT		400			-50							
RELATED												
PROJECT												
TOTAL	0	1130	210	190	1075	0	109	0	250	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 1 0 0 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	Auto		Perm	Auto		<none>	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{565 + 104 + 198 + 0}{*1425} = 0.538 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LENNOX BLVD I/S No: 71

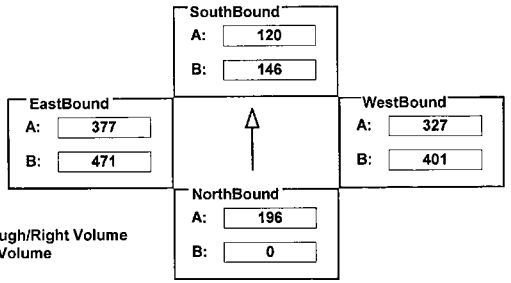
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	189	636	266	111	2072	880	0	473	856	0	685
AMBIENT		400	-150		250	-400	-150					
RELATED												
PROJECT												
TOTAL	0	589	486	266	361	1672	730	0	473	856	0	685
LANE	0 0 3 0 0 1 0			2 0 3 0 0 0 0			2 0 0 0 0 1 0			2 0 0 0 0 2 0		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	OLA		Prot-Fix	<none>		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)

$$V/C = \frac{196 + 146 + 327 + 471}{*1375} = 0.759 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: MANCHESTER AV I/S No: 72

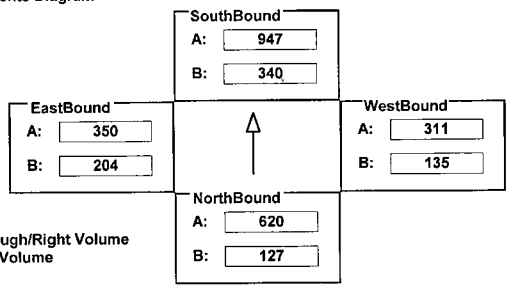
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1113	126	618	1286	609	246	786	146	204	908	141
AMBIENT	50											
RELATED												
PROJECT												
TOTAL	127	1113	126	618	1286	609	246	786	146	204	908	141
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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{127 + 947 + 311 + 204}{1375} = 1.156$$

LOS = F

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 N/B RAMPS W/E: LA TIJERA BLVD I/S No: 78

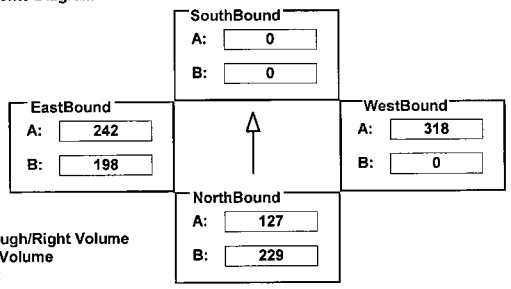
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	229	0	127	0	0	0	0	847	124	359	725	0
AMBIENT								-18				
RELATED												
PROJECT												
TOTAL	229	0	127	0	0	0	0	829	124	359	725	0
LANE	1 0 0 0 0 1 0			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	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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{229 + 0 + 318 + 198}{*1200} = 0.551$$

LOS = A

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 S/B RAMPS W/E: LA TIJERA BLVD I/S No: 79

AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	21	0	574	18	1060	0	0	1065	166
AMBIENT											-359	
RELATED												
PROJECT												
TOTAL	0	0	0	21	0	574	18	1060	0	0	706	166
LANE	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
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Split	RTOR: <none>		Phasing: Prot-Fix	RTOR: <none>		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 298 B: 21

EastBound A: 291 B: 0

WestBound A: 353 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)

$$V/C = \frac{0 + 298 + 353 + 0}{*1200} = 0.473 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: LA TIJERA BLVD I/S No: 81

AM/PM: AM Comments:

COUNT DATE: STUDY 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	1515	25	1	1282	48	21	3	0	1	0	25
AMBIENT										100		
RELATED												
PROJECT												
TOTAL	281	1515	25	1	1282	48	21	3	0	101	0	25
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
SIGNAL	Phasing: Prot-Fix	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto		Phasing: Split	RTOR: Auto		Phasing: Split	RTOR: Auto	

Critical Movements Diagram

SouthBound A: 443 B: 1

EastBound A: 51 B: 51

WestBound A: 25 B: 21

NorthBound A: 385 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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{154 + 443 + 25 + 51}{*1375} = 0.419 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA TIJERA BLVD W/E: MANCHESTER AV I/S No: 82

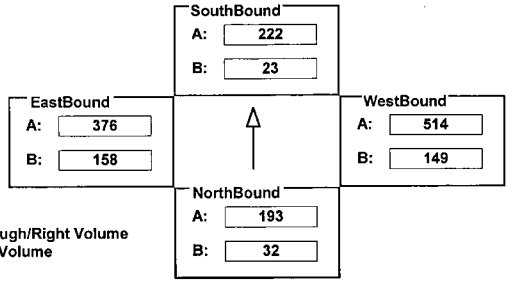
AM/PM: AM Comments:

COUNT DATE: STUDY 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	387	171	23	444	134	149	1028	2	158	1101	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	387	171	23	444	134	149	1028	2	158	1101	27
LANE	1	0	2	0	0	1	0	1	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	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)

$$V/C = \frac{32 + 222 + 514 + 158}{*1375} = 0.603 \qquad LOS = B$$

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FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LA TIJERA BLVD I/S No: 83

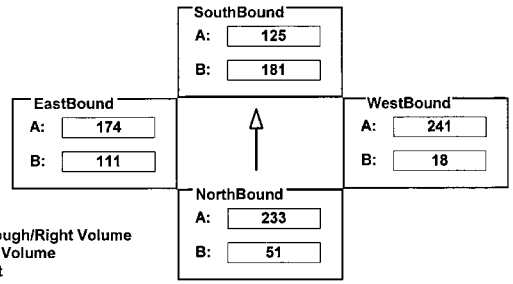
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	698	121	181	376	83	32	346	136	111	334	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	698	121	181	376	83	32	346	136	111	334	13
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0	2	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-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)

$$V/C = \frac{233 + 181 + 241 + 111}{*1425} = 0.468 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: 83RD ST I/S No: 87

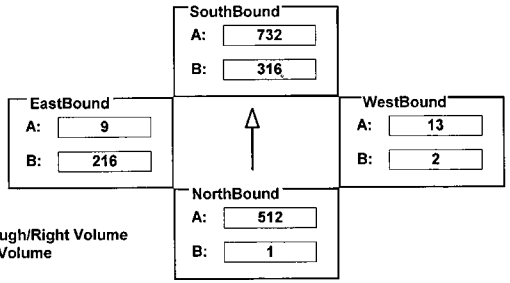
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2047	1	916	1608	587	2	13	692	492	7	1
AMBIENT				-600	100	-100			-400	-100		
RELATED												
PROJECT												
TOTAL	1	2047	1	316	1708	487	2	13	292	392	7	1
LANE	1	0	3	0	1	0	0	1	0	2	0	1	0	0	1	0	1	0	1	0	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)

$$V/C = \frac{512 + 316 + 13 + 216}{*1375} = 0.699 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MANCHESTER AV I/S No: 88

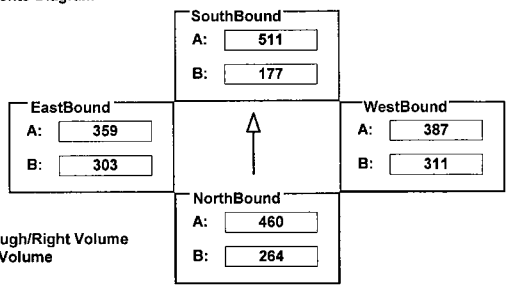
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1670	170	177	1301	132	411	674	178	203	719	126
AMBIENT						100	-100	100		100		
RELATED												
PROJECT												
TOTAL	264	1670	170	177	1301	232	311	774	178	303	719	126
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 = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{264 + 511 + 387 + 303}{*1375} = 0.995 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: LINCOLN BLVD I/S No: 93

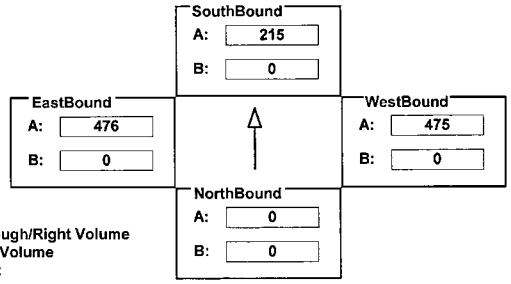
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	858	0	2	0	1901	1533	0	1903	0
AMBIENT				-858	858							
RELATED												
PROJECT												
TOTAL	0	0	0	-0	858	2	0	1901	1533	0	1903	0
LANE	0	0	0	0	0	0	0	0	4	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>	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 = B(W/B) + A(E/B)

$$V/C = \frac{0 + 215 + 0 + 476}{*1500} = 0.391$$

LOS = A

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: TEALE ST I/S No: 94

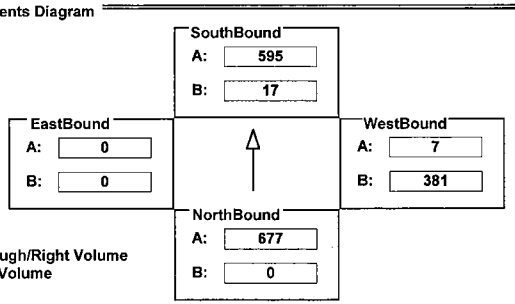
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2560	936	30	2380	0	1089	0	24	0	0	0
AMBIENT		150	-150									
RELATED												
PROJECT												
TOTAL	0	2710	786	30	2380	0	1089	0	24	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{677 + 17 + 381 + 0}{*1425} = 0.684$$

LOS = B

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: MANCHESTER AV I/S No: 98

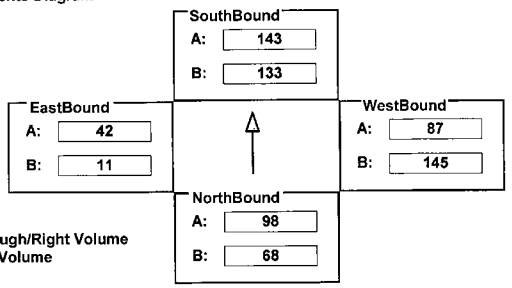
AM/PM: AM Comments:

COUNT DATE: STUDY 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	197	121	133	258	28	145	87	87	11	43	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	197	121	133	258	28	145	87	87	11	43	41
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	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)

$$V/C = \frac{98 + 133 + 145 + 42}{*1375} = 0.234 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MANCHESTER AV I/S No: 99

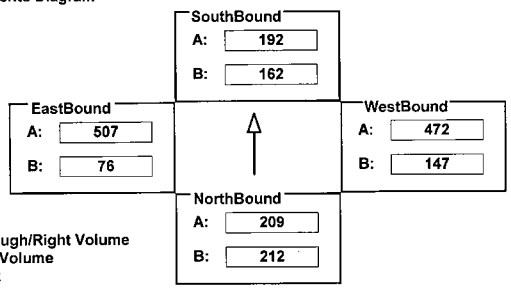
AM/PM: AM Comments:

COUNT DATE: STUDY 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	626	108	162	577	91	147	944	105	137	1015	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	212	626	108	162	577	91	147	944	105	137	1015	149
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	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)

$$V/C = \frac{212 + 192 + 147 + 507}{*1425} = 0.672 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: MARIPOSA AV I/S No: 100

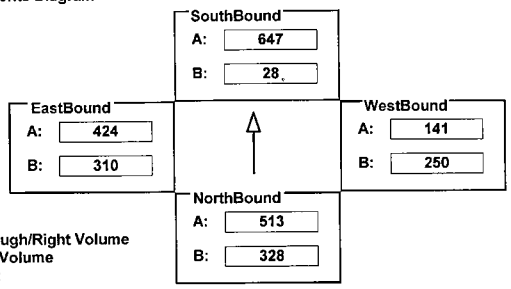
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	328	2050	88	51	2495	91	250	141	88	310	160	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	328	2050	88	51	2495	91	250	141	88	310	160	264
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 = B(W/B) + A(E/B)

$$V/C = \frac{328 + 647 + 250 + 424}{*1375} = 1.129 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PERSHING DR W/E: WESTCHESTER PKWY I/S No: 101

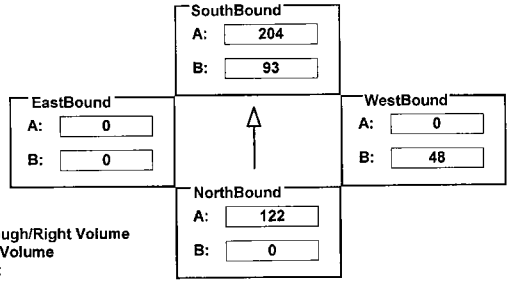
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	162	93	409	0	88	0	146	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	245	162	93	409	0	88	0	146	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)

$$V/C = \frac{122 + 93 + 48 + 0}{*1425} = 0.115 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: ROSECRANS AV I/S No: 103

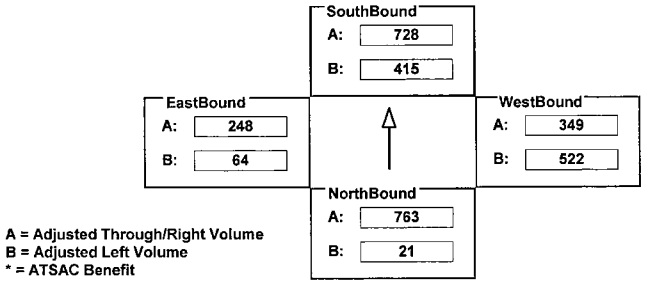
AM/PM: AM Comments:

COUNT DATE: STUDY 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	2131	1024	754	2184	16	949	231	556	116	420	259
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	2131	1024	754	2184	16	949	231	556	116	420	259
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
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)

$$V/C = \frac{763 + 415 + 522 + 248}{*1375} = 1.347 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: I-105 OFF RAMP N/O IMPERIAL HW I/S No: 105

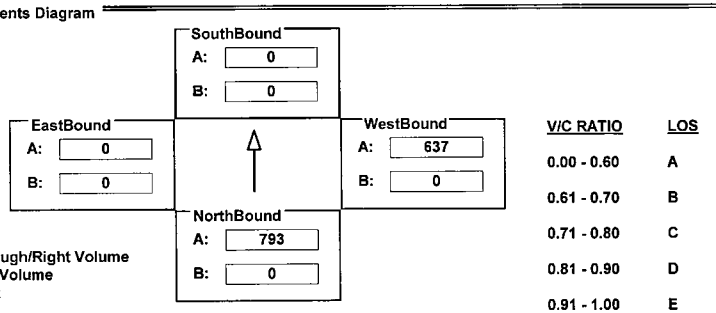
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2378	0	0	0	0	0	0	1819	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2378	0	0	0	0	0	0	1819	0	0	0
LANE	0	0 3	0 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	0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	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) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{793 + 0 + 637 + 0}{*1500} = 0.883 \qquad LOS = D$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 76TH/77TH ST I/S No: 106

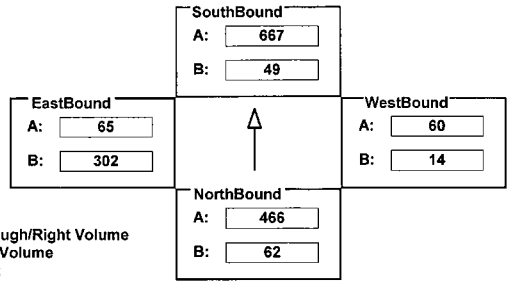
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1391	8	49	1376	625	14	60	37	549	35	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	62	1391	8	49	1376	625	14	60	37	549	35	65
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)

$$V/C = \frac{62 + 667 + 60 + 302}{*1425} = 0.696 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: WESTCHESTER PKWY I/S No: 109

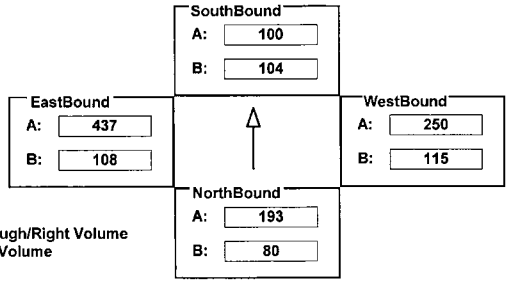
AM/PM: AM Comments:

COUNT DATE: STUDY 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	580	71	104	299	17	115	315	184	108	755	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	580	71	104	299	17	115	315	184	108	755	118
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	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)

$$V/C = \frac{193 + 104 + 115 + 437}{*1500} = 0.496 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: I-405 SB RAMPS N/O CENTURY I/S No: 111

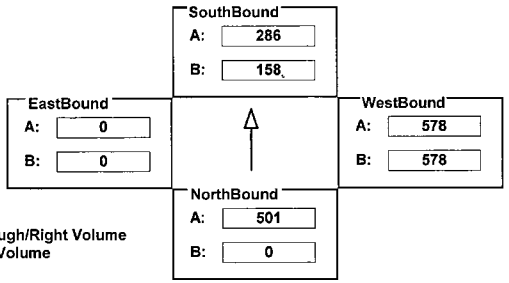
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1354	217	158	782	0	1767	0	217	0	0	0
AMBIENT		150			75		-250					
RELATED												
PROJECT												
TOTAL	0	1504	217	158	857	0	1517	0	217	0	0	0
LANE	0	0	3	0	0	1	0	1	0	3	0	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		OLA		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)

$$V/C = \frac{501 + 158 + 578 + 0}{*1500} = 0.755 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: I-405 NB OFF-RAMP W/E: CENTURY BLVD I/S No: 307

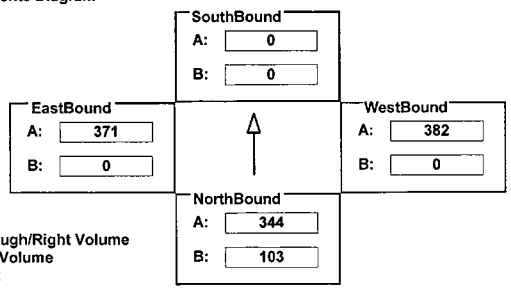
AM/PM: AM Comments:

COUNT DATE: STUDY 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	0	344	0	0	0	0	1096	0	0	442	1146
AMBIENT	100							50			300	
RELATED												
PROJECT												
TOTAL	186	0	344	0	0	0	0	1146	0	0	742	1146
LANE	2	0	0	0	0	1	0	0	0	0	0	0	0	0	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)

$$V/C = \frac{344 + 0 + 382 + 371}{1500} = 0.484 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: EL SEGUNDO BLVD I/S No: 312

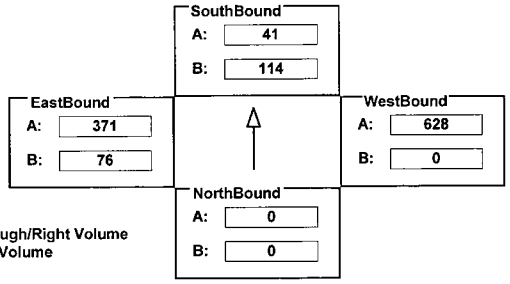
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: 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	144	0	1582	303	76	1114	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	207	0	144	0	1582	303	76	1114	0
LANE	0	0	0	0	0	0	0	2	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{0 + 114 + 628 + 76}{*1425} = 0.504 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN61OP

CalcaDB

February 6, 2003 ,Thursday 12:11:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 120TH ST I/S No: 313

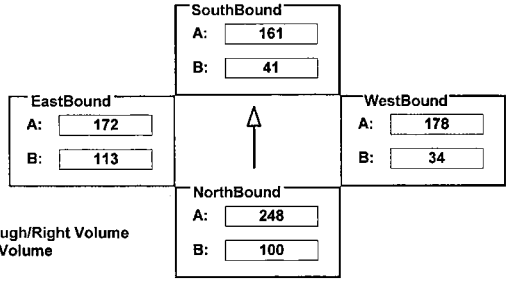
AM/PM: AM Comments:

COUNT DATE: STUDY 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	280	16	41	207	116	34	304	51	113	181	162
AMBIENT		200										
RELATED												
PROJECT												
TOTAL	100	480	16	41	207	116	34	304	51	113	181	162
LANE	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	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)

$$V/C = \frac{248 + 41 + 178 + 113}{1375} = 0.422 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: 104TH ST I/S No: 0

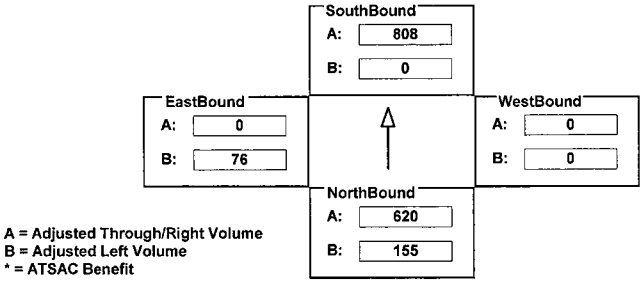
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1361	0	0	2351	72	0	0	0	76	0	97
AMBIENT		500										
RELATED												
PROJECT												
TOTAL	155	1861	0	0	2351	72	0	0	0	76	0	97
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	0	0	1	0	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{155 + 808 + 0 + 76}{*1425} = 0.659 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: BALI WY I/S No: 16

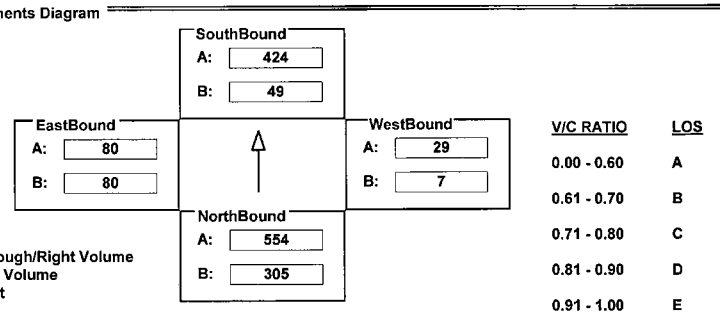
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1325	263	249	1033	276	165	26	208	235	10	100
AMBIENT		175	-175	-200	200		-158	-25	-180			
RELATED												
PROJECT	28	75			-74	-163				-85		-61
TOTAL	305	1575	88	49	1159	113	7	1	28	150	10	39
LANE	1	0	2	0	1	0	0	1	0	2	0	1	0	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)

$$V/C = \frac{305 + 424 + 29 + 80}{*1375} = 0.539 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: CULVER I/S No: 17

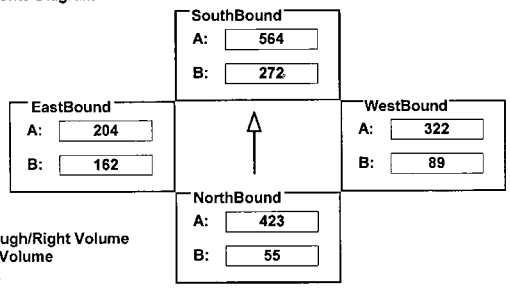
AM/PM: AM Comments:

COUNT DATE: STUDY 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	845	121	272	1128	177	89	403	241	162	364	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	845	121	272	1128	177	89	403	241	162	364	44
LANE	1	0	2	0	0	1	0	1	0	2	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 = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{423 + 272 + 322 + 162}{*1500} = 0.716 \qquad LOS = C$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: CENTINELA AV I/S No: 20

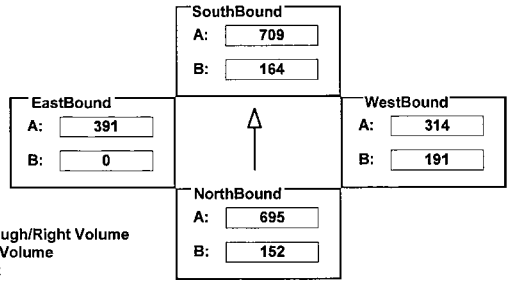
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1998	86	298	2100	27	347	805	137	2	989	185
AMBIENT												
RELATED												
PROJECT												
TOTAL	276	1998	86	298	2100	27	347	805	137	2	989	185
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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{152 + 709 + 191 + 391}{*1375} = 0.979 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA AV W/E: CENTURY BLVD I/S No: 25

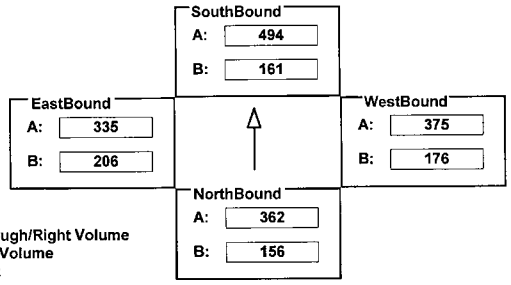
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	283	1339	110	292	1483	111	176	848	277	206	704	302
AMBIENT												
RELATED												
PROJECT												
TOTAL	283	1339	110	292	1483	111	176	848	277	206	704	302
LANE	2	0	3	0	1	0	0	2	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)

$$V/C = \frac{156 + 494 + 375 + 206}{1375} = 0.895$$

LOS = D

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: FIJI WY I/S No: 39

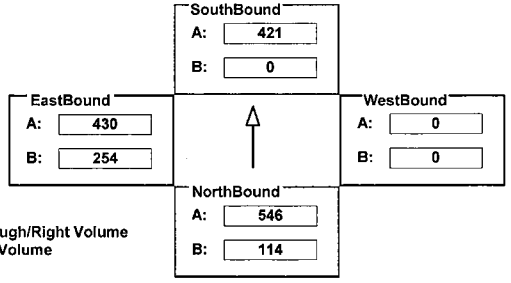
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1575	0	0	1116	319	0	0	0	325	0	435
AMBIENT												
RELATED												
PROJECT	-40	63			-56	-115				-71		52
TOTAL	208	1638	0	0	1060	204	0	0	0	254	0	487
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
SIGNAL	Phasing: Prot-Fix	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)

$$V/C = \frac{546 + 0 + 0 + 430}{*1425} = 0.615$$

LOS = B

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: IMPERIAL HWY I/S No: 42

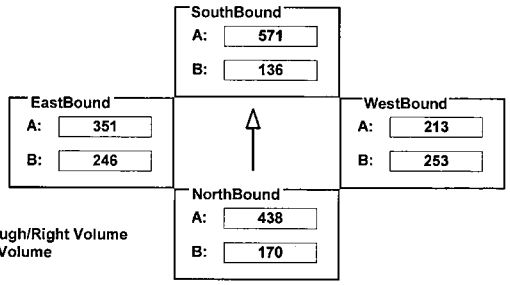
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1315	274	136	1714	329	253	577	63	246	725	327
AMBIENT												
RELATED												
PROJECT												
TOTAL	310	1315	274	136	1714	329	253	577	63	246	725	327
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
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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{170 + 571 + 253 + 351}{*1375} = 0.908 \qquad LOS = E$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA CIENEGA BLVD W/E: LA TIJERA BLVD I/S No: 70

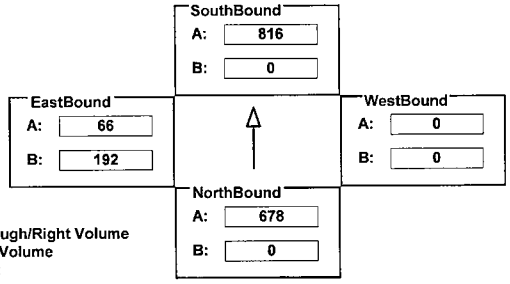
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1969	64	0	2448	658	0	0	0	550	63	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1969	64	0	2448	658	0	0	0	550	63	3
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	0	1	0	0
SIGNAL	Phasing: Perm	RTOR: Auto		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)

$$V/C = \frac{0 + 816 + 0 + 192}{*1500} = 0.602 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MARINA EXPWY I/S No: 89

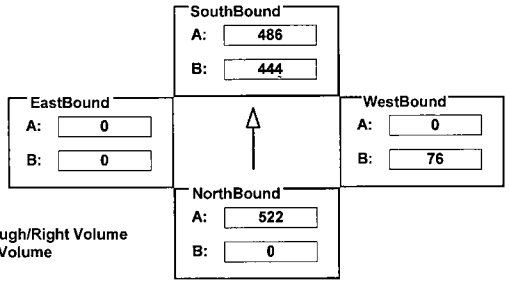
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1738	29	1472	1195	0	359	0	980	0	0	0
AMBIENT				-500	500		-175					
RELATED												
PROJECT	203	-191	-8	-165	-237	223	-46	386	-176	138	353	72
TOTAL	203	1547	21	807	1458	223	138	386	804	138	353	72
LANE	0	0	2	0	1	0	0	2	0	0	0	0	0	2	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	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)

$$V/C = \frac{522 + 444 + 76 + 0}{*1425} = 0.661 \qquad LOS = B$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MAXELLA AV I/S No: 90

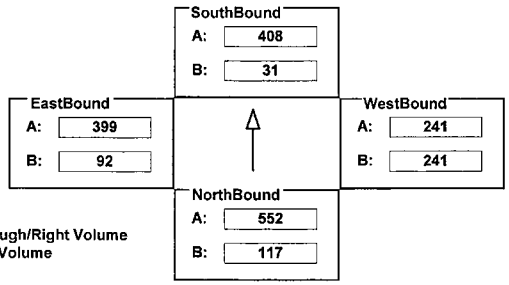
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	587	1659	470	56	1714	91	394	88	57	142	199	557
AMBIENT	-375	200								-50	200	-200
RELATED												
PROJECT		-204			-171							
TOTAL	212	1655	470	56	1543	91	394	88	57	92	399	357
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) + A(E/B)

$$V/C = \frac{552 + 31 + 241 + 399}{*1375} = 0.819 \qquad LOS = D$$

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: MINDANAO WY I/S No: 91

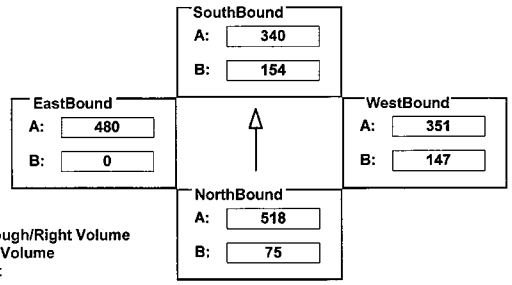
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1654	159	165	1076	56	268	660	214	0	1027	94
AMBIENT												
RELATED												
PROJECT	-15	-99	-9	-11	-75	-36		-172			-144	-17
TOTAL	75	1555	150	154	1001	20	268	488	214	0	883	77
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		
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 = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{518 + 154 + 147 + 480}{*1375} = 0.875$$

LOS = D

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: VENICE BLVD I/S No: 95

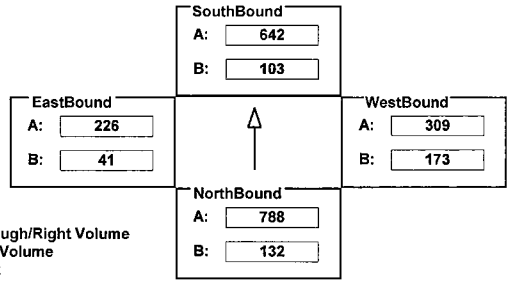
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	240	1095	282	187	1193	90	314	618	136	74	679	158
AMBIENT		200										
RELATED												
PROJECT												
TOTAL	240	1295	282	187	1193	90	314	618	136	74	679	158
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 = B(W/B) + A(E/B)

$$V/C = \frac{788 + 103 + 173 + 226}{*1375} = 0.868$$

LOS = D

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LINCOLN BLVD W/E: WASHINGTON BLVD I/S No: 96

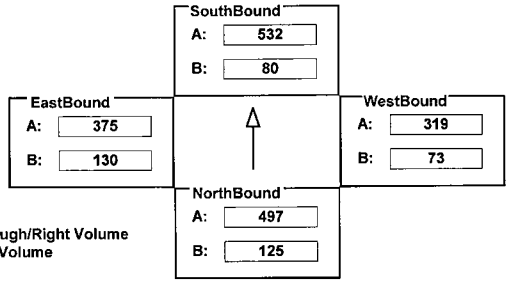
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	672	1079	112	145	1101	196	208	487	201	236	350	558
AMBIENT	-300	300			300		-75	150	-75		400	-400
RELATED												
PROJECT	-145											-58
TOTAL	227	1379	112	145	1401	196	133	637	126	236	750	100
LANE	2	0	2	0	1	0	0	2	0	2	0	1	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)

$$V/C = \frac{125 + 532 + 319 + 130}{*1375} = 0.734 \qquad LOS = C$$

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 EB I/S No: 118

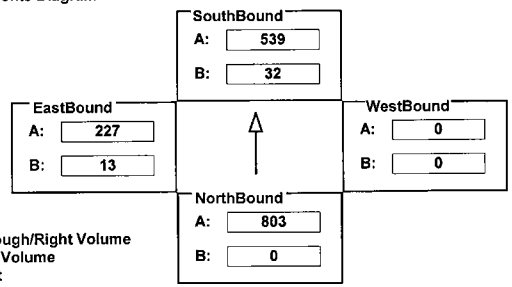
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	880	803	258	1418	0	0	0	0	13	3	438
AMBIENT				-200	200							
RELATED												
PROJECT												
TOTAL	0	880	803	58	1618	0	0	0	0	13	3	438
LANE	0	0	2	0	1	0	0	2	0	3	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>	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) + A(E/B)

$$V/C = \frac{803 + 32 + 0 + 227}{*1425} = 0.675 \qquad LOS = B$$

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: CENTINELA BLVD W/E: ROUTE 90 WB I/S No: 119

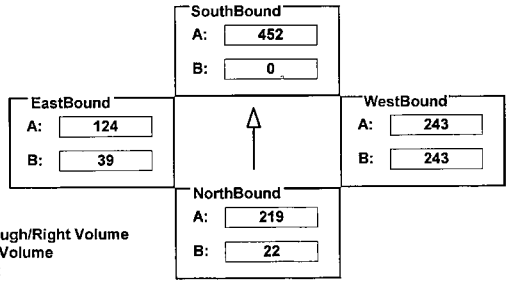
AM/PM: AM Comments:

COUNT DATE: STUDY 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	657	0	0	1303	53	297	34	399	39	0	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	22	657	0	0	1303	53	297	34	399	39	0	85
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	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Free	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)

$$V/C = \frac{22 + 452 + 243 + 124}{*1425} = 0.520 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 79TH/80TH ST I/S No: 136

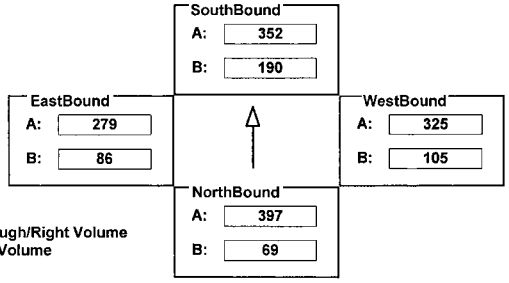
AM/PM: AM Comments:

COUNT DATE: STUDY 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	1104	86	190	1057	127	105	265	177	86	279	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1104	86	190	1057	127	105	265	177	86	279	41
LANE	1	0	2	0	1	0	0	1	0	3	0	0	1	0	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)

$$V/C = \frac{397 + 190 + 325 + 86}{*1500} = 0.595 \qquad LOS = A$$

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: SEPULVEDA BLVD W/E: 83RD ST I/S No: 137

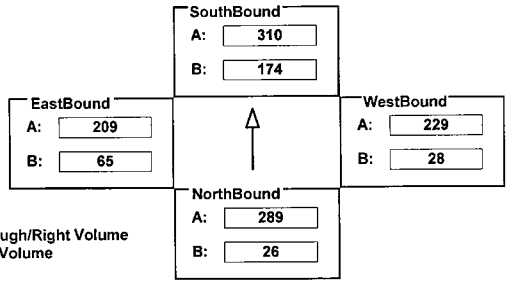
AM/PM: AM Comments:

COUNT DATE: STUDY 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	868	35	174	852	77	28	223	229	65	209	14
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	868	35	174	852	77	28	223	229	65	209	14
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	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)

$$V/C = \frac{289 + 174 + 229 + 65}{*1500} = 0.435 \qquad LOS = A$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: HAWTHORNE BLVD W/E: LENNOX BLVD I/S No: 309

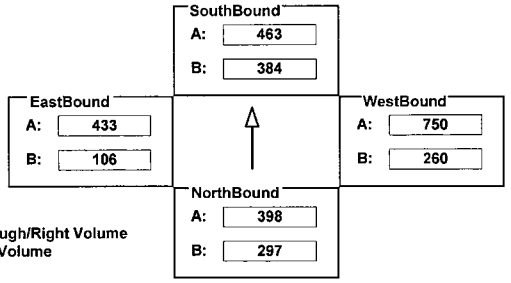
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	297	1195	124	384	1256	133	260	750	286	106	718	149
AMBIENT												
RELATED												
PROJECT												
TOTAL	297	1195	124	384	1256	133	260	750	286	106	718	149
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		
	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)

$$V/C = \frac{398 + 384 + 750 + 106}{1500} = 1.092 \qquad LOS = F$$

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD AV W/E: LENNOX BLVD I/S No: 310

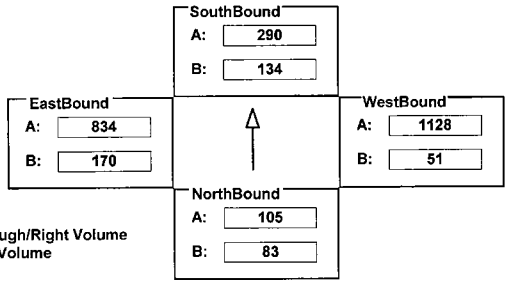
AM/PM: AM Comments:

COUNT DATE: STUDY 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	105	39	134	206	290	51	989	138	170	690	144
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	105	39	134	206	290	51	989	138	170	690	144
LANE	1	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	0	1	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



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 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)

$$V/C = \frac{83 + 290 + 1128 + 170}{1500} = 1.114$$

LOS = F

Developed by Chun Wong, 12/94

FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: ARBOR VITAE I/S No: 502

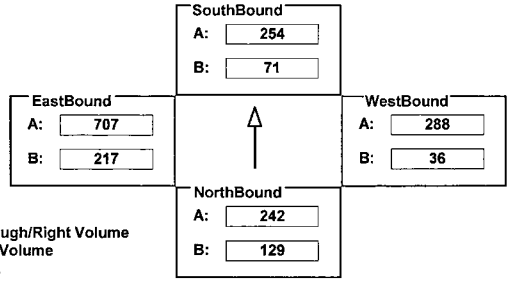
AM/PM: AM Comments:

COUNT DATE: STUDY 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	207	35	71	254	186	36	526	51	217	1090	324
AMBIENT												
RELATED												
PROJECT												
TOTAL	129	207	35	71	254	186	36	526	51	217	1090	324
LANE	1	0	0	0	1	0	0	1	0	1	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 = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{129 + 254 + 36 + 707}{1500} = 0.751$$

LOS = C

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: CENTURY I/S No: 503

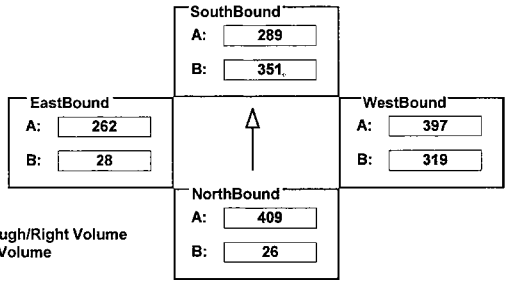
AM/PM: AM Comments:

COUNT DATE: STUDY 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	106	303	351	261	28	319	960	230	28	756	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	106	303	351	261	28	319	960	230	28	756	28
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)

$$V/C = \frac{409 + 351 + 319 + 262}{1500} = 0.894 \qquad LOS = D$$

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FIN24OP

CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: INGLEWOOD W/E: IMPERIAL I/S No: 505

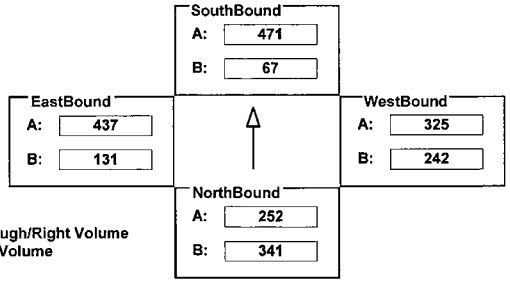
AM/PM: AM Comments:

COUNT DATE: STUDY 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	252	184	67	399	72	242	907	69	131	1048	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	341	252	184	67	399	72	242	907	69	131	1048	264
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)

$$V/C = \frac{341 + 471 + 242 + 437}{1500} = 0.994 \qquad LOS = E$$

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CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: LA BREA W/E: ARBOR VITAE I/S No: 506

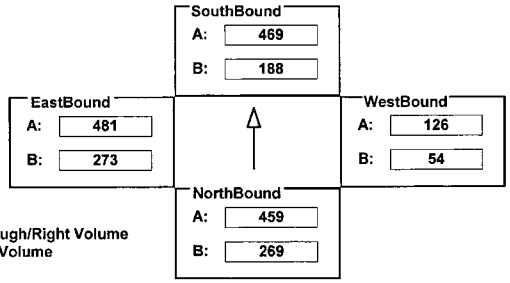
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	269	1330	46	188	1406	101	54	252	94	273	481	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	269	1330	46	188	1406	101	54	252	94	273	481	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	Prot-Var	Auto		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 = B(W/B) + A(E/B)

$$V/C = \frac{269 + 469 + 54 + 481}{*1375} = 0.856 \qquad LOS = D$$

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CalcaDB

February 6, 2003 ,Thursday 12:13:33 PM

INTERSECTION DATA SUMMARY SHEET

N/S: PRAIRIE W/E: LENNOX I/S No: 510

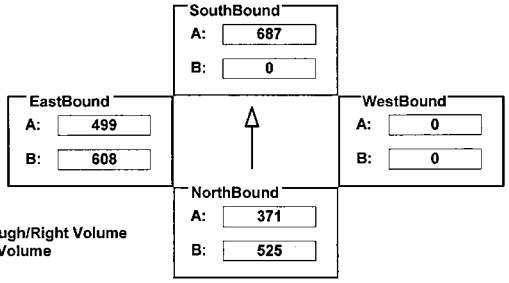
AM/PM: AM Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	525	1113	0	0	1239	687	0	0	0	608	0	499
AMBIENT												
RELATED												
PROJECT												
TOTAL	525	1113	0	0	1239	687	0	0	0	608	0	499
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		
	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)

$$V/C = \frac{525 + 687 + 0 + 608}{1425} = 1.277 \qquad LOS = F$$

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