APPENDIX D

Construction Surface Transportation: Study Area Intersections and Construction Vehicle Haul Routes Analysis

Attachment 1
WEST AIRCRAFT MAINTENANCE AREA (WAMA)
PROJECT EIR

Study Area Intersection Geometries

September 2013

Prepared for:

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

Prepared by:

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1. INTERSECTION GEOMETRY

Attachment 1 provides the geometry for each of the 29 intersections included in the Traffic Study.

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2013)

WAMA EIR

Lane Geometry Report

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

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

Figure 2 TRAFFIX Lane Geometry Report (2018 plus Other)

WAMA EIR

Lane Geometry Report

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

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

Figure 3 TRAFFIX Lane Geometry Report (2018 plus Other plus WAMA)

WAMA EIR

Lane Geometry Report

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

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

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2013 plus WAMA)

WAMA EIR

Lane Geometry Report

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

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

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Attachment 2
WEST AIRCRAFT MAINTENANCE AREA (WAMA)
PROJECT EIR

Study Area Intersection Volumes

September 2013

Prepared for:

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

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TRAFFIX Intersection Volume Reports

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1. INTERSECTION VOLUMES

Attachment 2 includes the intersection volumes used in the traffic analysis summary tables.

LAX WAMA – Baseline (2013)

LAX WAMA – 2018 Without Project

LAX WAMA – 2018 With Project

LAX WAMA – Baseline (2013) plus Project

TRAFFIX Intersection Volume Report

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-AM Peak

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

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Baseline 2013-AM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	434	343	33	67	149	72	74	781	230	66	1297	108
2	IMPERIAL HWY.	137	254	81	208	126	50	45	152	48	187	524	632
3	AVIATION BLVD	15	771	50	41	356	39	23	18	12	24	27	75
4	La CIENEGA BL	88	153	109	53	145	573	58	517	263	244	1897	319
5	CENTURY BLVD.	0	2397	19	0	805	43	0	0	0	191	73	176
6	CENTURY BLVD.	561	0	71	0	0	0	5	309	381	0	1913	0
7	IMPERIAL HWY.	20	8	32	50	44	5	19	239	163	149	376	79
8	SEPULVEDA @ H	0	844	696	45	276	0	0	0	0	540	0	164
9	IMPERIAL HWY.	31	103	93	40	57	168	154	298	64	27	410	299
10	IMPERIAL HWY	199	0	357	3	1	1	0	467	51	271	925	1
11	IMPERIAL HWY	1	0	1	298	0	40	64	219	1	9	322	795
12	IMPERIAL HWY	61	995	443	162	1114	12	108	123	52	72	97	187
13	IMPERIAL HWY	15	0	13	248	734	516	0	264	54	43	345	0
14	IMPERIAL HWY.	836	0	361	0	0	0	0	208	307	82	533	0
15	IMPERIAL HWY.	200	0	25	0	0	0	0	233	193	0	534	572
16	La CIENEGA BL	0	343	31	17	190	34	0	0	0	70	0	129
17	La CIENEGA BL	137	354	0	0	180	93	38	0	52	0	0	0
18	La CIENEGA BL	2	354	71	91	160	0	0	0	0	654	0	44
19	La CIENEGA BL	0	298	27	216	224	12	0	0	1	0	0	58
20	La CIENEGA BL	6	446	92	29	210	0	0	0	1	74	0	54
21	SEPULVEDA BLV	20	984	66	22	740	30	40	54	41	168	73	16
22	SEPULVEDA BLV	1202	1214	100	0	961	8	0	0	647	0	0	4
23	SEPULVEDA BLV	60	965	32	59	787	28	77	157	42	41	293	139
24	WESTCHESTER P	0	339	184	45	261	0	0	0	0	155	0	16
25	SEPULVEDA BLV	128	1064	24	62	863	56	13	51	41	59	94	79
26	SEPULVEDA @ 7	17	1207	8	13	768	37	239	13	24	10	4	64
27	SEPULVEDA BLV	24	1085	4	5	735	42	64	14	40	13	17	36
28	SEPULVEDA BLV	11	1036	4	5	744	12	39	6	11	8	7	24
29	La CIENEGA BL	123	309	6	7	189	43	9	1	57	1	0	6

```
Baseline 2013-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-PM Peak

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

```
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```

Baseline 2013-PM Peak Thu Aug 22, 2013 10:40:07 Page 2-1

West Aircraft Maintenance Area

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	337	387	106	89	428	97	143	1416	364	69	842	105
2	IMPERIAL HWY.	110	325	254	427	457	126	137	792	147	164	359	421
3	AVIATION BLVD	26	703	90	71	868	74	66	55	29	71	26	103
4	La CIENEGA BL	98	269	418	404	554	335	120	1061	608	80	1135	132
5	CENTURY BLVD.	0	2776	24	0	2315	61	0	0	0	473	73	188
6	CENTURY BLVD.	380	0	244	0	0	4	5	1286	573	0	966	0
7	IMPERIAL HWY.	124	17	240	88	33	30	42	755	99	77	348	59
8	SEPULVEDA @ H	0	1206	449	358	1389	0	0	0	0	641	0	203
9	IMPERIAL HWY.	95	160	498	273	328	274	168	817	114	41	291	187
10	IMPERIAL HWY	146	1	385	4	0	0	0	782	248	454	500	0
11	IMPERIAL HWY	2	0	8	669	0	151	108	355	0	0	225	438
12	IMPERIAL HWY	116	1297	907	318	1934	19	124	229	142	133	152	326
13	IMPERIAL HWY	70	0	130	94	171	129	0	686	49	36	541	0
14	IMPERIAL HWY.	387	0	200	0	0	0	0	959	621	267	493	0
15	IMPERIAL HWY.	194	0	213	0	0	0	0	1411	188	0	332	211
16	La CIENEGA BL	1	448	179	147	617	8	0	0	0	73	0	75
17	La CIENEGA BL	122	432	0	0	602	107	166	0	185	0	0	0
18	La CIENEGA BL	1	517	74	171	565	0	0	0	0	589	0	154
19	La CIENEGA BL	0	492	40	392	669	7	0	0	5	0	0	244
20	La CIENEGA BL	8	468	41	69	720	0	0	0	0	170	0	107
21	SEPULVEDA BLV	127	1133	222	89	1250	103	87	308	104	242	204	91
22	SEPULVEDA BLV	1258	1494	241	0	1710	28	0	0	1413	0	0	22
23	SEPULVEDA BLV	125	1157	91	242	1187	175	194	675	112	85	479	200
24	WESTCHESTER P	0	382	248	55	395	0	0	0	0	182	0	78
25	SEPULVEDA BLV	180	1276	60	187	1416	57	62	227	89	179	228	145
26	SEPULVEDA @ 7	39	1417	34	115	1722	259	194	63	74	36	45	47
27	SEPULVEDA BLV	97	1279	21	37	1761	169	116	92	105	26	42	32
28	SEPULVEDA BLV	39	1333	14	42	1790	59	49	44	37	6	35	22
29	La CIENEGA BL	91	436	7	41	599	57	74	1	173	11	2	8

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```
Future 2018 Without Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018-AM Peak

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

```
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```

Future 2018 Without Project-AM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	558	459	36	123	175	79	92	911	254	73	1726	196
2	IMPERIAL HWY.	198	288	89	230	139	65	52	168	53	206	787	847
3	AVIATION BLVD	17	1011	55	45	403	43	25	20	13	26	30	83
4	La CIENEGA BL	149	169	120	59	164	633	64	620	339	269	2414	352
5	CENTURY BLVD.	0	3605	21	0	988	47	0	0	0	223	81	399
6	CENTURY BLVD.	761	0	78	0	0	0	6	341	470	0	2290	0
7	IMPERIAL HWY.	29	9	36	55	49	6	21	265	180	165	680	87
8	SEPULVEDA @ H	0	932	807	50	471	0	0	0	0	1093	0	181
9	IMPERIAL HWY.	35	115	103	44	63	190	170	329	71	30	543	378
10	IMPERIAL HWY	221	0	396	3	1	1	0	652	56	299	1821	1
11	IMPERIAL HWY	1	0	1	465	0	44	71	242	1	10	356	1679
12	IMPERIAL HWY	87	1218	489	179	1230	13	121	136	57	79	198	395
13	IMPERIAL HWY	25	0	15	274	810	570	0	291	60	47	653	0
14	IMPERIAL HWY.	1184	0	399	0	0	0	0	230	339	91	684	0
15	IMPERIAL HWY.	221	0	28	0	0	0	0	257	213	0	728	632
16	La CIENEGA BL	0	429	34	19	214	38	0	0	0	78	0	144
17	La CIENEGA BL	151	441	0	0	204	103	42	0	57	0	0	0
18	La CIENEGA BL	2	391	78	100	181	0	0	0	0	722	0	68
19	La CIENEGA BL	0	381	30	287	251	13	0	0	1	0	0	64
20	La CIENEGA BL	7	542	102	32	237	0	0	0	1	82	0	60
21	SEPULVEDA BLV	22	1086	73	24	1480	33	83	60	144	195	91	18
22	SEPULVEDA BLV	1375	2456	110	0	1160	9	0	0	714	0	0	4
23	SEPULVEDA BLV	66	1104	35	65	1532	31	85	173	46	45	323	153
24	WESTCHESTER P	0	374	686	50	288	0	0	0	0	380	0	18
25	SEPULVEDA BLV	1257	1175	26	92	1052	711	14	56	45	65	118	87
26	SEPULVEDA @ 7	19	1372	9	14	1511	41	264	14	26	11	4	71
27	SEPULVEDA BLV	26	1237	4	6	1474	46	71	15	44	14	19	40
28	SEPULVEDA BLV	12	1183	4	6	1484	13	43	7	12	9	8	26
29	La CIENEGA BL	136	393	7	8	213	47	10	1	63	1	0	7

```
Future 2018 Without Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018-PM Peak

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

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Future 2018 Without Project-PM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	372	437	117	200	563	107	158	2160	471	76	954	140
2	IMPERIAL HWY.	121	359	280	610	513	151	161	1127	209	181	396	465
3	AVIATION BLVD	29	786	99	78	1117	82	73	61	32	78	29	114
4	La CIENEGA BL	108	297	462	446	612	370	132	1398	1144	88	1302	146
5	CENTURY BLVD.	0	3203	26	0	3795	67	0	0	0	534	81	208
6	CENTURY BLVD.	469	0	269	0	0	4	6	1598	682	0	1067	0
7	IMPERIAL HWY.	137	19	265	97	36	33	46	1144	117	86	395	65
8	SEPULVEDA @ H	0	1498	1116	395	1534	0	0	0	0	708	0	224
9	IMPERIAL HWY.	105	177	550	311	363	303	186	1030	127	45	321	206
10	IMPERIAL HWY	161	1	425	4	0	0	0	1640	276	502	688	0
11	IMPERIAL HWY	2	0	9	1518	0	167	119	392	0	0	248	620
12	IMPERIAL HWY	128	1432	1001	589	2263	21	149	340	157	157	168	360
13	IMPERIAL HWY	77	0	144	104	189	142	0	1074	62	41	607	0
14	IMPERIAL HWY.	427	0	221	0	0	0	0	1190	947	295	544	0
15	IMPERIAL HWY.	214	0	235	0	0	0	0	1696	208	0	367	233
16	La CIENEGA BL	1	495	199	164	785	9	0	0	0	81	0	83
17	La CIENEGA BL	135	478	0	0	769	118	183	0	204	0	0	0
18	La CIENEGA BL	1	571	82	189	624	0	0	0	0	650	0	189
19	La CIENEGA BL	0	543	44	799	845	8	0	0	6	0	0	269
20	La CIENEGA BL	9	518	45	169	806	0	0	0	0	188	0	118
21	SEPULVEDA BLV	140	1738	245	98	1380	114	396	364	900	267	225	100
22	SEPULVEDA BLV	1389	1787	266	0	3060	31	0	0	1627	0	0	24
23	SEPULVEDA BLV	138	2064	100	267	1311	193	214	745	124	94	529	221
24	WESTCHESTER P	0	422	506	61	436	0	0	0	0	685	0	86
25	SEPULVEDA BLV	337	1409	66	206	2348	63	445	251	485	198	252	269
26	SEPULVEDA @ 7	43	2351	38	127	1901	286	214	70	82	40	50	52
27	SEPULVEDA BLV	107	2199	23	41	1944	187	128	102	116	29	46	35
28	SEPULVEDA BLV	43	2259	15	46	1976	65	54	49	41	7	39	24
29	La CIENEGA BL	100	481	8	45	767	63	82	1	191	12	2	9

```
Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018-AM Peak

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

```
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```

Future 2018 With Project-AM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	558	459	36	123	175	79	92	911	254	73	1726	196
2	IMPERIAL HWY.	199	288	89	230	139	65	52	168	53	206	788	847
3	AVIATION BLVD	17	1011	55	45	403	43	25	20	13	26	30	83
4	La CIENEGA BL	149	169	120	59	164	633	64	620	339	269	2414	352
5	CENTURY BLVD.	0	3605	21	0	988	47	0	0	0	223	81	399
6	CENTURY BLVD.	761	0	78	0	0	0	6	341	470	0	2290	0
7	IMPERIAL HWY.	29	9	36	55	49	6	21	265	180	165	682	87
8	SEPULVEDA @ H	0	932	807	50	472	0	0	0	0	1096	0	181
9	IMPERIAL HWY.	35	115	103	44	63	190	170	329	71	30	544	378
10	IMPERIAL HWY	221	0	396	3	1	1	0	659	56	299	1839	1
11	IMPERIAL HWY	1	0	1	472	0	44	71	242	1	10	356	1697
12	IMPERIAL HWY	87	1218	489	179	1230	13	121	136	57	79	199	395
13	IMPERIAL HWY	25	0	15	274	810	570	0	291	60	47	655	0
14	IMPERIAL HWY.	1184	0	399	0	0	0	0	230	339	91	685	0
15	IMPERIAL HWY.	221	0	28	0	0	0	0	257	213	0	729	632
16	La CIENEGA BL	0	429	34	19	214	38	0	0	0	78	0	144
17	La CIENEGA BL	151	441	0	0	204	103	42	0	57	0	0	0
18	La CIENEGA BL	2	391	78	100	181	0	0	0	0	722	0	68
19	La CIENEGA BL	0	381	30	287	251	13	0	0	1	0	0	64
20	La CIENEGA BL	7	542	102	32	237	0	0	0	1	82	0	60
21	SEPULVEDA BLV	22	1086	73	24	1484	33	83	60	144	195	91	18
22	SEPULVEDA BLV	1375	2456	110	0	1160	9	0	0	714	0	0	4
23	SEPULVEDA BLV	66	1104	35	65	1536	31	85	173	46	45	323	153
24	WESTCHESTER P	0	374	686	50	288	0	0	0	0	384	0	18
25	SEPULVEDA BLV	1257	1175	26	92	1052	715	14	56	45	65	118	87
26	SEPULVEDA @ 7	19	1372	9	14	1515	41	264	14	26	11	4	71
27	SEPULVEDA BLV	26	1237	4	6	1478	46	71	15	44	14	19	40
28	SEPULVEDA BLV	12	1183	4	6	1488	13	43	7	12	9	8	26
29	La CIENEGA BL	136	393	7	8	213	47	10	1	63	1	0	7

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```
Future 2018 With Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018-PM Peak

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

```
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```

Future 2018 With Project-PM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	372	437	117	200	563	107	158	2161	471	76	954	140
2	IMPERIAL HWY.	121	359	280	610	513	151	161	1127	210	181	396	465
3	AVIATION BLVD	29	786	99	78	1117	82	73	61	32	78	29	114
4	La CIENEGA BL	108	297	462	446	612	370	132	1398	1144	88	1302	146
5	CENTURY BLVD.	0	3203	26	0	3795	67	0	0	0	534	81	208
6	CENTURY BLVD.	469	0	269	0	0	4	6	1598	682	0	1067	0
7	IMPERIAL HWY.	137	19	265	97	36	33	46	1145	117	86	395	65
8	SEPULVEDA @ H	0	1499	1119	395	1534	0	0	0	0	708	0	224
9	IMPERIAL HWY.	105	177	550	311	363	303	186	1031	127	45	321	206
10	IMPERIAL HWY	161	1	425	4	0	0	0	1657	276	502	695	0
11	IMPERIAL HWY	2	0	9	1535	0	167	119	392	0	0	248	627
12	IMPERIAL HWY	128	1432	1001	589	2264	21	149	341	157	157	168	360
13	IMPERIAL HWY	77	0	144	104	189	142	0	1076	62	41	607	0
14	IMPERIAL HWY.	427	0	221	0	0	0	0	1191	947	295	544	0
15	IMPERIAL HWY.	214	0	235	0	0	0	0	1697	208	0	367	233
16	La CIENEGA BL	1	495	199	164	785	9	0	0	0	81	0	83
17	La CIENEGA BL	135	478	0	0	769	118	183	0	204	0	0	0
18	La CIENEGA BL	1	571	82	189	624	0	0	0	0	650	0	189
19	La CIENEGA BL	0	543	44	799	845	8	0	0	6	0	0	269
20	La CIENEGA BL	9	518	45	169	806	0	0	0	0	188	0	118
21	SEPULVEDA BLV	140	1742	245	98	1380	114	396	364	900	267	225	100
22	SEPULVEDA BLV	1389	1787	266	0	3060	31	0	0	1628	0	0	24
23	SEPULVEDA BLV	138	2068	100	267	1311	193	214	745	124	94	529	221
24	WESTCHESTER P	0	422	511	61	436	0	0	0	0	685	0	86
25	SEPULVEDA BLV	337	1409	66	206	2348	63	450	251	485	198	252	269
26	SEPULVEDA @ 7	43	2355	38	127	1901	286	214	70	82	40	50	52
27	SEPULVEDA BLV	107	2203	23	41	1944	187	128	102	116	29	46	35
28	SEPULVEDA BLV	43	2263	15	46	1976	65	54	49	41	7	39	24
29	La CIENEGA BL	100	481	8	45	767	63	82	1	191	12	2	9

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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```

Baseline 2013 plus Project-AM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	434	343	33	67	151	72	74	781	230	66	1302	108
2	IMPERIAL HWY.	140	254	81	208	126	52	45	152	48	187	534	632
3	AVIATION BLVD	15	771	50	41	358	39	23	18	12	24	27	75
4	La CIENEGA BL	88	153	109	53	147	573	58	517	263	244	1902	319
5	CENTURY BLVD.	0	2397	19	0	805	43	0	0	0	196	73	176
6	CENTURY BLVD.	561	0	71	0	0	0	5	309	381	0	1918	0
7	IMPERIAL HWY.	20	8	32	50	44	5	19	239	163	149	391	79
8	SEPULVEDA @ H	0	844	696	45	286	0	0	0	0	574	0	164
9	IMPERIAL HWY.	31	103	93	40	57	170	154	298	64	27	418	299
10	IMPERIAL HWY	199	0	357	3	1	1	0	539	51	271	1114	1
11	IMPERIAL HWY	1	0	1	370	0	40	64	219	1	9	322	984
12	IMPERIAL HWY	69	995	443	162	1114	12	108	123	52	72	113	187
13	IMPERIAL HWY	15	0	13	248	734	516	0	264	54	43	360	0
14	IMPERIAL HWY.	836	0	361	0	0	0	0	208	307	82	543	0
15	IMPERIAL HWY.	200	0	25	0	0	0	0	233	193	0	542	572
16	La CIENEGA BL	0	343	31	17	192	34	0	0	0	70	0	129
17	La CIENEGA BL	137	354	0	0	182	93	38	0	52	0	0	0
18	La CIENEGA BL	2	354	71	91	162	0	0	0	0	654	0	44
19	La CIENEGA BL	0	298	27	216	226	12	0	0	1	0	0	58
20	La CIENEGA BL	6	446	92	29	212	0	0	0	1	74	0	54
21	SEPULVEDA BLV	20	984	66	22	783	30	40	54	41	168	73	16
22	SEPULVEDA BLV	1202	1214	100	0	961	8	0	0	647	0	0	4
23	SEPULVEDA BLV	60	965	32	59	830	28	77	157	42	41	293	139
24	WESTCHESTER P	0	339	184	45	261	0	0	0	0	198	0	16
25	SEPULVEDA BLV	128	1064	24	62	863	99	13	51	41	59	94	79
26	SEPULVEDA @ 7	17	1207	8	13	811	37	239	13	24	10	4	64
27	SEPULVEDA BLV	24	1085	4	5	778	42	64	14	40	13	17	36
28	SEPULVEDA BLV	11	1036	4	5	787	12	39	6	11	8	7	24
29	La CIENEGA BL	123	309	6	7	191	43	9	1	57	1	0	6

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-PM Peak

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

```
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```

Baseline 2013 plus Project-PM Peak

West Aircraft Maintenance Area

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	337	389	106	89	428	97	143	1421	364	69	842	105
2	IMPERIAL HWY.	110	325	254	427	457	126	139	800	150	164	359	421
3	AVIATION BLVD	26	705	90	71	868	74	66	55	29	71	26	103
4	La CIENEGA BL	98	269	418	404	554	335	120	1066	608	80	1135	132
5	CENTURY BLVD.	0	2776	24	0	2323	61	0	0	0	473	73	188
6	CENTURY BLVD.	380	0	244	0	0	4	5	1291	573	0	966	0
7	IMPERIAL HWY.	124	17	240	88	33	30	42	768	99	77	348	59
8	SEPULVEDA @ H	0	1216	483	358	1389	0	0	0	0	641	0	203
9	IMPERIAL HWY.	95	160	498	273	328	274	168	825	114	41	291	187
10	IMPERIAL HWY	146	1	385	4	0	0	0	962	248	454	572	0
11	IMPERIAL HWY	2	0	8	849	0	151	108	355	0	0	225	510
12	IMPERIAL HWY	116	1297	907	318	1942	19	129	243	142	133	152	326
13	IMPERIAL HWY	70	0	130	94	171	129	0	700	49	36	541	0
14	IMPERIAL HWY.	387	0	200	0	0	0	0	967	621	267	493	0
15	IMPERIAL HWY.	194	0	213	0	0	0	0	1419	188	0	332	211
16	La CIENEGA BL	1	448	179	147	617	8	0	0	0	73	0	75
17	La CIENEGA BL	122	432	0	0	602	107	166	0	185	0	0	0
18	La CIENEGA BL	1	517	74	171	565	0	0	0	0	589	0	154
19	La CIENEGA BL	0	492	40	392	669	7	0	0	5	0	0	244
20	La CIENEGA BL	8	468	41	69	720	0	0	0	0	170	0	107
21	SEPULVEDA BLV	127	1176	222	89	1250	103	87	310	104	242	204	91
22	SEPULVEDA BLV	1258	1494	241	0	1710	28	0	0	1421	0	0	22
23	SEPULVEDA BLV	125	1200	91	242	1187	175	194	675	112	85	479	200
24	WESTCHESTER P	0	382	301	55	395	0	0	0	0	182	0	78
25	SEPULVEDA BLV	180	1276	60	187	1416	57	105	227	89	179	228	145
26	SEPULVEDA @ 7	39	1460	34	115	1722	259	194	63	74	36	45	47
27	SEPULVEDA BLV	97	1322	21	37	1761	169	116	92	105	26	42	32
28	SEPULVEDA BLV	39	1376	14	42	1790	59	49	44	37	6	35	22
29	La CIENEGA BL	91	436	7	41	599	57	74	1	173	11	2	8

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Attachment 3
WEST AIRCRAFT MAINTENANCE AREA (WAMA)
PROJECT EIR

Study Area Intersection Capacity Analysis

September 2013

Prepared for:

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

Prepared by:

Ricondo & Associates, Inc.
20 North Clark Street, Suite 1500
Chicago, IL 60602

Table of Contents

TRAFFIX Analysis Reports

Baseline (2013) AM Peak

Baseline (2013) PM Peak

2018 plus Other (Without Project) AM Peak

2018 plus Other (Without Project) PM Peak

2018 plus Other plus WAMA (With Project) AM Peak

2018 plus Other plus WAMA (With Project) PM Peak

Baseline (2013) plus WAMA AM Peak

Baseline (2013) plus WAMA PM Peak

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1. CAPACITY ANALYSIS RESULTS

Attachment 3 provides the capacity analysis results for each condition and scenario evaluated in the traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, construction a.m. peak hour, and construction p.m. peak hour, for the Baseline With and Without Project (2013), and the Cumulative Traffic With and Without Project (March 2018).

TRAFFIX Analysis Reports

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     434  343    33    67  149    72    74  781   230    66 1297   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  434  343    33    67  149    72    74  781   230    66 1297   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   434  343    33    67  149    72    74  781   230    66 1297   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  434  343    33    67  149    72    74  781   230    66 1297   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   477  343    33    74  149    72    74  781   230    66 1297   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.82  0.18  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.69  0.31
Final Sat.:  2750 2509   241  2750 2750  1375  1375 4249  1251  1375 5077   423
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.14  0.14  0.03 0.05  0.05  0.05 0.18  0.18  0.05 0.26  0.26
Crit Vol:     239                  75          74                  351
Crit Moves:  ****                 ****        ****                ****
********************************************************************************
```

```
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```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 A
********************************************************************************
Street Name:           AVIATION BL.                     IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  254    81   208  126    50    45  152    48   187  524   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  254    81   208  126    50    45  152    48   187  524   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  254    81   208  126    50    45  152    48   187  524   632
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  254    81   208  126    50    45  152    48   187  524   632
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   151  254    81   229  126    55    50  152    48   206  524   632
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3135   990  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.09  0.06  0.08 0.05  0.04  0.02 0.05  0.05  0.07 0.13  0.46
Crit Vol:          127           0               25                        632
Crit Moves:       ****         ****             ****                      ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.365
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  771    50    41  356    39    23   18    12    24   27    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  771    50    41  356    39    23   18    12    24   27    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  771    50    41  356    39    23   18    12    24   27    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  771    50    41  356    39    23   18    12    24   27    75
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    15  771    50    41  356    39    23   18    12    24   27    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.88  0.12  1.00 1.80  0.20  1.00 0.60  0.40  1.00 1.00  1.00
Final Sat.:  1375 2583   167  1375 2478   272  1375  825   550  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.30  0.03 0.14  0.14  0.02 0.02  0.02  0.02 0.02  0.05
Crit Vol:          410          41               23                    27
Crit Moves:       ****         ****             ****                  ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.696
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       75                Level Of Service:                 B
********************************************************************************
Street Name:          La CIENEGA BLVD.                    CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88  153   109    53  145   573    58  517   263   244 1897   319
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   88  153   109    53  145   573    58  517   263   244 1897   319
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    88  153   109    53  145   573    58  517   263   244 1897   319
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88  153   109    53  145   573    58  517   263   244 1897   319
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88  153   120    53  145   630    58  517   263   244 1897   319
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.42  0.58
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4708   792
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.04  0.04 0.05  0.23  0.04 0.13  0.19  0.18 0.40  0.40
Crit Vol:      88                      315     0                   554
Crit Moves:  ****                     ****  ****                  ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.494
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2397    19     0  805    43     0    0     0   191   73   176
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2397    19     0  805    43     0    0     0   191   73   176
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2397     0     0  805    43     0    0     0   191   73   176
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2397     0     0  805    43     0    0     0   191   73   176
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2397     0     0  805    43     0    0     0   210   73   194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.48 0.52  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2226  774  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.40  0.00  0.00 0.13  0.03  0.00 0.00  0.00  0.09 0.09  0.06
Crit Vol:          599           0                      0          142
Crit Moves:       ****         ****                                ****
********************************************************************************


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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.634
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                 B
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      561    0    71     0    0     0     5  309   381     0 1913     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   561    0    71     0    0     0     5  309   381     0 1913     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    561    0    71     0    0     0     5  309   381     0 1913     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   561    0    71     0    0     0     5  309   381     0 1913     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:    617    0    71     0    0     0     5  309   419     0 1913     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:   3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.21 0.00  0.05  0.00 0.00  0.00  0.00 0.10  0.14  0.00 0.43  0.00
Crit Vol:      309                 0           5                  638
Crit Moves:   ****                          ****                 ****
******************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    8    32    50   44     5    19  239   163   149  376    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20    8    32    50   44     5    19  239   163   149  376    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20    8    32    50   44     5    19  239   163   149  376    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20    8    32    50   44     5    19  239   163   149  376    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    20    8    35    55   44     6    19  239   163   164  376    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.48  0.52
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3409   716
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.11  0.11
Crit Vol:      20                  104                   163    82
Crit Moves:  ****                ****                  ****  ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.289
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20                Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  844   696    45  276     0     0    0     0   540    0   164
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  844   696    45  276     0     0    0     0   540    0   164
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  844     0    45  276     0     0    0     0   540    0   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  844     0    45  276     0     0    0     0   540    0   164
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  844     0    50  276     0     0    0     0   594    0   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.00  0.02 0.06  0.00  0.00 0.00  0.00  0.13 0.00  0.11
Crit Vol:           211           25                      0          198
Crit Moves:        ****         ****                               ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.261
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  103    93    40   57   168   154  298    64    27  410   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31  103    93    40   57   168   154  298    64    27  410   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31  103    93    40   57   168   154  298    64    27  410   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  103    93    40   57   168   154  298    64    27  410   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    34  103   102    44   57   185   169  298    70    30  410   329
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2070  2055  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.05  0.02 0.04  0.07  0.06 0.07  0.03  0.01 0.10  0.12
Crit Vol:      17                        92    85                        164
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************
```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.569
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                 A
********************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199    0   357     3    1     1     0  467    51   271  925     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199    0   357     3    1     1     0  467    51   271  925     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   199    0     0     3    1     1     0  467    51   271  925     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  199    0     0     3    1     1     0  467    51   271  925     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   219    0     0     3    1     1     0  467    51   298  925     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.16  0.04  0.10 0.32  0.00
Crit Vol:     109                  5              234              463
Crit Moves:  ****                ****            ****            ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.254
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   298    0    40    64  219     1     9  322   795
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   298    0    40    64  219     1     9  322   795
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   298    0    40    64  219     1     9  322   795
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   298    0    40    64  219     1     9  322   795
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   328    0    40    70  219     1     9  322   874
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2837    13  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.12 0.00  0.03  0.02 0.08  0.08  0.01 0.11  0.31
Crit Vol:                 2   164              35                   161
Crit Moves:            ****  ****            ****                 ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.566
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                 A
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61  995   443   162 1114    12   108  123    52    72   97   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  995   443   162 1114    12   108  123    52    72   97   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61  995   443   162 1114    12   108  123    52    72   97   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61  995   443   162 1114    12   108  123    52    72   97   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    61  995   443   178 1114    12   119  123    52    79   97   187
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5441    59  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.24  0.32  0.06 0.20  0.20  0.04 0.03  0.04  0.03 0.02  0.14
Crit Vol:                443    89               59                        187
Crit Moves:             ****  ****             ****                      ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.432
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    0    13   248  734   516     0  264    54    43  345     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15    0    13   248  734   516     0  264    54    43  345     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15    0    13   248  734   516     0  264    54    43  345     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15    0    13   248  734   516     0  264    54    43  345     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    15    0    14   273  734   568     0  264    54    47  345     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2222  2053     0 3549   726  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.19 0.33  0.28  0.00 0.07  0.07  0.02 0.08  0.00
Crit Vol:      15                 471              106            24
Crit Moves:  ****                ****             ****           ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                 A
********************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     836    0   361     0    0     0     0  208   307    82  533     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  836    0   361     0    0     0     0  208   307    82  533     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   836    0   361     0    0     0     0  208   307    82  533     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  836    0   361     0    0     0     0  208   307    82  533     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   920    0   397     0    0     0     0  208   338    90  533     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00  0.14  0.00 0.00  0.00  0.00 0.07  0.12  0.03 0.19  0.00
Crit Vol:     460                    0              104              267
Crit Moves:  ****                                 ****             ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.211
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200    0    25     0    0     0     0  233   193     0  534   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  200    0    25     0    0     0     0  233   193     0  534   572
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   200    0    25     0    0     0     0  233     0     0  534     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  200    0    25     0    0     0     0  233     0     0  534     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   220    0    25     0    0     0     0  233     0     0  534     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2559    0   291     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.09  0.00 0.00  0.00  0.00 0.05  0.00  0.00 0.12  0.00
Crit Vol:     123                    0           0                   178
Crit Moves:  ****                               ****                ****
********************************************************************************
```

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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.234
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  343    31    17  190    34     0    0     0    70    0   129
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  343    31    17  190    34     0    0     0    70    0   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  343    31    17  190    34     0    0     0    70    0   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  343    31    17  190    34     0    0     0    70    0   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  343    31    17  190    34     0    0     0    77    0   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.54  0.46  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2614   236  1425 3626   649     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.01 0.05  0.05  0.00 0.00  0.00  0.03 0.00  0.09
Crit Vol:          187          17                     0                    129
Crit Moves:       ****         ****                                       ****
******************************************************************************
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Baseline 2013-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.198
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  354     0     0  180    93    38    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  354     0     0  180    93    38    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  354     0     0  180    93    38    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  354     0     0  180    93    38    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   137  354     0     0  180    93    42    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.00  0.00 0.06  0.07  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     137                       93                52           0
Crit Moves:  ****                      ****              ****
********************************************************************************
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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  354    71    91  160     0     0    0     0   654    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  354    71    91  160     0     0    0     0   654    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  354    71    91  160     0     0    0     0   654    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  354    71    91  160     0     0    0     0   654    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  354    78    91  160     0     0    0     0   719    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.88 0.00  0.12
Final Sat.:    20 2830  1425  1425 2850     0     0    0     0  2686    0   164
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.05  0.06 0.06  0.00  0.00 0.00  0.00  0.27 0.00  0.27
Crit Vol:         178          91                       0         382
Crit Moves:      ****         ****                               ****
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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.205
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  298    27   216  224    12     0    0     1     0    0    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  298    27   216  224    12     0    0     1     0    0    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  298    27   216  224    12     0    0     1     0    0    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  298    27   216  224    12     0    0     1     0    0    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  298    27   238  224    12     0    0     1     0    0    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2522   228  2750 2610   140     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          163         119                           1          0
Crit Moves:       ****        ****                        ****       ****
********************************************************************************
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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.206
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                 A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  446    92    29  210     0     0    0     1    74    0    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  446    92    29  210     0     0    0     1    74    0    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6  446    92    29  210     0     0    0     1    74    0    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  446    92    29  210     0     0    0     1    74    0    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     6  446    92    29  210     0     0    0     1    81    0    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.06  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          223          29                           1    41
Crit Moves:       ****         ****                        ****  ****
********************************************************************************


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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  984    66    22  740    30    40   54    41   168   73    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  984    66    22  740    30    40   54    41   168   73    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  984    66    22  740    30    40   54    41   168   73    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  984    66    22  740    30    40   54    41   168   73    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    20  984    66    22  740    30    40   54    41   168   73    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.64  0.36
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2256   494
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.05  0.02 0.18  0.02  0.03 0.02  0.03  0.12 0.03  0.03
Crit Vol:          328          22                           41   168
Crit Moves:       ****         ****                        ****  ****
********************************************************************************
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Baseline 2013-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                 A
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1202 1214   100     0  961     8     0    0   647     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1202 1214   100     0  961     8     0    0   647     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1202 1214   100     0  961     8     0    0   647     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1202 1214   100     0  961     8     0    0   647     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1322 1214   100     0  961     8     0    0   712     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.77  0.23  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3950   325     0 5653    47     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.31  0.31  0.00 0.17  0.17  0.00 0.00  0.12  0.00 0.00  0.00
Crit Vol:     331                242                 178     0
Crit Moves:  ****                ****                ****  ****
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Baseline 2013-AM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  965    32    59  787    28    77  157    42    41  293   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  965    32    59  787    28    77  157    42    41  293   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  965    32    59  787    28    77  157    42    41  293   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  965    32    59  787    28    77  157    42    41  293   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    60  965    32    59  787    28    85  157    42    41  293   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1865   885
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.04 0.19  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:          322          59               42                   216
Crit Moves:       ****         ****             ****                 ****
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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.221
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
********************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  339   184    45  261     0     0    0     0   155    0    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  339   184    45  261     0     0    0     0   155    0    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  339   184    45  261     0     0    0     0   155    0    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  339   184    45  261     0     0    0     0   155    0    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  339   184    45  261     0     0    0     0   171    0    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.13  0.03 0.09  0.00  0.00 0.00  0.00  0.06 0.00  0.01
Crit Vol:                184    45                      0          85
Crit Moves:              ****  ****                            ****
********************************************************************************


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```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.379
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1064    24    62  863    56    13   51    41    59   94    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1064    24    62  863    56    13   51    41    59   94    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1064    24    62  863    56    13   51    41    59   94    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1064    24    62  863    56    13   51    41    59   94    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   128 1064    24    62  863    56    13   51    41    59   94    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.09  0.91
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1524  1226  1375 1494  1256
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.26  0.02  0.05 0.21  0.04  0.01 0.03  0.03  0.04 0.06  0.06
Crit Vol:          355          62                   46          59
Crit Moves:       ****         ****                 ****        ****
********************************************************************************
```

```
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```

```
Baseline 2013-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17 1207     8    13  768    37   239   13    24    10    4    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17 1207     8    13  768    37   239   13    24    10    4    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1207     8    13  768    37   239   13    24    10    4    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1207     8    13  768    37   239   13    24    10    4    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1207     8    13  768    37   263   13    24    10    4    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.27  0.01  0.01 0.17  0.02  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          402          13               131                        64
Crit Moves:       ****         ****             ****                       ****
******************************************************************************


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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.323
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       21               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24 1085     4     5  735    42    64   14    40    13   17    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   24 1085     4     5  735    42    64   14    40    13   17    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24 1085     4     5  735    42    64   14    40    13   17    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24 1085     4     5  735    42    64   14    40    13   17    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    24 1085     4     5  735    42    64   14    40    13   17    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4483    17  1500 4500  1500  1500 1500  1500  1500  481  1019
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24  0.24  0.00 0.16  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:           363           5               64                   53
Crit Moves:        ****         ****             ****                 ****
********************************************************************************
```

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Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.281
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20                Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11 1036     4     5  744    12    39    6    11     8    7    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11 1036     4     5  744    12    39    6    11     8    7    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11 1036     4     5  744    12    39    6    11     8    7    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11 1036     4     5  744    12    39    6    11     8    7    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    11 1036     4     5  744    12    39    6    11     8    7    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.95  0.05  0.69 0.11  0.20  1.00 0.23  0.77
Final Sat.:  1500 4483    17  1500 4429    71  1045  161   295  1500  339  1161
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.23  0.23  0.00 0.17  0.17  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:          347           5               39                   31
Crit Moves:       ****         ****             ****                 ****
********************************************************************************
```

```
Baseline 2013-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.181
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  309     6     7  189    43     9    1    57     1    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  309     6     7  189    43     9    1    57     1    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  309     6     7  189    43     9    1    57     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  309     6     7  189    43     9    1    57     1    0     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   123  309     6     7  189    43     9    1    57     1    0     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.44  0.56  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2796    54  1425 3483   792  1425 1425  1425   204    0  1221
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.11  0.00 0.05  0.05  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     123                  77                    57     1
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************
```

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```
Baseline 2013-PM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-PM Peak

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

```
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```

```
Baseline 2013-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.664
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                  B
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     337  387   106    89  428    97   143 1416   364    69  842   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  387   106    89  428    97   143 1416   364    69  842   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337  387   106    89  428    97   143 1416   364    69  842   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337  387   106    89  428    97   143 1416   364    69  842   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   371  387   106    98  428    97   143 1416   364    69  842   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.57  0.43  2.00 2.00  1.00  1.00 3.18  0.82  1.00 3.56  0.44
Final Sat.:  2750 2159   591  2750 2750  1375  1375 4375  1125  1375 4890   610
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.18  0.18  0.04 0.16  0.07  0.10 0.32  0.32  0.05 0.17  0.17
Crit Vol:     185                  214              445          69
Crit Moves:  ****                 ****             ****         ****
********************************************************************************


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```
Baseline 2013-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.582
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                 A
********************************************************************************
Street Name:           AVIATION BL.                      IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  325   254   427  457   126   137  792   147   164  359   421
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  110  325   254   427  457   126   137  792   147   164  359   421
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   110  325   254   427  457   126   137  792   147   164  359   421
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  325   254   427  457   126   137  792   147   164  359   421
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   121  325   254   470  457   139   151  792   147   180  359   421
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.53  0.47  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3479   646  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.18  0.17 0.17  0.10  0.05 0.23  0.23  0.07 0.09  0.31
Crit Vol:          163         235                 313          90
Crit Moves:       ****        ****                ****        ****
********************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                       West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  703    90    71  868    74    66   55    29    71   26   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  703    90    71  868    74    66   55    29    71   26   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  703    90    71  868    74    66   55    29    71   26   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  703    90    71  868    74    66   55    29    71   26   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26  703    90    71  868    74    66   55    29    71   26   103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.77  0.23  1.00 1.84  0.16  1.00 0.65  0.35  1.00 1.00  1.00
Final Sat.:  1375 2438   312  1375 2534   216  1375  900   475  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.29  0.05 0.34  0.34  0.05 0.06  0.06  0.05 0.02  0.07
Crit Vol:      26                  471              84           71
Crit Moves:  ****                ****             ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      98  269   418   404  554   335   120 1061   608    80 1135   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   98  269   418   404  554   335   120 1061   608    80 1135   132
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    98  269   418   404  554   335   120 1061   608    80 1135   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   98  269   418   404  554   335   120 1061   608    80 1135   132
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    98  269   460   404  554   369   120 1061   608    80 1135   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.58  0.42
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4927   573
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.29 0.20  0.13  0.09 0.26  0.44  0.06 0.23  0.23
Crit Vol:                230   404                       608     0
Crit Moves:              ****  ****                      ****  ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.660
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2776    24     0 2315    61     0    0     0   473   73   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2776    24     0 2315    61     0    0     0   473   73   188
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2776     0     0 2315    61     0    0     0   473   73   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2776     0     0 2315    61     0    0     0   473   73   188
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2776     0     0 2315    61     0    0     0   520   73   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.75 0.25  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2631  369  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46  0.00  0.00 0.39  0.04  0.00 0.00  0.00  0.20 0.20  0.07
Crit Vol:          694           0                      0          297
Crit Moves:       ****         ****                                ****
******************************************************************************
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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.459
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     380    0   244     0    0     4     5 1286   573     0  966     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  380    0   244     0    0     4     5 1286   573     0  966     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   380    0   244     0    0     4     5 1286   573     0  966     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380    0   244     0    0     4     5 1286   573     0  966     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   418    0   244     0    0     4     5 1286   630     0  966     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.68  1.32  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4027  1973     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.16  0.00 0.00  0.00  0.00 0.32  0.32  0.00 0.21  0.00
Crit Vol:     209                    0              479            0
Crit Moves:  ****                 ****             ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   17   240    88   33    30    42  755    99    77  348    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124   17   240    88   33    30    42  755    99    77  348    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124   17   240    88   33    30    42  755    99    77  348    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   17   240    88   33    30    42  755    99    77  348    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   124   17   264    97   33    33    42  755    99    85  348    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.78 0.22  1.00  1.00 2.65  0.35  2.00 2.57  0.43
Final Sat.:  1375 1375  2750  2453  297  1375  1375 3647   478  2750 3527   598
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.01  0.10  0.04 0.11  0.02  0.03 0.21  0.21  0.03 0.10  0.10
Crit Vol:                132        153              285          42
Crit Moves:              ****       ****             ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.489
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1206   449   358 1389     0     0    0     0   641    0   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1206   449   358 1389     0     0    0     0   641    0   203
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1206     0   358 1389     0     0    0     0   641    0   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1206     0   358 1389     0     0    0     0   641    0   203
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1206     0   394 1389     0     0    0     0   705    0   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.00  0.13 0.31  0.00  0.00 0.00  0.00  0.16 0.00  0.14
Crit Vol:          302         197                      0         235
Crit Moves:       ****        ****                               ****
******************************************************************************
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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.523
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      95  160   498   273  328   274   168  817   114    41  291   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  160   498   273  328   274   168  817   114    41  291   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    95  160   498   273  328   274   168  817   114    41  291   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  160   498   273  328   274   168  817   114    41  291   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   104  160   548   300  328   301   185  817   125    45  291   206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.20  0.11 0.15  0.15  0.07 0.20  0.05  0.02 0.07  0.07
Crit Vol:                274   150                  272          23
Crit Moves:              ****  ****                 ****         ****
******************************************************************************
```

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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.509
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                 A
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     146    1   385     4    0     0     0  782   248   454  500     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  146    1   385     4    0     0     0  782   248   454  500     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146    1     0     4    0     0     0  782   248   454  500     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    1     0     4    0     0     0  782   248   454  500     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   161    1     0     4    0     0     0  782   248   499  500     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2832   18  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.27  0.17  0.18 0.18  0.00
Crit Vol:      81               4                  391          250
Crit Moves:  ****             ****                ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.386
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     8   669    0   151   108  355     0     0  225   438
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     8   669    0   151   108  355     0     0  225   438
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     8   669    0   151   108  355     0     0  225   438
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8   669    0   151   108  355     0     0  225   438
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     8   736    0   151   119  355     0     0  225   482
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.00  0.80  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   285    0  1140  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.26 0.00  0.11  0.04 0.12  0.00  0.00 0.08  0.17
Crit Vol:                 10   368              59                   113
Crit Moves:              ****  ****            ****                 ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.074
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     116 1297   907   318 1934    19   124  229   142   133  152   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1297   907   318 1934    19   124  229   142   133  152   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116 1297   907   318 1934    19   124  229   142   133  152   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116 1297   907   318 1934    19   124  229   142   133  152   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   116 1297   907   350 1934    19   136  229   142   146  152   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5446    54  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.31  0.66  0.13 0.36  0.36  0.05 0.06  0.10  0.05 0.04  0.24
Crit Vol:                907   175               68                       326
Crit Moves:              ****  ****             ****                     ****
******************************************************************************


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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.309
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70    0   130    94  171   129     0  686    49    36  541     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70    0   130    94  171   129     0  686    49    36  541     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70    0   130    94  171   129     0  686    49    36  541     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70    0   130    94  171   129     0  686    49    36  541     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    70    0   143   103  171   142     0  686    49    40  541     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.80  0.20  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2336  1939     0 3990   285  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05  0.07 0.07  0.07  0.00 0.17  0.17  0.01 0.13  0.00
Crit Vol:                72        104              245          20
Crit Moves:             ****      ****             ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                 A
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     387    0   200     0    0     0     0  959   621   267  493     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  387    0   200     0    0     0     0  959   621   267  493     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   387    0   200     0    0     0     0  959   621   267  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  387    0   200     0    0     0     0  959   621   267  493     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   426    0   220     0    0     0     0  959   683   294  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.34  1.66  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3329  2371  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.08  0.00 0.00  0.00  0.00 0.29  0.29  0.10 0.17  0.00
Crit Vol:     213                    0              411          147
Crit Moves:  ****                                  ****         ****
******************************************************************************
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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     194    0   213     0    0     0     0 1411   188     0  332   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  194    0   213     0    0     0     0 1411   188     0  332   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   194    0   213     0    0     0     0 1411     0     0  332     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  194    0   213     0    0     0     0 1411     0     0  332     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   213    0   213     0    0     0     0 1411     0     0  332     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.15  0.00 0.00  0.00  0.00 0.33  0.00  0.00 0.08  0.00
Crit Vol:     213                    0              470           0
Crit Moves:  ****                                  ****         ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.376
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  448   179   147  617     8     0    0     0    73    0    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  448   179   147  617     8     0    0     0    73    0    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  448   179   147  617     8     0    0     0    73    0    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  448   179   147  617     8     0    0     0    73    0    75
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  448   179   147  617     8     0    0     0    80    0    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     5 2033   812  1425 4220    55     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.22  0.10 0.15  0.15  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:           314          147                      0                   75
Crit Moves:        ****         ****                                        ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.381
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     122  432     0     0  602   107   166    0   185     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  122  432     0     0  602   107   166    0   185     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122  432     0     0  602   107   166    0   185     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122  432     0     0  602   107   166    0   185     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   122  432     0     0  602   107   183    0   185     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.55  0.45  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3630   645  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.15  0.00  0.00 0.17  0.17  0.06 0.00  0.13  0.00 0.00  0.00
Crit Vol:     122                  236                   185           0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  517    74   171  565     0     0    0     0   589    0   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  517    74   171  565     0     0    0     0   589    0   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  517    74   171  565     0     0    0     0   589    0   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  517    74   171  565     0     0    0     0   589    0   154
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  517    81   171  565     0     0    0     0   648    0   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2303    0   547
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18  0.06  0.12 0.20  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:       1                283                0                   401
Crit Moves:  ****                ****                                ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.354
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  492    40   392  669     7     0    0     5     0    0   244
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  492    40   392  669     7     0    0     5     0    0   244
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  492    40   392  669     7     0    0     5     0    0   244
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  492    40   392  669     7     0    0     5     0    0   244
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  492    40   431  669     7     0    0     5     0    0   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2543   207  2750 2722    28     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.19  0.16 0.25  0.25  0.00 0.00  0.00  0.00 0.00  0.10
Crit Vol:           266          216                            5           0
Crit Moves:        ****         ****                         ****        ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.288
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8  468    41    69  720     0     0    0     0   170    0   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  468    41    69  720     0     0    0     0   170    0   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  468    41    69  720     0     0    0     0   170    0   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  468    41    69  720     0     0    0     0   170    0   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     8  468    41    69  720     0     0    0     0   187    0   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.16  0.03  0.05 0.17  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          234          69                     0                    107
Crit Moves:       ****         ****                                       ****
******************************************************************************
```

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.683
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127 1133   222    89 1250   103    87  308   104   242  204    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127 1133   222    89 1250   103    87  308   104   242  204    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127 1133   222    89 1250   103    87  308   104   242  204    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127 1133   222    89 1250   103    87  308   104   242  204    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127 1133   222    89 1250   103    87  308   104   242  204    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1902   848
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.27  0.16  0.06 0.30  0.07  0.06 0.11  0.08  0.18 0.11  0.11
Crit Vol:     127                417              154              242
Crit Moves:  ****               ****             ****             ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.820
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104                Level Of Service:                 D
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1258 1494   241     0 1710    28     0    0  1413     0    0    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1258 1494   241     0 1710    28     0    0  1413     0    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1384 1494   241     0 1710    28     0    0  1554     0    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.58  0.42  0.00 3.94  0.06  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3681   594     0 5608    92     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.41  0.41  0.00 0.30  0.30  0.00 0.00  0.27  0.00 0.00  0.02
Crit Vol:     346                435                389     0
Crit Moves:  ****                ****               ****  ****
******************************************************************************
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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.781
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104               Level Of Service:                 C
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     125 1157    91   242 1187   175   194  675   112    85  479   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  125 1157    91   242 1187   175   194  675   112    85  479   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   125 1157    91   242 1187   175   194  675   112    85  479   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1157    91   242 1187   175   194  675   112    85  479   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   125 1157    91   242 1187   175   213  675   112    85  479   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.28  0.07  0.18 0.29  0.13  0.08 0.25  0.08  0.06 0.25  0.25
Crit Vol:          386         242              107                   340
Crit Moves:       ****        ****             ****                  ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.283
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  382   248    55  395     0     0    0     0   182    0    78
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  382   248    55  395     0     0    0     0   182    0    78
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  382   248    55  395     0     0    0     0   182    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  382   248    55  395     0     0    0     0   182    0    78
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  382   248    55  395     0     0    0     0   200    0    78
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.17  0.04 0.14  0.00  0.00 0.00  0.00  0.07 0.00  0.05
Crit Vol:                248    55                      0          100
Crit Moves:             ****  ****                               ****
******************************************************************************
```

```
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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.719
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81               Level Of Service:                  C
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180 1276    60   187 1416    57    62  227    89   179  228   145
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180 1276    60   187 1416    57    62  227    89   179  228   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   180 1276    60   187 1416    57    62  227    89   179  228   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  180 1276    60   187 1416    57    62  227    89   179  228   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   180 1276    60   187 1416    57    62  227    89   179  228   145
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.44  0.56  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1975   775  1375 1681  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.31  0.04  0.14 0.34  0.04  0.05 0.11  0.11  0.13 0.14  0.14
Crit Vol:     180                472              158          179
Crit Moves:  ****               ****             ****         ****
******************************************************************************
```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.510
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1417    34   115 1722   259   194   63    74    36   45    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1417    34   115 1722   259   194   63    74    36   45    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1417    34   115 1722   259   194   63    74    36   45    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1417    34   115 1722   259   194   63    74    36   45    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1417    34   115 1722   259   213   63    74    36   45    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.31  0.02  0.08 0.38  0.17  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:      39                574          107                 45
Crit Moves:  ****                ****         ****                ****
******************************************************************************
```

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Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97 1279    21    37 1761   169   116   92   105    26   42    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97 1279    21    37 1761   169   116   92   105    26   42    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    97 1279    21    37 1761   169   116   92   105    26   42    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   97 1279    21    37 1761   169   116   92   105    26   42    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    97 1279    21    37 1761   169   116   92   105    26   42    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4427    73  1500 4500  1500  1500 1500  1500  1500  851   649
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.29  0.29  0.02 0.39  0.11  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:      97                  587         116                   74
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

```
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```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1333    14    42 1790    59    49   44    37     6   35    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1333    14    42 1790    59    49   44    37     6   35    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1333    14    42 1790    59    49   44    37     6   35    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1333    14    42 1790    59    49   44    37     6   35    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1333    14    42 1790    59    49   44    37     6   35    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.90  0.10  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4453    47  1500 4356   144   565  508   427  1500  921   579
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.30  0.30  0.03 0.41  0.41  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      39                616              130              6
Crit Moves:  ****                ****             ****             ****
******************************************************************************

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```

```
Baseline 2013-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.346
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  436     7    41  599    57    74    1   173    11    2     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  436     7    41  599    57    74    1   173    11    2     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  436     7    41  599    57    74    1   173    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  436     7    41  599    57    74    1   173    11    2     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91  436     7    41  599    57    74    1   173    11    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.74  0.26  1.00 1.00  1.00  0.52 0.10  0.38
Final Sat.:  1425 2805    45  1425 3904   371  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.16  0.03 0.15  0.15  0.05 0.00  0.12  0.01 0.01  0.01
Crit Vol:      91                  219                   173    11
Crit Moves:  ****                ****                  ****  ****
******************************************************************************
```

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```
Future 2018 Without Project-AM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 Without Project-AM Peak

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

```
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```

```
Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.703
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77               Level Of Service:                  C
******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     479  379    36    74  165    79    82  862   254    73 1432   119
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  479  379    36    74  165    79    82  862   254    73 1432   119
Added Vol:     79   80     0    49   10     0    10   49     0     0  294    77
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  558  459    36   123  175    79    92  911   254    73 1726   196
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   558  459    36   123  175    79    92  911   254    73 1726   196
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  558  459    36   123  175    79    92  911   254    73 1726   196
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   614  459    36   135  175    79    92  911   254    73 1726   196
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  2.00 2.00  1.00  1.00 3.13  0.87  1.00 3.59  0.41
Final Sat.:  2750 2550   200  2750 2750  1375  1375 4301  1199  1375 4939   561
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.18  0.18  0.05 0.06  0.06  0.07 0.21  0.21  0.05 0.35  0.35
Crit Vol:     307                87          92                 481
Crit Moves:  ****                ****        ****               ****
******************************************************************************

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```

```
Future 2018 Without Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.742
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       88                Level Of Service:                 C
********************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  280    89   230  139    55    50  168    53   206  579   698
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  151  280    89   230  139    55    50  168    53   206  579   698
Added Vol:     47    8     0     0    0    10     2    0     0     0  208   149
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  198  288    89   230  139    65    52  168    53   206  787   847
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   198  288    89   230  139    65    52  168    53   206  787   847
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  198  288    89   230  139    65    52  168    53   206  787   847
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   218  288    89   253  139    72    57  168    53   227  787   847
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.98  1.02  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2724  1401  2750 3136   989  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.10  0.06  0.09 0.05  0.05  0.02 0.05  0.05  0.08 0.19  0.62
Crit Vol:          144           0              29                        847
Crit Moves:       ****         ****            ****                      ****
********************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.466
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  851    55    45  393    43    25   20    13    26   30    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17  851    55    45  393    43    25   20    13    26   30    83
Added Vol:      0  160     0     0   10     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17 1011    55    45  403    43    25   20    13    26   30    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1011    55    45  403    43    25   20    13    26   30    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1011    55    45  403    43    25   20    13    26   30    83
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1011    55    45  403    43    25   20    13    26   30    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 1.81  0.19  1.00 0.61  0.39  1.00 1.00  1.00
Final Sat.:  1375 2608   142  1375 2485   265  1375  833   542  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.39  0.39  0.03 0.16  0.16  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          533           0              25                          83
Crit Moves:       ****         ****            ****                        ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.864
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      168                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97  169   120    59  160   633    64  571   290   269 2094   352
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97  169   120    59  160   633    64  571   290   269 2094   352
Added Vol:     52    0     0     0    4     0     0   49    49     0  320     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149  169   120    59  164   633    64  620   339   269 2414   352
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   149  169   120    59  164   633    64  620   339   269 2414   352
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149  169   120    59  164   633    64  620   339   269 2414   352
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   149  169   132    59  164   696    64  620   339   269 2414   352
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.49  0.51
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4800   700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.06  0.05  0.04 0.06  0.25  0.05 0.15  0.25  0.20 0.50  0.50
Crit Vol:     149                      348     0                  691
Crit Moves:  ****                     ****  ****                 ****
******************************************************************************
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Future 2018 Without Project-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.747
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               Level Of Service:                  C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2646    21     0  889    47     0    0     0   211   81   194
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2646    21     0  889    47     0    0     0   211   81   194
Added Vol:      0  959     0     0   99     0     0    0     0    12    0   205
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3605    21     0  988    47     0    0     0   223   81   399
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3605     0     0  988    47     0    0     0   223   81   399
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3605     0     0  988    47     0    0     0   223   81   399
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3605     0     0  988    47     0    0     0   245   81   439
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.50 0.50  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2255  745  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.60  0.00  0.00 0.16  0.03  0.00 0.00  0.00  0.11 0.11  0.15
Crit Vol:          901           0                0                          219
Crit Moves:       ****         ****                                        ****
******************************************************************************


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------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.792
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69                Level Of Service:                 C
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     619    0    78     0    0     0     6  341   421     0 2112     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  619    0    78     0    0     0     6  341   421     0 2112     0
Added Vol:    142    0     0     0    0     0     0    0    49     0  178     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  761    0    78     0    0     0     6  341   470     0 2290     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   761    0    78     0    0     0     6  341   470     0 2290     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  761    0    78     0    0     0     6  341   470     0 2290     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   837    0    78     0    0     0     6  341   517     0 2290     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.00  0.05  0.00 0.00  0.00  0.00 0.11  0.17  0.00 0.51  0.00
Crit Vol:     419                      0           6                   763
Crit Moves:  ****                                ****                ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.304
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    9    35    55   49     6    21  264   180   165  415    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22    9    35    55   49     6    21  264   180   165  415    87
Added Vol:      7    0     1     0    0     0     0    1     0     0  265     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29    9    36    55   49     6    21  265   180   165  680    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29    9    36    55   49     6    21  265   180   165  680    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29    9    36    55   49     6    21  265   180   165  680    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    29    9    40    61   49     7    21  265   180   182  680    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.56 0.44  1.00  1.00 2.00  1.00  2.00 2.66  0.34
Final Sat.:  1375 1375  2750  2150  600  1375  1375 2750  1375  2750 3657   468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.02 0.10  0.13  0.07 0.19  0.19
Crit Vol:      29                  112          21                  256
Crit Moves:  ****                ****        ****                ****
********************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.441
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  932   768    50  305     0     0    0     0   596    0   181
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  932   768    50  305     0     0    0     0   596    0   181
Added Vol:      0    0    39     0  166     0     0    0     0   497    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  932   807    50  471     0     0    0     0  1093    0   181
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  932     0    50  471     0     0    0     0  1093    0   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  932     0    50  471     0     0    0     0  1093    0   181
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  932     0    55  471     0     0    0     0  1202    0   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.00  0.02 0.10  0.00  0.00 0.00  0.00  0.27 0.00  0.12
Crit Vol:          233          28                       0          401
Crit Moves:       ****         ****                             ****
******************************************************************************


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Future 2018 Without Project-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.309
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34  114   103    44   63   185   170  329    71    30  453   330
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34  114   103    44   63   185   170  329    71    30  453   330
Added Vol:      1    1     0     0    0     5     0    0     0     0   90    48
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  115   103    44   63   190   170  329    71    30  543   378
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  115   103    44   63   190   170  329    71    30  543   378
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  115   103    44   63   190   170  329    71    30  543   378
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    39  115   113    48   63   209   187  329    78    33  543   416
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2078  2047  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.06  0.06  0.02 0.05  0.08  0.07 0.08  0.03  0.01 0.13  0.15
Crit Vol:      19                        104    94                        208
Crit Moves:  ****                      ****  ****                      ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.957
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 E
******************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     220    0   394     3    1     1     0  516    56   299 1021     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  220    0   394     3    1     1     0  516    56   299 1021     1
Added Vol:      1    0     2     0    0     0     0  136     0     0  800     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0   396     3    1     1     0  652    56   299 1821     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   221    0     0     3    1     1     0  652    56   299 1821     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0     0     3    1     1     0  652    56   299 1821     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   243    0     0     3    1     1     0  652    56   329 1821     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.23  0.04  0.12 0.64  0.00
Crit Vol:     122                  5              326              911
Crit Moves:  ****                ****            ****            ****
******************************************************************************


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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.677
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      129               Level Of Service:                  B
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   329    0    44    71  242     1    10  356   878
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   329    0    44    71  242     1    10  356   878
Added Vol:      0    0     0   136    0     0     0    0     0     0    0   801
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   465    0    44    71  242     1    10  356  1679
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   465    0    44    71  242     1    10  356  1679
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   465    0    44    71  242     1    10  356  1679
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   512    0    44    78  242     1    10  356  1847
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2838    12  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.18 0.00  0.03  0.03 0.09  0.09  0.01 0.12  0.65
Crit Vol:                 2     0              39                          923
Crit Moves:             ****  ****           ****                        ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.763
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96                Level Of Service:                 C
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      67 1099   489   179 1230    13   119  136    57    79  107   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   67 1099   489   179 1230    13   119  136    57    79  107   206
Added Vol:     20  119     0     0    0     0     2    0     0     0   91   189
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   87 1218   489   179 1230    13   121  136    57    79  198   395
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    87 1218   489   179 1230    13   121  136    57    79  198   395
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   87 1218   489   179 1230    13   121  136    57    79  198   395
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    87 1218   489   197 1230    13   133  136    57    87  198   395
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5442    58  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.30  0.36  0.07 0.23  0.23  0.05 0.03  0.04  0.03 0.05  0.29
Crit Vol:                489    98              67                          395
Crit Moves:             ****  ****            ****                        ****
******************************************************************************


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------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.617
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  B
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    0    14   274  810   570     0  291    60    47  381     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17    0    14   274  810   570     0  291    60    47  381     0
Added Vol:      8    0     1     0    0     0     0    0     0     0  272     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25    0    15   274  810   570     0  291    60    47  653     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25    0    15   274  810   570     0  291    60    47  653     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    15   274  810   570     0  291    60    47  653     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    25    0    17   301  810   627     0  291    60    52  653     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2221  2054     0 3544   731  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.01  0.21 0.36  0.31  0.00 0.08  0.08  0.02 0.15  0.00
Crit Vol:      25                520              117              218
Crit Moves:  ****                ****             ****             ****
******************************************************************************

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Future 2018 Without Project-AM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.778
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       84                Level Of Service:                 C
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     923    0   399     0    0     0     0  230   339    91  588     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  923    0   399     0    0     0     0  230   339    91  588     0
Added Vol:    261    0     0     0    0     0     0    0     0     0   96     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1184    0   399     0    0     0     0  230   339    91  684     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1184    0   399     0    0     0     0  230   339    91  684     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1184    0   399     0    0     0     0  230   339    91  684     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1302    0   439     0    0     0     0  230   373   100  684     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.46 0.00  0.15  0.00 0.00  0.00  0.00 0.08  0.13  0.04 0.24  0.00
Crit Vol:     651                    0              115              342
Crit Moves:  ****                                 ****             ****
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.265
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221    0    28     0    0     0     0  257   213     0  590   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  221    0    28     0    0     0     0  257   213     0  590   632
Added Vol:      0    0     0     0    0     0     0    0     0     0  138     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0    28     0    0     0     0  257   213     0  728   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   221    0    28     0    0     0     0  257     0     0  728     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0    28     0    0     0     0  257     0     0  728     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   243    0    28     0    0     0     0  257     0     0  728     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.79 0.01  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2556    0   294     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.10  0.00 0.00  0.00  0.00 0.06  0.00  0.00 0.17  0.00
Crit Vol:     136                    0           0                   243
Crit Moves:  ****                             ****                 ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.277
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  379    34    19  210    38     0    0     0    77    0   142
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  379    34    19  210    38     0    0     0    77    0   142
Added Vol:      0   50     0     0    4     0     0    0     0     1    0     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  429    34    19  214    38     0    0     0    78    0   144
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  429    34    19  214    38     0    0     0    78    0   144
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  429    34    19  214    38     0    0     0    78    0   144
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  429    34    19  214    38     0    0     0    86    0   144
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  1.00 2.55  0.45  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2641   209  1425 3630   645     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.16  0.01 0.06  0.06  0.00 0.00  0.00  0.03 0.00  0.10
Crit Vol:          232          19                      0                    144
Crit Moves:       ****         ****                                        ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.218
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  391     0     0  199   103    42    0    57     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  151  391     0     0  199   103    42    0    57     0    0     0
Added Vol:      0   50     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  441     0     0  204   103    42    0    57     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   151  441     0     0  204   103    42    0    57     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  441     0     0  204   103    42    0    57     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   151  441     0     0  204   103    46    0    57     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.00  0.00 0.07  0.07  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:     151                  102                    57           0
Crit Moves:  ****                 ****                 ****
******************************************************************************
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  391    78   100  177     0     0    0     0   722    0    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  391    78   100  177     0     0    0     0   722    0    49
Added Vol:      0    0     0     0    4     0     0    0     0     0    0    19
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2  391    78   100  181     0     0    0     0   722    0    68
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  391    78   100  181     0     0    0     0   722    0    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  391    78   100  181     0     0    0     0   722    0    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  391    86   100  181     0     0    0     0   794    0    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.84 0.00  0.16
Final Sat.:    18 2832  1425  1425 2850     0     0    0     0  2625    0   225
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.14  0.06  0.07 0.06  0.00  0.00 0.00  0.00  0.30 0.00  0.30
Crit Vol:          197          100                      0                   431
Crit Moves:       ****         ****                                        ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.265
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  329    30   238  247    13     0    0     1     0    0    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  329    30   238  247    13     0    0     1     0    0    64
Added Vol:      0   52     0    49    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  381    30   287  251    13     0    0     1     0    0    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  381    30   287  251    13     0    0     1     0    0    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  381    30   287  251    13     0    0     1     0    0    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  381    30   316  251    13     0    0     1     0    0    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2549   201  2750 2615   135     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15  0.15  0.11 0.10  0.10  0.00 0.00  0.00  0.00 0.00  0.03
Crit Vol:          206         158                          1           0
Crit Moves:       ****        ****                       ****        ****
******************************************************************************

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.245
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  492   102    32  232     0     0    0     1    82    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  492   102    32  232     0     0    0     1    82    0    60
Added Vol:      0   50     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  542   102    32  237     0     0    0     1    82    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  542   102    32  237     0     0    0     1    82    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7  542   102    32  237     0     0    0     1    82    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     7  542   102    32  237     0     0    0     1    90    0    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.07  0.02 0.06  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          271          32                           1    45
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 1086    73    24  817    33    44   60    45   185   81    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22 1086    73    24  817    33    44   60    45   185   81    18
Added Vol:      0    0     0     0  663     0    39    0    99    10   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22 1086    73    24 1480    33    83   60   144   195   91    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22 1086    73    24 1480    33    83   60   144   195   91    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22 1086    73    24 1480    33    83   60   144   195   91    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    22 1086    73    24 1480    33    83   60   144   195   91    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.67  0.33
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2296   454
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.05  0.02 0.36  0.02  0.06 0.02  0.10  0.14 0.04  0.04
Crit Vol:      22                493                 144   195
Crit Moves:  ****                ****                ****  ****
******************************************************************************

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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.738
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 C
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1327 1340   110     0 1061     9     0    0   714     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1327 1340   110     0 1061     9     0    0   714     0    0     4
Added Vol:     48 1116     0     0   99     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1375 2456   110     0 1160     9     0    0   714     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1375 2456   110     0 1160     9     0    0   714     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1375 2456   110     0 1160     9     0    0   714     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1513 2456   110     0 1160     9     0    0   785     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.87  0.13  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 4092   183     0 5656    44     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.60  0.60  0.00 0.21  0.21  0.00 0.00  0.14  0.00 0.00  0.00
Crit Vol:          855              292                    196     0
Crit Moves:       ****                                   ****  ****
******************************************************************************
```

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Future 2018 Without Project-AM Peak
------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.626
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 1065    35    65  869    31    85  173    46    45  323   153
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1065    35    65  869    31    85  173    46    45  323   153
Added Vol:      0   39     0     0  663     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66 1104    35    65 1532    31    85  173    46    45  323   153
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1104    35    65 1532    31    85  173    46    45  323   153
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1104    35    65 1532    31    85  173    46    45  323   153
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1104    35    65 1532    31    94  173    46    45  323   153
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1866   884
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.27  0.03  0.05 0.37  0.02  0.03 0.06  0.03  0.03 0.17  0.17
Crit Vol:      66                511          47                238
Crit Moves:  ****                ****        ****              ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.663
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                 B
********************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  374   203    50  288     0     0    0     0   171    0    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  374   203    50  288     0     0    0     0   171    0    18
Added Vol:      0    0   483     0    0     0     0    0     0   209    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  374   686    50  288     0     0    0     0   380    0    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  374   686    50  288     0     0    0     0   380    0    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  374   686    50  288     0     0    0     0   380    0    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  374   686    50  288     0     0    0     0   418    0    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.48  0.04 0.10  0.00  0.00 0.00  0.00  0.15 0.00  0.01
Crit Vol:                686    50                       0          209
Crit Moves:             ****  ****                              ****
********************************************************************************
```

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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.515
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     141 1175    26    68  953    62    14   56    45    65  104    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  141 1175    26    68  953    62    14   56    45    65  104    87
Added Vol:   1116    0     0    24   99   649     0    0     0     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1257 1175    26    92 1052   711    14   56    45    65  118    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1257 1175    26    92 1052   711    14   56    45    65  118    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1257 1175    26    92 1052   711    14   56    45    65  118    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  1257 1175    26    92 1052   711    14   56    45    65  118    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.15  0.85
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1525  1225  1375 1583  1167
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.91 0.28  0.02  0.07 0.26  0.52  0.01 0.04  0.04  0.05 0.07  0.07
Crit Vol:    1257                     711         50          65
Crit Moves:  ****                     ****       ****        ****
******************************************************************************
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.493
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19 1333     9    14  848    41   264   14    26    11    4    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1333     9    14  848    41   264   14    26    11    4    71
Added Vol:      0   39     0     0  663     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1372     9    14 1511    41   264   14    26    11    4    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1372     9    14 1511    41   264   14    26    11    4    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1372     9    14 1511    41   264   14    26    11    4    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19 1372     9    14 1511    41   290   14    26    11    4    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.01  0.01 0.34  0.03  0.10 0.01  0.02  0.01 0.00  0.05
Crit Vol:      19                504         145                          71
Crit Moves:  ****                ****        ****                        ****
********************************************************************************


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           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.432
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26 1198     4     6  811    46    71   15    44    14   19    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26 1198     4     6  811    46    71   15    44    14   19    40
Added Vol:      0   39     0     0  663     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26 1237     4     6 1474    46    71   15    44    14   19    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26 1237     4     6 1474    46    71   15    44    14   19    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26 1237     4     6 1474    46    71   15    44    14   19    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26 1237     4     6 1474    46    71   15    44    14   19    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4485    15  1500 4500  1500  1500 1500  1500  1500  483  1017
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.28  0.28  0.00 0.33  0.03  0.05 0.01  0.03  0.01 0.04  0.04
Crit Vol:      26                491          71                   59
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.392
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12 1144     4     6  821    13    43    7    12     9    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12 1144     4     6  821    13    43    7    12     9    8    26
Added Vol:      0   39     0     0  663     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12 1183     4     6 1484    13    43    7    12     9    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12 1183     4     6 1484    13    43    7    12     9    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12 1183     4     6 1484    13    43    7    12     9    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    12 1183     4     6 1484    13    43    7    12     9    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.97  0.03  0.70 0.11  0.19  1.00 0.24  0.76
Final Sat.:  1500 4485    15  1500 4461    39  1040  169   290  1500  353  1147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.00 0.33  0.33  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:      12                499          43                  34
Crit Moves:  ****                ****        ****                ****
******************************************************************************
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.201
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     136  341     7     8  209    47    10    1    63     1    0     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  136  341     7     8  209    47    10    1    63     1    0     7
Added Vol:      0   52     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  136  393     7     8  213    47    10    1    63     1    0     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   136  393     7     8  213    47    10    1    63     1    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  136  393     7     8  213    47    10    1    63     1    0     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   136  393     7     8  213    47    10    1    63     1    0     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.46  0.54  1.00 1.00  1.00  0.12 0.00  0.88
Final Sat.:  1425 2800    50  1425 3502   773  1425 1425  1425   178    0  1247
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.14  0.14  0.01 0.06  0.06  0.01 0.00  0.04  0.01 0.00  0.01
Crit Vol:     136                  87                    63     1
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

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```

```
Future 2018 Without Project-PM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 Without Project-PM Peak

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

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.887
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  D
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     372  427   117    98  473   107   158 1563   402    76  930   116
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  372  427   117    98  473   107   158 1563   402    76  930   116
Added Vol:      0   10     0   102   90     0     0  597    69     0   24    24
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  372  437   117   200  563   107   158 2160   471    76  954   140
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   372  437   117   200  563   107   158 2160   471    76  954   140
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  372  437   117   200  563   107   158 2160   471    76  954   140
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   409  437   117   220  563   107   158 2160   471    76  954   140
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.58  0.42  2.00 2.00  1.00  1.00 3.28  0.72  1.00 3.49  0.51
Final Sat.:  2750 2169   581  2750 2750  1375  1375 4515   985  1375 4796   704
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.20  0.08 0.20  0.08  0.11 0.48  0.48  0.06 0.20  0.20
Crit Vol:     205                282              658              76
Crit Moves:  ****                ****             ****             ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.771
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       99                Level Of Service:                 C
******************************************************************************
Street Name:           AVIATION BL.                     IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  359   280   471  505   139   151  874   162   181  396   465
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  359   280   471  505   139   151  874   162   181  396   465
Added Vol:      0    0     0   139    8    12    10  253    47     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  121  359   280   610  513   151   161 1127   209   181  396   465
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   121  359   280   610  513   151   161 1127   209   181  396   465
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  121  359   280   610  513   151   161 1127   209   181  396   465
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   133  359   280   671  513   166   177 1127   209   199  396   465
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.53  0.47  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3480   645  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.20  0.24 0.19  0.12  0.06 0.32  0.32  0.07 0.10  0.34
Crit Vol:          180          336                  445          100
Crit Moves:       ****         ****                 ****         ****
******************************************************************************


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Future 2018 Without Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.581
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29  776    99    78  958    82    73   61    32    78   29   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29  776    99    78  958    82    73   61    32    78   29   114
Added Vol:      0   10     0     0  159     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29  786    99    78 1117    82    73   61    32    78   29   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  786    99    78 1117    82    73   61    32    78   29   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  786    99    78 1117    82    73   61    32    78   29   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    29  786    99    78 1117    82    73   61    32    78   29   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.78  0.22  1.00 1.86  0.14  1.00 0.66  0.34  1.00 1.00  1.00
Final Sat.:  1375 2442   308  1375 2562   188  1375  902   473  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.32  0.32  0.06 0.44  0.44  0.05 0.07  0.07  0.06 0.02  0.08
Crit Vol:      29                599              93               78
Crit Moves:  ****                ****             ****             ****
********************************************************************************
```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.263
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:          La CIENEGA BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     108  297   462   446  612   370   132 1171   671    88 1253   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  108  297   462   446  612   370   132 1171   671    88 1253   146
Added Vol:      0    0     0     0    0     0     0  227   473     0   49     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  108  297   462   446  612   370   132 1398  1144    88 1302   146
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   108  297   462   446  612   370   132 1398  1144    88 1302   146
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  108  297   462   446  612   370   132 1398  1144    88 1302   146
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   108  297   508   446  612   407   132 1398  1144    88 1302   146
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.60  0.40
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4945   555
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.11  0.18  0.32 0.22  0.15  0.10 0.34  0.83  0.06 0.26  0.26
Crit Vol:                254   446                      1144     0
Crit Moves:              ****  ****                     ****  ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.855
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      100               Level Of Service:                  D
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3065    26     0 2556    67     0    0     0   522   81   208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3065    26     0 2556    67     0    0     0   522   81   208
Added Vol:      0  138     0     0 1239     0     0    0     0    12    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3203    26     0 3795    67     0    0     0   534   81   208
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3203     0     0 3795    67     0    0     0   534   81   208
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3203     0     0 3795    67     0    0     0   534   81   208
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3203     0     0 3795    67     0    0     0   587   81   229
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.76 0.24  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2636  364  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53  0.00  0.00 0.63  0.04  0.00 0.00  0.00  0.22 0.22  0.08
Crit Vol:       0                 949                    0          334
Crit Moves:  ****                 ****                          ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.563
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33                Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420    0   269     0    0     4     6 1420   633     0 1067     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  420    0   269     0    0     4     6 1420   633     0 1067     0
Added Vol:     49    0     0     0    0     0     0  178    49     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  469    0   269     0    0     4     6 1598   682     0 1067     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   469    0   269     0    0     4     6 1598   682     0 1067     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  469    0   269     0    0     4     6 1598   682     0 1067     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   516    0   269     0    0     4     6 1598   750     0 1067     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.72  1.28  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4083  1917     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.18  0.00 0.00  0.00  0.00 0.39  0.39  0.00 0.24  0.00
Crit Vol:     258                  0              587           0
Crit Moves:  ****                ****            ****         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137   19   265    97   36    33    46  834   109    85  384    65
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137   19   265    97   36    33    46  834   109    85  384    65
Added Vol:      0    0     0     0    0     0     0  310     8     1   11     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  137   19   265    97   36    33    46 1144   117    86  395    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137   19   265    97   36    33    46 1144   117    86  395    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137   19   265    97   36    33    46 1144   117    86  395    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   137   19   292   107   36    36    46 1144   117    95  395    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.79 0.21  1.00  1.00 2.72  0.28  2.00 2.58  0.42
Final Sat.:  1375 1375  2750  2459  291  1375  1375 3742   383  2750 3542   583
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.01  0.11  0.04 0.12  0.03  0.03 0.31  0.31  0.03 0.11  0.11
Crit Vol:                146        170              420          47
Crit Moves:             ****       ****             ****         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.568
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1332   496   395 1534     0     0    0     0   708    0   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1332   496   395 1534     0     0    0     0   708    0   224
Added Vol:      0  166   620     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1498  1116   395 1534     0     0    0     0   708    0   224
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1498     0   395 1534     0     0    0     0   708    0   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1498     0   395 1534     0     0    0     0   708    0   224
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1498     0   435 1534     0     0    0     0   779    0   224
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.00  0.14 0.34  0.00  0.00 0.00  0.00  0.17 0.00  0.15
Crit Vol:          375         217                      0         260
Crit Moves:       ****        ****                             ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.612
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59               Level Of Service:                  B
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     105  177   550   301  362   303   185  902   126    45  321   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  105  177   550   301  362   303   185  902   126    45  321   206
Added Vol:      0    0     0    10    1     0     1  128     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  105  177   550   311  363   303   186 1030   127    45  321   206
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   105  177   550   311  363   303   186 1030   127    45  321   206
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  177   550   311  363   303   186 1030   127    45  321   206
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   116  177   605   342  363   333   205 1030   140    50  321   227
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.13  0.22  0.12 0.17  0.17  0.07 0.25  0.05  0.02 0.08  0.08
Crit Vol:                303   171                  343          25
Crit Moves:             ****  ****                 ****         ****
******************************************************************************


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Future 2018 Without Project-PM Peak
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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.834
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      112                Level Of Service:                 D
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     161    1   425     4    0     0     0  863   274   501  552     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  161    1   425     4    0     0     0  863   274   501  552     0
Added Vol:      0    0     0     0    0     0     0  777     2     1  136     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  161    1   425     4    0     0     0 1640   276   502  688     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161    1     0     4    0     0     0 1640   276   502  688     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161    1     0     4    0     0     0 1640   276   502  688     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   177    1     0     4    0     0     0 1640   276   552  688     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2834   16  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.58  0.19  0.19 0.24  0.00
Crit Vol:      89               4                  820          276
Crit Moves:  ****             ****                ****         ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.727
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                  C
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     9   739    0   167   119  392     0     0  248   484
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     9   739    0   167   119  392     0     0  248   484
Added Vol:      0    0     0   779    0     0     0    0     0     0    0   136
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     9  1518    0   167   119  392     0     0  248   620
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     9  1518    0   167   119  392     0     0  248   620
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     9  1518    0   167   119  392     0     0  248   620
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     9  1670    0   167   131  392     0     0  248   682
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.18 0.00  0.82  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   259    0  1166  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.59 0.00  0.12  0.05 0.14  0.00  0.00 0.09  0.24
Crit Vol:                 11   835              65                   124
Crit Moves:              ****  ****            ****                 ****
******************************************************************************
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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.285
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1432  1001   351 2135    21   137  253   157   147  168   360
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1432  1001   351 2135    21   137  253   157   147  168   360
Added Vol:      0    0     0   238  128     0    12   87     0    10    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128 1432  1001   589 2263    21   149  340   157   157  168   360
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1432  1001   589 2263    21   149  340   157   157  168   360
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1432  1001   589 2263    21   149  340   157   157  168   360
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   128 1432  1001   648 2263    21   164  340   157   173  168   360
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5449    51  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.35  0.73  0.24 0.42  0.42  0.06 0.08  0.11  0.06 0.04  0.26
Crit Vol:               1001   324              82                        360
Crit Moves:             ****  ****            ****                      ****
******************************************************************************


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                       West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.418
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77    0   144   104  189   142     0  757    54    40  597     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77    0   144   104  189   142     0  757    54    40  597     0
Added Vol:      0    0     0     0    0     0     0  317     8     1   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   77    0   144   104  189   142     0 1074    62    41  607     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77    0   144   104  189   142     0 1074    62    41  607     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77    0   144   104  189   142     0 1074    62    41  607     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    77    0   158   114  189   156     0 1074    62    45  607     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.84  0.16  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2339  1936     0 4042   233  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.06  0.08 0.08  0.08  0.00 0.27  0.27  0.02 0.14  0.00
Crit Vol:                79        115              379          23
Crit Moves:             ****      ****             ****         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.670
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                 B
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     427    0   221     0    0     0     0 1059   686   295  544     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  427    0   221     0    0     0     0 1059   686   295  544     0
Added Vol:      0    0     0     0    0     0     0  131   261     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  427    0   221     0    0     0     0 1190   947   295  544     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   427    0   221     0    0     0     0 1190   947   295  544     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  427    0   221     0    0     0     0 1190   947   295  544     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   470    0   243     0    0     0     0 1190  1042   325  544     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.13  1.87  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3039  2661  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00  0.09  0.00 0.00  0.00  0.00 0.39  0.39  0.11 0.19  0.00
Crit Vol:     235                    0              558          162
Crit Moves:  ****                                 ****         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.562
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     214    0   235     0    0     0     0 1558   208     0  367   233
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214    0   235     0    0     0     0 1558   208     0  367   233
Added Vol:      0    0     0     0    0     0     0  138     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  214    0   235     0    0     0     0 1696   208     0  367   233
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   214    0   235     0    0     0     0 1696     0     0  367     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214    0   235     0    0     0     0 1696     0     0  367     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   235    0   235     0    0     0     0 1696     0     0  367     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.40  0.00  0.00 0.09  0.00
Crit Vol:     235                    0              565           0
Crit Moves:  ****                                  ****         ****
******************************************************************************

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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.417
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  495   198   162  681     9     0    0     0    81    0    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  495   198   162  681     9     0    0     0    81    0    83
Added Vol:      0    0     1     2  104     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  495   199   164  785     9     0    0     0    81    0    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  495   199   164  785     9     0    0     0    81    0    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  495   199   164  785     9     0    0     0    81    0    83
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  495   199   164  785     9     0    0     0    89    0    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.97  0.03  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     4 2030   816  1425 4227    48     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24  0.24  0.12 0.19  0.19  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          347         164                      0                    83
Crit Moves:       ****        ****                                         ****
******************************************************************************
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  477     0     0  665   118   183    0   204     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135  477     0     0  665   118   183    0   204     0    0     0
Added Vol:      0    1     0     0  104     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  478     0     0  769   118   183    0   204     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135  478     0     0  769   118   183    0   204     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  478     0     0  769   118   183    0   204     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   135  478     0     0  769   118   201    0   204     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.60  0.40  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3706   569  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.17  0.00  0.00 0.21  0.21  0.07 0.00  0.14  0.00 0.00  0.00
Crit Vol:     135                  296                   204          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
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Future 2018 Without Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  571    82   189  624     0     0    0     0   650    0   170
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  571    82   189  624     0     0    0     0   650    0   170
Added Vol:      0    0     0     0    0     0     0    0     0     0    0    19
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  571    82   189  624     0     0    0     0   650    0   189
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  571    82   189  624     0     0    0     0   650    0   189
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  571    82   189  624     0     0    0     0   650    0   189
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  571    90   189  624     0     0    0     0   715    0   189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.58 0.00  0.42
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2254    0   596
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.06  0.13 0.22  0.00  0.00 0.00  0.00  0.32 0.00  0.32
Crit Vol:       1                 312                 0          452
Crit Moves:  ****                ****                          ****
******************************************************************************
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Future 2018 Without Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  543    44   433  739     8     0    0     6     0    0   269
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  543    44   433  739     8     0    0     6     0    0   269
Added Vol:      0    0     0   366  106     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  543    44   799  845     8     0    0     6     0    0   269
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  543    44   799  845     8     0    0     6     0    0   269
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  543    44   799  845     8     0    0     6     0    0   269
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  543    44   879  845     8     0    0     6     0    0   296
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2544   206  2750 2724    26     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.32 0.31  0.31  0.00 0.00  0.00  0.00 0.00  0.11
Crit Vol:          294         439                           6           0
Crit Moves:       ****        ****                        ****        ****
******************************************************************************

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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.383
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  517    45    76  795     0     0    0     0   188    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  517    45    76  795     0     0    0     0   188    0   118
Added Vol:      0    1     0    93   11     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9  518    45   169  806     0     0    0     0   188    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  518    45   169  806     0     0    0     0   188    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  518    45   169  806     0     0    0     0   188    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     9  518    45   169  806     0     0    0     0   207    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.03  0.12 0.19  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          259         169                      0                    118
Crit Moves:       ****        ****                                          ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.341
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140 1251   245    98 1380   114    96  340   115   267  225   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  140 1251   245    98 1380   114    96  340   115   267  225   100
Added Vol:      0  487     0     0    0     0   300   24   785     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140 1738   245    98 1380   114   396  364   900   267  225   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140 1738   245    98 1380   114   396  364   900   267  225   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140 1738   245    98 1380   114   396  364   900   267  225   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   140 1738   245    98 1380   114   396  364   900   267  225   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1904   846
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.42  0.18  0.07 0.33  0.08  0.29 0.13  0.65  0.19 0.12  0.12
Crit Vol:          579          98                          900   267
Crit Moves:       ****         ****                        ****  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.124
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1389 1649   266     0 1888    31     0    0  1560     0    0    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1389 1649   266     0 1888    31     0    0  1560     0    0    24
Added Vol:      0  138     0     0 1172     0     0    0    67     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1389 1787   266     0 3060    31     0    0  1627     0    0    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1389 1787   266     0 3060    31     0    0  1627     0    0    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1389 1787   266     0 3060    31     0    0  1627     0    0    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1528 1787   266     0 3060    31     0    0  1790     0    0    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.61  0.39  0.00 3.96  0.04  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3721   554     0 5643    57     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.48  0.48  0.00 0.54  0.54  0.00 0.00  0.31  0.00 0.00  0.02
Crit Vol:     382                  773                   447     0
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.053
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138 1277   100   267 1311   193   214  745   124    94  529   221
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138 1277   100   267 1311   193   214  745   124    94  529   221
Added Vol:      0  787     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138 2064   100   267 1311   193   214  745   124    94  529   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138 2064   100   267 1311   193   214  745   124    94  529   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138 2064   100   267 1311   193   214  745   124    94  529   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   138 2064   100   267 1311   193   235  745   124    94  529   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.50  0.07  0.19 0.32  0.14  0.09 0.27  0.09  0.07 0.27  0.27
Crit Vol:          688         267              118                  375
Crit Moves:       ****        ****             ****                 ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.662
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                 B
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  422   274    61  436     0     0    0     0   201    0    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  422   274    61  436     0     0    0     0   201    0    86
Added Vol:      0    0   232     0    0     0     0    0     0   484    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  422   506    61  436     0     0    0     0   685    0    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  422   506    61  436     0     0    0     0   685    0    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  422   506    61  436     0     0    0     0   685    0    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  422   506    61  436     0     0    0     0   754    0    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15  0.36  0.04 0.15  0.00  0.00 0.00  0.00  0.26 0.00  0.06
Crit Vol:                506    61                      0          377
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.334
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199 1409    66   206 1563    63    68  251    98   198  252   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199 1409    66   206 1563    63    68  251    98   198  252   160
Added Vol:    138    0     0     0  785     0   377    0   387     0    0   109
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  337 1409    66   206 2348    63   445  251   485   198  252   269
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337 1409    66   206 2348    63   445  251   485   198  252   269
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337 1409    66   206 2348    63   445  251   485   198  252   269
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   337 1409    66   206 2348    63   445  251   485   198  252   269
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.34  0.05  0.15 0.57  0.05  0.32 0.18  0.35  0.14 0.18  0.20
Crit Vol:     337                783         445                          269
Crit Moves:  ****                ****        ****                         ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.719
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51                Level Of Service:                 C
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1564    38   127 1901   286   214   70    82    40   50    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1564    38   127 1901   286   214   70    82    40   50    52
Added Vol:      0  787     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 2351    38   127 1901   286   214   70    82    40   50    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 2351    38   127 1901   286   214   70    82    40   50    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 2351    38   127 1901   286   214   70    82    40   50    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 2351    38   127 1901   286   235   70    82    40   50    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.52  0.03  0.08 0.42  0.19  0.08 0.05  0.05  0.03 0.03  0.03
Crit Vol:          784         127              118                   50
Crit Moves:       ****        ****             ****                  ****
******************************************************************************
```

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```

```
Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.660
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     107 1412    23    41 1944   187   128  102   116    29   46    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  107 1412    23    41 1944   187   128  102   116    29   46    35
Added Vol:      0  787     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  107 2199    23    41 1944   187   128  102   116    29   46    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   107 2199    23    41 1944   187   128  102   116    29   46    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107 2199    23    41 1944   187   128  102   116    29   46    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   107 2199    23    41 1944   187   128  102   116    29   46    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4453    47  1500 4500  1500  1500 1500  1500  1500  852   648
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.49  0.49  0.03 0.43  0.12  0.09 0.07  0.08  0.02 0.05  0.05
Crit Vol:          741          41              128                   81
Crit Moves:       ****         ****            ****                  ****
******************************************************************************
```

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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.637
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 B
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1472    15    46 1976    65    54   49    41     7   39    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1472    15    46 1976    65    54   49    41     7   39    24
Added Vol:      0  787     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 2259    15    46 1976    65    54   49    41     7   39    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 2259    15    46 1976    65    54   49    41     7   39    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 2259    15    46 1976    65    54   49    41     7   39    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 2259    15    46 1976    65    54   49    41     7   39    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.90  0.10  0.38 0.34  0.28  1.00 0.62  0.38
Final Sat.:  1500 4470    30  1500 4357   143   563  510   427  1500  929   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.51  0.51  0.03 0.45  0.45  0.10 0.10  0.10  0.00 0.04  0.04
Crit Vol:          758           46                  144           7
Crit Moves:       ****         ****                ****         ****
******************************************************************************


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Future 2018 Without Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     100  481     8    45  661    63    82    1   191    12    2     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  100  481     8    45  661    63    82    1   191    12    2     9
Added Vol:      0    0     0     0  106     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100  481     8    45  767    63    82    1   191    12    2     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100  481     8    45  767    63    82    1   191    12    2     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100  481     8    45  767    63    82    1   191    12    2     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   100  481     8    45  767    63    82    1   191    12    2     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.77  0.23  1.00 1.00  1.00  0.52 0.09  0.39
Final Sat.:  1425 2803    47  1425 3951   324  1425 1425  1425   743  124   558
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.17  0.03 0.19  0.19  0.06 0.00  0.13  0.02 0.02  0.02
Crit Vol:     100                277                 191    12
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 With Project-AM Peak

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

```
Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.703
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77               Level Of Service:                  C
******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     479  379    36    74  165    79    82  862   254    73 1432   119
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  479  379    36    74  165    79    82  862   254    73 1432   119
Added Vol:     79   80     0    49   10     0    10   49     0     0  294    77
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  558  459    36   123  175    79    92  911   254    73 1726   196
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   558  459    36   123  175    79    92  911   254    73 1726   196
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  558  459    36   123  175    79    92  911   254    73 1726   196
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   614  459    36   135  175    79    92  911   254    73 1726   196
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  2.00 2.00  1.00  1.00 3.13  0.87  1.00 3.59  0.41
Final Sat.:  2750 2550   200  2750 2750  1375  1375 4301  1199  1375 4939   561
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.18  0.18  0.05 0.06  0.06  0.07 0.21  0.21  0.05 0.35  0.35
Crit Vol:     307                  87          92                  481
Crit Moves:  ****                 ****        ****                ****
******************************************************************************

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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.742
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       88                Level Of Service:                 C
********************************************************************************
Street Name:           AVIATION BL.                     IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  280    89   230  139    55    50  168    53   206  579   698
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  151  280    89   230  139    55    50  168    53   206  579   698
Added Vol:     48    8     0     0    0    10     2    0     0     0  209   149
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  199  288    89   230  139    65    52  168    53   206  788   847
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   199  288    89   230  139    65    52  168    53   206  788   847
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  199  288    89   230  139    65    52  168    53   206  788   847
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   219  288    89   253  139    72    57  168    53   227  788   847
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.98  1.02  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2724  1401  2750 3136   989  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.10  0.06  0.09 0.05  0.05  0.02 0.05  0.05  0.08 0.19  0.62
Crit Vol:          144           0               29                        847
Crit Moves:       ****         ****             ****                      ****
********************************************************************************


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Future 2018 With Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.466
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  851    55    45  393    43    25   20    13    26   30    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17  851    55    45  393    43    25   20    13    26   30    83
Added Vol:      0  160     0     0   10     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17 1011    55    45  403    43    25   20    13    26   30    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1011    55    45  403    43    25   20    13    26   30    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1011    55    45  403    43    25   20    13    26   30    83
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1011    55    45  403    43    25   20    13    26   30    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 1.81  0.19  1.00 0.61  0.39  1.00 1.00  1.00
Final Sat.:  1375 2608   142  1375 2485   265  1375  833   542  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.39  0.39  0.03 0.16  0.16  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          533           0               25                          83
Crit Moves:       ****         ****             ****                        ****
********************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.864
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      168                Level Of Service:                 D
******************************************************************************
Street Name:         La CIENEGA BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97  169   120    59  160   633    64  571   290   269 2094   352
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97  169   120    59  160   633    64  571   290   269 2094   352
Added Vol:     52    0     0     0    4     0     0   49    49     0  320     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149  169   120    59  164   633    64  620   339   269 2414   352
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   149  169   120    59  164   633    64  620   339   269 2414   352
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149  169   120    59  164   633    64  620   339   269 2414   352
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   149  169   132    59  164   696    64  620   339   269 2414   352
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.49  0.51
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4800   700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.06  0.05  0.04 0.06  0.25  0.05 0.15  0.25  0.20 0.50  0.50
Crit Vol:     149                      348     0                  691
Crit Moves:  ****                     ****  ****                 ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.747
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       57               Level Of Service:                  C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2646    21     0  889    47     0    0     0   211   81   194
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2646    21     0  889    47     0    0     0   211   81   194
Added Vol:      0  959     0     0   99     0     0    0     0    12    0   205
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3605    21     0  988    47     0    0     0   223   81   399
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3605     0     0  988    47     0    0     0   223   81   399
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3605     0     0  988    47     0    0     0   223   81   399
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3605     0     0  988    47     0    0     0   245   81   439
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.50 0.50  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2255  745  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.60  0.00  0.00 0.16  0.03  0.00 0.00  0.00  0.11 0.11  0.15
Crit Vol:          901           0                0                          219
Crit Moves:       ****         ****                                        ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.792
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69                Level Of Service:                 C
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     619    0    78     0    0     0     6  341   421     0 2112     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  619    0    78     0    0     0     6  341   421     0 2112     0
Added Vol:    142    0     0     0    0     0     0    0    49     0  178     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  761    0    78     0    0     0     6  341   470     0 2290     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   761    0    78     0    0     0     6  341   470     0 2290     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  761    0    78     0    0     0     6  341   470     0 2290     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   837    0    78     0    0     0     6  341   517     0 2290     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.00  0.05  0.00 0.00  0.00  0.00 0.11  0.17  0.00 0.51  0.00
Crit Vol:     419                    0           6                   763
Crit Moves:  ****                             ****                ****
******************************************************************************
```

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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.304
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    9    35    55   49     6    21  264   180   165  415    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22    9    35    55   49     6    21  264   180   165  415    87
Added Vol:      7    0     1     0    0     0     0    1     0     0  267     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29    9    36    55   49     6    21  265   180   165  682    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29    9    36    55   49     6    21  265   180   165  682    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29    9    36    55   49     6    21  265   180   165  682    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    29    9    40    61   49     7    21  265   180   182  682    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.56 0.44  1.00  1.00 2.00  1.00  2.00 2.66  0.34
Final Sat.:  1375 1375  2750  2150  600  1375  1375 2750  1375  2750 3658   467
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.02 0.10  0.13  0.07 0.19  0.19
Crit Vol:      29                  112          21                  256
Crit Moves:  ****                ****        ****                ****
********************************************************************************


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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.442
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  932   768    50  305     0     0    0     0   596    0   181
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  932   768    50  305     0     0    0     0   596    0   181
Added Vol:      0    0    39     0  167     0     0    0     0   500    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  932   807    50  472     0     0    0     0  1096    0   181
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  932     0    50  472     0     0    0     0  1096    0   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  932     0    50  472     0     0    0     0  1096    0   181
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  932     0    55  472     0     0    0     0  1206    0   181
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.00  0.02 0.10  0.00  0.00 0.00  0.00  0.27 0.00  0.12
Crit Vol:          233          28                       0          402
Crit Moves:       ****         ****                             ****
******************************************************************************


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Future 2018 With Project-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.309
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34  114   103    44   63   185   170  329    71    30  453   330
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34  114   103    44   63   185   170  329    71    30  453   330
Added Vol:      1    1     0     0    0     5     0    0     0     0   91    48
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35  115   103    44   63   190   170  329    71    30  544   378
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35  115   103    44   63   190   170  329    71    30  544   378
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35  115   103    44   63   190   170  329    71    30  544   378
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    39  115   113    48   63   209   187  329    78    33  544   416
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2078  2047  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.06  0.06  0.02 0.05  0.08  0.07 0.08  0.03  0.01 0.13  0.15
Crit Vol:      19                        104    94                        208
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************


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Future 2018 With Project-AM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.965
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     220    0   394     3    1     1     0  516    56   299 1021     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  220    0   394     3    1     1     0  516    56   299 1021     1
Added Vol:      1    0     2     0    0     0     0  143     0     0  818     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0   396     3    1     1     0  659    56   299 1839     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   221    0     0     3    1     1     0  659    56   299 1839     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0     0     3    1     1     0  659    56   299 1839     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   243    0     0     3    1     1     0  659    56   329 1839     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.23  0.04  0.12 0.65  0.00
Crit Vol:     122                  5              330              920
Crit Moves:  ****                ****            ****            ****
******************************************************************************
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.684
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      139               Level Of Service:                 B
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   329    0    44    71  242     1    10  356   878
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   329    0    44    71  242     1    10  356   878
Added Vol:      0    0     0   143    0     0     0    0     0     0    0   819
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   472    0    44    71  242     1    10  356  1697
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   472    0    44    71  242     1    10  356  1697
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   472    0    44    71  242     1    10  356  1697
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   519    0    44    78  242     1    10  356  1867
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2838    12  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.18 0.00  0.03  0.03 0.09  0.09  0.01 0.12  0.65
Crit Vol:                 2     0              39                          933
Crit Moves:             ****  ****           ****                        ****
********************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.763
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       96                Level Of Service:                 C
********************************************************************************
Street Name:          SEPULVEDA BL.                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      67 1099   489   179 1230    13   119  136    57    79  107   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   67 1099   489   179 1230    13   119  136    57    79  107   206
Added Vol:     20  119     0     0    0     0     2    0     0     0   92   189
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   87 1218   489   179 1230    13   121  136    57    79  199   395
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    87 1218   489   179 1230    13   121  136    57    79  199   395
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   87 1218   489   179 1230    13   121  136    57    79  199   395
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    87 1218   489   197 1230    13   133  136    57    87  199   395
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5442    58  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.30  0.36  0.07 0.23  0.23  0.05 0.03  0.04  0.03 0.05  0.29
Crit Vol:                489    98              67                          395
Crit Moves:             ****  ****            ****                        ****
********************************************************************************


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******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.618
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  B
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    0    14   274  810   570     0  291    60    47  381     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17    0    14   274  810   570     0  291    60    47  381     0
Added Vol:      8    0     1     0    0     0     0    0     0     0  274     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25    0    15   274  810   570     0  291    60    47  655     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25    0    15   274  810   570     0  291    60    47  655     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    15   274  810   570     0  291    60    47  655     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    25    0    17   301  810   627     0  291    60    52  655     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2221  2054     0 3544   731  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.01  0.21 0.36  0.31  0.00 0.08  0.08  0.02 0.15  0.00
Crit Vol:      25                520              117              218
Crit Moves:  ****                ****             ****             ****
******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.778
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       84                Level Of Service:                 C
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     923    0   399     0    0     0     0  230   339    91  588     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  923    0   399     0    0     0     0  230   339    91  588     0
Added Vol:    261    0     0     0    0     0     0    0     0     0   97     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1184    0   399     0    0     0     0  230   339    91  685     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1184    0   399     0    0     0     0  230   339    91  685     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1184    0   399     0    0     0     0  230   339    91  685     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1302    0   439     0    0     0     0  230   373   100  685     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.46 0.00  0.15  0.00 0.00  0.00  0.00 0.08  0.13  0.04 0.24  0.00
Crit Vol:     651                    0              115              343
Crit Moves:  ****                                 ****             ****
******************************************************************************
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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.266
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221    0    28     0    0     0     0  257   213     0  590   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  221    0    28     0    0     0     0  257   213     0  590   632
Added Vol:      0    0     0     0    0     0     0    0     0     0  139     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  221    0    28     0    0     0     0  257   213     0  729   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   221    0    28     0    0     0     0  257     0     0  729     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221    0    28     0    0     0     0  257     0     0  729     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   243    0    28     0    0     0     0  257     0     0  729     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.79 0.01  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2556    0   294     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.10  0.00 0.00  0.00  0.00 0.06  0.00  0.00 0.17  0.00
Crit Vol:     136                    0           0                   243
Crit Moves:  ****                             ****                 ****
********************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.277
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  379    34    19  210    38     0    0     0    77    0   142
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  379    34    19  210    38     0    0     0    77    0   142
Added Vol:      0   50     0     0    4     0     0    0     0     1    0     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  429    34    19  214    38     0    0     0    78    0   144
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  429    34    19  214    38     0    0     0    78    0   144
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  429    34    19  214    38     0    0     0    78    0   144
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  429    34    19  214    38     0    0     0    86    0   144
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  1.00 2.55  0.45  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2641   209  1425 3630   645     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.16  0.01 0.06  0.06  0.00 0.00  0.00  0.03 0.00  0.10
Crit Vol:          232          19                      0                    144
Crit Moves:       ****         ****                                        ****
******************************************************************************


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                        West Aircraft Maintenance Area
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           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.218
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     151  391     0     0  199   103    42    0    57     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  151  391     0     0  199   103    42    0    57     0    0     0
Added Vol:      0   50     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  151  441     0     0  204   103    42    0    57     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   151  441     0     0  204   103    42    0    57     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  151  441     0     0  204   103    42    0    57     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   151  441     0     0  204   103    46    0    57     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.15  0.00  0.00 0.07  0.07  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:     151                  102                    57           0
Crit Moves:  ****                 ****                 ****
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  391    78   100  177     0     0    0     0   722    0    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  391    78   100  177     0     0    0     0   722    0    49
Added Vol:      0    0     0     0    4     0     0    0     0     0    0    19
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2  391    78   100  181     0     0    0     0   722    0    68
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  391    78   100  181     0     0    0     0   722    0    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  391    78   100  181     0     0    0     0   722    0    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  391    86   100  181     0     0    0     0   794    0    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.84 0.00  0.16
Final Sat.:    18 2832  1425  1425 2850     0     0    0     0  2625    0   225
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.14  0.06  0.07 0.06  0.00  0.00 0.00  0.00  0.30 0.00  0.30
Crit Vol:          197         100                      0                   431
Crit Moves:       ****        ****                                         ****
******************************************************************************


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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.265
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  329    30   238  247    13     0    0     1     0    0    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  329    30   238  247    13     0    0     1     0    0    64
Added Vol:      0   52     0    49    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  381    30   287  251    13     0    0     1     0    0    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  381    30   287  251    13     0    0     1     0    0    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  381    30   287  251    13     0    0     1     0    0    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  381    30   316  251    13     0    0     1     0    0    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2549   201  2750 2615   135     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15  0.15  0.11 0.10  0.10  0.00 0.00  0.00  0.00 0.00  0.03
Crit Vol:          206         158                          1           0
Crit Moves:       ****        ****                       ****        ****
********************************************************************************
```

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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.245
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  492   102    32  232     0     0    0     1    82    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7  492   102    32  232     0     0    0     1    82    0    60
Added Vol:      0   50     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  542   102    32  237     0     0    0     1    82    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  542   102    32  237     0     0    0     1    82    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7  542   102    32  237     0     0    0     1    82    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     7  542   102    32  237     0     0    0     1    90    0    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.07  0.02 0.06  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          271          32                           1    45
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.622
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22 1086    73    24  817    33    44   60    45   185   81    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22 1086    73    24  817    33    44   60    45   185   81    18
Added Vol:      0    0     0     0  667     0    39    0    99    10   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22 1086    73    24 1484    33    83   60   144   195   91    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22 1086    73    24 1484    33    83   60   144   195   91    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22 1086    73    24 1484    33    83   60   144   195   91    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    22 1086    73    24 1484    33    83   60   144   195   91    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.67  0.33
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2296   454
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.05  0.02 0.36  0.02  0.06 0.02  0.10  0.14 0.04  0.04
Crit Vol:      22                495                  144   195
Crit Moves:  ****                ****                 ****  ****
******************************************************************************
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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.738
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 C
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1327 1340   110     0 1061     9     0    0   714     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1327 1340   110     0 1061     9     0    0   714     0    0     4
Added Vol:     48 1116     0     0   99     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1375 2456   110     0 1160     9     0    0   714     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1375 2456   110     0 1160     9     0    0   714     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1375 2456   110     0 1160     9     0    0   714     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1513 2456   110     0 1160     9     0    0   785     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.87  0.13  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 4092   183     0 5656    44     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.60  0.60  0.00 0.21  0.21  0.00 0.00  0.14  0.00 0.00  0.00
Crit Vol:          855              292                    196     0
Crit Moves:       ****                                   ****  ****
******************************************************************************
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.627
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      66 1065    35    65  869    31    85  173    46    45  323   153
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66 1065    35    65  869    31    85  173    46    45  323   153
Added Vol:      0   39     0     0  667     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66 1104    35    65 1536    31    85  173    46    45  323   153
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66 1104    35    65 1536    31    85  173    46    45  323   153
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66 1104    35    65 1536    31    85  173    46    45  323   153
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    66 1104    35    65 1536    31    94  173    46    45  323   153
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1866   884
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.27  0.03  0.05 0.37  0.02  0.03 0.06  0.03  0.03 0.17  0.17
Crit Vol:      66                512          47                238
Crit Moves:  ****                ****        ****              ****
******************************************************************************


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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.665
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                 B
******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  374   203    50  288     0     0    0     0   171    0    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  374   203    50  288     0     0    0     0   171    0    18
Added Vol:      0    0   483     0    0     0     0    0     0   213    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  374   686    50  288     0     0    0     0   384    0    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  374   686    50  288     0     0    0     0   384    0    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  374   686    50  288     0     0    0     0   384    0    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  374   686    50  288     0     0    0     0   422    0    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.48  0.04 0.10  0.00  0.00 0.00  0.00  0.15 0.00  0.01
Crit Vol:                686    50                       0          211
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.518
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     141 1175    26    68  953    62    14   56    45    65  104    87
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  141 1175    26    68  953    62    14   56    45    65  104    87
Added Vol:   1116    0     0    24   99   653     0    0     0     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1257 1175    26    92 1052   715    14   56    45    65  118    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1257 1175    26    92 1052   715    14   56    45    65  118    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1257 1175    26    92 1052   715    14   56    45    65  118    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  1257 1175    26    92 1052   715    14   56    45    65  118    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.15  0.85
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1525  1225  1375 1583  1167
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.91 0.28  0.02  0.07 0.26  0.52  0.01 0.04  0.04  0.05 0.07  0.07
Crit Vol:    1257                     715         50          65
Crit Moves:  ****                     ****       ****        ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.493
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19 1333     9    14  848    41   264   14    26    11    4    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1333     9    14  848    41   264   14    26    11    4    71
Added Vol:      0   39     0     0  667     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1372     9    14 1515    41   264   14    26    11    4    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1372     9    14 1515    41   264   14    26    11    4    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1372     9    14 1515    41   264   14    26    11    4    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    19 1372     9    14 1515    41   290   14    26    11    4    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.01  0.01 0.34  0.03  0.10 0.01  0.02  0.01 0.00  0.05
Crit Vol:      19                 505         145                        71
Crit Moves:  ****                ****        ****                      ****
********************************************************************************


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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.432
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26 1198     4     6  811    46    71   15    44    14   19    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26 1198     4     6  811    46    71   15    44    14   19    40
Added Vol:      0   39     0     0  667     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26 1237     4     6 1478    46    71   15    44    14   19    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26 1237     4     6 1478    46    71   15    44    14   19    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26 1237     4     6 1478    46    71   15    44    14   19    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26 1237     4     6 1478    46    71   15    44    14   19    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4485    15  1500 4500  1500  1500 1500  1500  1500  483  1017
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.28  0.28  0.00 0.33  0.03  0.05 0.01  0.03  0.01 0.04  0.04
Crit Vol:      26                493          71                   59
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.393
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12 1144     4     6  821    13    43    7    12     9    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   12 1144     4     6  821    13    43    7    12     9    8    26
Added Vol:      0   39     0     0  667     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12 1183     4     6 1488    13    43    7    12     9    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12 1183     4     6 1488    13    43    7    12     9    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12 1183     4     6 1488    13    43    7    12     9    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    12 1183     4     6 1488    13    43    7    12     9    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.97  0.03  0.70 0.11  0.19  1.00 0.24  0.76
Final Sat.:  1500 4485    15  1500 4461    39  1040  169   290  1500  353  1147
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.00 0.33  0.33  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:      12                 500          43                   34
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

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Future 2018 With Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.201
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     136  341     7     8  209    47    10    1    63     1    0     7
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  136  341     7     8  209    47    10    1    63     1    0     7
Added Vol:      0   52     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  136  393     7     8  213    47    10    1    63     1    0     7
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   136  393     7     8  213    47    10    1    63     1    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  136  393     7     8  213    47    10    1    63     1    0     7
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   136  393     7     8  213    47    10    1    63     1    0     7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.46  0.54  1.00 1.00  1.00  0.12 0.00  0.88
Final Sat.:  1425 2800    50  1425 3502   773  1425 1425  1425   178    0  1247
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.14  0.14  0.01 0.06  0.06  0.01 0.00  0.04  0.01 0.00  0.01
Crit Vol:     136                  87                   63     1
Crit Moves:  ****                 ****                 ****  ****
******************************************************************************


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Future 2018 With Project-PM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018 With Project-PM Peak

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

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.887
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 D
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     372  427   117    98  473   107   158 1563   402    76  930   116
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  372  427   117    98  473   107   158 1563   402    76  930   116
Added Vol:      0   10     0   102   90     0     0  598    69     0   24    24
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  372  437   117   200  563   107   158 2161   471    76  954   140
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   372  437   117   200  563   107   158 2161   471    76  954   140
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  372  437   117   200  563   107   158 2161   471    76  954   140
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   409  437   117   220  563   107   158 2161   471    76  954   140
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.58  0.42  2.00 2.00  1.00  1.00 3.28  0.72  1.00 3.49  0.51
Final Sat.:  2750 2169   581  2750 2750  1375  1375 4516   984  1375 4796   704
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.20  0.08 0.20  0.08  0.11 0.48  0.48  0.06 0.20  0.20
Crit Vol:     205                282              658              76
Crit Moves:  ****                ****             ****             ****
******************************************************************************

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.771
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      100                Level Of Service:                 C
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121  359   280   471  505   139   151  874   162   181  396   465
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  359   280   471  505   139   151  874   162   181  396   465
Added Vol:      0    0     0   139    8    12    10  253    48     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  121  359   280   610  513   151   161 1127   210   181  396   465
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   121  359   280   610  513   151   161 1127   210   181  396   465
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  121  359   280   610  513   151   161 1127   210   181  396   465
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   133  359   280   671  513   166   177 1127   210   199  396   465
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.53  0.47  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3477   648  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.20  0.24 0.19  0.12  0.06 0.32  0.32  0.07 0.10  0.34
Crit Vol:          180          336                  446          100
Crit Moves:       ****         ****                 ****         ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.581
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29  776    99    78  958    82    73   61    32    78   29   114
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29  776    99    78  958    82    73   61    32    78   29   114
Added Vol:      0   10     0     0  159     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   29  786    99    78 1117    82    73   61    32    78   29   114
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29  786    99    78 1117    82    73   61    32    78   29   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  786    99    78 1117    82    73   61    32    78   29   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    29  786    99    78 1117    82    73   61    32    78   29   114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.78  0.22  1.00 1.86  0.14  1.00 0.66  0.34  1.00 1.00  1.00
Final Sat.:  1375 2442   308  1375 2562   188  1375  902   473  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.32  0.32  0.06 0.44  0.44  0.05 0.07  0.07  0.06 0.02  0.08
Crit Vol:      29                599              93               78
Crit Moves:  ****                ****             ****             ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.263
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
******************************************************************************
Street Name:          La CIENEGA BLVD.                    CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     108  297   462   446  612   370   132 1171   671    88 1253   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  108  297   462   446  612   370   132 1171   671    88 1253   146
Added Vol:      0    0     0     0    0     0     0  227   473     0   49     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  108  297   462   446  612   370   132 1398  1144    88 1302   146
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   108  297   462   446  612   370   132 1398  1144    88 1302   146
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  108  297   462   446  612   370   132 1398  1144    88 1302   146
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   108  297   508   446  612   407   132 1398  1144    88 1302   146
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.60  0.40
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4945   555
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.11  0.18  0.32 0.22  0.15  0.10 0.34  0.83  0.06 0.26  0.26
Crit Vol:                254   446                      1144     0
Crit Moves:              ****  ****                     ****  ****
******************************************************************************


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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.855
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      100               Level Of Service:                  D
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3065    26     0 2556    67     0    0     0   522   81   208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3065    26     0 2556    67     0    0     0   522   81   208
Added Vol:      0  138     0     0 1239     0     0    0     0    12    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3203    26     0 3795    67     0    0     0   534   81   208
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3203     0     0 3795    67     0    0     0   534   81   208
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3203     0     0 3795    67     0    0     0   534   81   208
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3203     0     0 3795    67     0    0     0   587   81   229
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.76 0.24  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2636  364  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53  0.00  0.00 0.63  0.04  0.00 0.00  0.00  0.22 0.22  0.08
Crit Vol:       0                 949                    0          334
Crit Moves:  ****                 ****                          ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.563
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33                Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420    0   269     0    0     4     6 1420   633     0 1067     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  420    0   269     0    0     4     6 1420   633     0 1067     0
Added Vol:     49    0     0     0    0     0     0  178    49     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  469    0   269     0    0     4     6 1598   682     0 1067     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   469    0   269     0    0     4     6 1598   682     0 1067     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  469    0   269     0    0     4     6 1598   682     0 1067     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   516    0   269     0    0     4     6 1598   750     0 1067     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.72  1.28  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4083  1917     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.18  0.00 0.00  0.00  0.00 0.39  0.39  0.00 0.24  0.00
Crit Vol:     258                  0              587           0
Crit Moves:  ****                ****            ****         ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137   19   265    97   36    33    46  834   109    85  384    65
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137   19   265    97   36    33    46  834   109    85  384    65
Added Vol:      0    0     0     0    0     0     0  311     8     1   11     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  137   19   265    97   36    33    46 1145   117    86  395    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137   19   265    97   36    33    46 1145   117    86  395    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137   19   265    97   36    33    46 1145   117    86  395    65
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   137   19   292   107   36    36    46 1145   117    95  395    65
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.79 0.21  1.00  1.00 2.72  0.28  2.00 2.58  0.42
Final Sat.:  1375 1375  2750  2459  291  1375  1375 3743   382  2750 3542   583
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.01  0.11  0.04 0.12  0.03  0.03 0.31  0.31  0.03 0.11  0.11
Crit Vol:                146        170              421          47
Crit Moves:             ****       ****             ****         ****
********************************************************************************
```

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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.568
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1332   496   395 1534     0     0    0     0   708    0   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1332   496   395 1534     0     0    0     0   708    0   224
Added Vol:      0  167   623     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1499  1119   395 1534     0     0    0     0   708    0   224
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1499     0   395 1534     0     0    0     0   708    0   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1499     0   395 1534     0     0    0     0   708    0   224
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1499     0   435 1534     0     0    0     0   779    0   224
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.00  0.14 0.34  0.00  0.00 0.00  0.00  0.17 0.00  0.15
Crit Vol:          375         217                      0         260
Crit Moves:       ****        ****                             ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.612
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59               Level Of Service:                  B
******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     105  177   550   301  362   303   185  902   126    45  321   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  105  177   550   301  362   303   185  902   126    45  321   206
Added Vol:      0    0     0    10    1     0     1  129     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  105  177   550   311  363   303   186 1031   127    45  321   206
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   105  177   550   311  363   303   186 1031   127    45  321   206
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  177   550   311  363   303   186 1031   127    45  321   206
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   116  177   605   342  363   333   205 1031   140    50  321   227
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.13  0.22  0.12 0.17  0.17  0.07 0.25  0.05  0.02 0.08  0.08
Crit Vol:                303   171                  344          25
Crit Moves:             ****  ****                 ****         ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.840
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      117                Level Of Service:                 D
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     161    1   425     4    0     0     0  863   274   501  552     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  161    1   425     4    0     0     0  863   274   501  552     0
Added Vol:      0    0     0     0    0     0     0  794     2     1  143     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  161    1   425     4    0     0     0 1657   276   502  695     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   161    1     0     4    0     0     0 1657   276   502  695     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161    1     0     4    0     0     0 1657   276   502  695     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   177    1     0     4    0     0     0 1657   276   552  695     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2834   16  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.58  0.19  0.19 0.24  0.00
Crit Vol:      89               4                  829          276
Crit Moves:  ****             ****                ****         ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.733
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       70               Level Of Service:                  C
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     9   739    0   167   119  392     0     0  248   484
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     9   739    0   167   119  392     0     0  248   484
Added Vol:      0    0     0   796    0     0     0    0     0     0    0   143
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     9  1535    0   167   119  392     0     0  248   627
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     9  1535    0   167   119  392     0     0  248   627
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     9  1535    0   167   119  392     0     0  248   627
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     9  1689    0   167   131  392     0     0  248   690
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.18 0.00  0.82  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   259    0  1166  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.59 0.00  0.12  0.05 0.14  0.00  0.00 0.09  0.24
Crit Vol:                 11   844              65                   124
Crit Moves:              ****  ****            ****                 ****
********************************************************************************
```

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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.285
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1432  1001   351 2135    21   137  253   157   147  168   360
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1432  1001   351 2135    21   137  253   157   147  168   360
Added Vol:      0    0     0   238  129     0    12   88     0    10    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128 1432  1001   589 2264    21   149  341   157   157  168   360
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1432  1001   589 2264    21   149  341   157   157  168   360
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1432  1001   589 2264    21   149  341   157   157  168   360
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   128 1432  1001   648 2264    21   164  341   157   173  168   360
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5449    51  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.35  0.73  0.24 0.42  0.42  0.06 0.08  0.11  0.06 0.04  0.26
Crit Vol:               1001   324              82                        360
Crit Moves:             ****  ****            ****                       ****
******************************************************************************


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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.418
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77    0   144   104  189   142     0  757    54    40  597     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   77    0   144   104  189   142     0  757    54    40  597     0
Added Vol:      0    0     0     0    0     0     0  319     8     1   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   77    0   144   104  189   142     0 1076    62    41  607     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77    0   144   104  189   142     0 1076    62    41  607     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77    0   144   104  189   142     0 1076    62    41  607     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    77    0   158   114  189   156     0 1076    62    45  607     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.84  0.16  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2339  1936     0 4042   233  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.06  0.08 0.08  0.08  0.00 0.27  0.27  0.02 0.14  0.00
Crit Vol:                79        115              379          23
Crit Moves:             ****      ****             ****         ****
******************************************************************************
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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.670
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                 B
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     427    0   221     0    0     0     0 1059   686   295  544     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  427    0   221     0    0     0     0 1059   686   295  544     0
Added Vol:      0    0     0     0    0     0     0  132   261     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  427    0   221     0    0     0     0 1191   947   295  544     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   427    0   221     0    0     0     0 1191   947   295  544     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  427    0   221     0    0     0     0 1191   947   295  544     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   470    0   243     0    0     0     0 1191  1042   325  544     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.13  1.87  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3041  2659  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00  0.09  0.00 0.00  0.00  0.00 0.39  0.39  0.11 0.19  0.00
Crit Vol:     235                    0              558          162
Crit Moves:  ****                                 ****         ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.562
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     214    0   235     0    0     0     0 1558   208     0  367   233
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  214    0   235     0    0     0     0 1558   208     0  367   233
Added Vol:      0    0     0     0    0     0     0  139     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  214    0   235     0    0     0     0 1697   208     0  367   233
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   214    0   235     0    0     0     0 1697     0     0  367     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  214    0   235     0    0     0     0 1697     0     0  367     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   235    0   235     0    0     0     0 1697     0     0  367     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.40  0.00  0.00 0.09  0.00
Crit Vol:     235                    0              566           0
Crit Moves:  ****                                  ****         ****
********************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.417
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  495   198   162  681     9     0    0     0    81    0    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  495   198   162  681     9     0    0     0    81    0    83
Added Vol:      0    0     1     2  104     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  495   199   164  785     9     0    0     0    81    0    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  495   199   164  785     9     0    0     0    81    0    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  495   199   164  785     9     0    0     0    81    0    83
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  495   199   164  785     9     0    0     0    89    0    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.97  0.03  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     4 2030   816  1425 4227    48     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24  0.24  0.12 0.19  0.19  0.00 0.00  0.00  0.03 0.00  0.06
Crit Vol:          347         164                      0                    83
Crit Moves:       ****        ****                                         ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     135  477     0     0  665   118   183    0   204     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  135  477     0     0  665   118   183    0   204     0    0     0
Added Vol:      0    1     0     0  104     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  135  478     0     0  769   118   183    0   204     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   135  478     0     0  769   118   183    0   204     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  135  478     0     0  769   118   183    0   204     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   135  478     0     0  769   118   201    0   204     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.60  0.40  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3706   569  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.17  0.00  0.00 0.21  0.21  0.07 0.00  0.14  0.00 0.00  0.00
Crit Vol:     135                  296                   204          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  571    82   189  624     0     0    0     0   650    0   170
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  571    82   189  624     0     0    0     0   650    0   170
Added Vol:      0    0     0     0    0     0     0    0     0     0    0    19
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  571    82   189  624     0     0    0     0   650    0   189
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  571    82   189  624     0     0    0     0   650    0   189
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  571    82   189  624     0     0    0     0   650    0   189
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  571    90   189  624     0     0    0     0   715    0   189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.58 0.00  0.42
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2254    0   596
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.06  0.13 0.22  0.00  0.00 0.00  0.00  0.32 0.00  0.32
Crit Vol:       1                 312                 0          452
Crit Moves:  ****                ****                          ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  543    44   433  739     8     0    0     6     0    0   269
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  543    44   433  739     8     0    0     6     0    0   269
Added Vol:      0    0     0   366  106     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  543    44   799  845     8     0    0     6     0    0   269
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  543    44   799  845     8     0    0     6     0    0   269
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  543    44   799  845     8     0    0     6     0    0   269
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  543    44   879  845     8     0    0     6     0    0   296
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2544   206  2750 2724    26     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.32 0.31  0.31  0.00 0.00  0.00  0.00 0.00  0.11
Crit Vol:          294         439                           6           0
Crit Moves:       ****        ****                        ****        ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.383
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  517    45    76  795     0     0    0     0   188    0   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9  517    45    76  795     0     0    0     0   188    0   118
Added Vol:      0    1     0    93   11     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    9  518    45   169  806     0     0    0     0   188    0   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     9  518    45   169  806     0     0    0     0   188    0   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  518    45   169  806     0     0    0     0   188    0   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     9  518    45   169  806     0     0    0     0   207    0   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.03  0.12 0.19  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          259         169                      0                    118
Crit Moves:       ****        ****                                          ****
******************************************************************************


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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.342
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140 1251   245    98 1380   114    96  340   115   267  225   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  140 1251   245    98 1380   114    96  340   115   267  225   100
Added Vol:      0  491     0     0    0     0   300   24   785     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140 1742   245    98 1380   114   396  364   900   267  225   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140 1742   245    98 1380   114   396  364   900   267  225   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140 1742   245    98 1380   114   396  364   900   267  225   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   140 1742   245    98 1380   114   396  364   900   267  225   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1904   846
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.42  0.18  0.07 0.33  0.08  0.29 0.13  0.65  0.19 0.12  0.12
Crit Vol:          581          98                          900   267
Crit Moves:       ****         ****                        ****  ****
******************************************************************************
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                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.125
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1389 1649   266     0 1888    31     0    0  1560     0    0    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1389 1649   266     0 1888    31     0    0  1560     0    0    24
Added Vol:      0  138     0     0 1172     0     0    0    68     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1389 1787   266     0 3060    31     0    0  1628     0    0    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1389 1787   266     0 3060    31     0    0  1628     0    0    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1389 1787   266     0 3060    31     0    0  1628     0    0    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1528 1787   266     0 3060    31     0    0  1791     0    0    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.61  0.39  0.00 3.96  0.04  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3721   554     0 5643    57     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.48  0.48  0.00 0.54  0.54  0.00 0.00  0.31  0.00 0.00  0.02
Crit Vol:     382                  773                   448     0
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.054
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138 1277   100   267 1311   193   214  745   124    94  529   221
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  138 1277   100   267 1311   193   214  745   124    94  529   221
Added Vol:      0  791     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  138 2068   100   267 1311   193   214  745   124    94  529   221
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   138 2068   100   267 1311   193   214  745   124    94  529   221
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138 2068   100   267 1311   193   214  745   124    94  529   221
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   138 2068   100   267 1311   193   235  745   124    94  529   221
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.50  0.07  0.19 0.32  0.14  0.09 0.27  0.09  0.07 0.27  0.27
Crit Vol:          689         267              118                  375
Crit Moves:       ****        ****             ****                 ****
******************************************************************************


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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.666
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56                Level Of Service:                 B
******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  422   274    61  436     0     0    0     0   201    0    86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  422   274    61  436     0     0    0     0   201    0    86
Added Vol:      0    0   237     0    0     0     0    0     0   484    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  422   511    61  436     0     0    0     0   685    0    86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  422   511    61  436     0     0    0     0   685    0    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  422   511    61  436     0     0    0     0   685    0    86
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  422   511    61  436     0     0    0     0   754    0    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.15  0.36  0.04 0.15  0.00  0.00 0.00  0.00  0.26 0.00  0.06
Crit Vol:                511    61                      0          377
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.337
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199 1409    66   206 1563    63    68  251    98   198  252   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199 1409    66   206 1563    63    68  251    98   198  252   160
Added Vol:    138    0     0     0  785     0   382    0   387     0    0   109
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  337 1409    66   206 2348    63   450  251   485   198  252   269
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337 1409    66   206 2348    63   450  251   485   198  252   269
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337 1409    66   206 2348    63   450  251   485   198  252   269
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   337 1409    66   206 2348    63   450  251   485   198  252   269
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.34  0.05  0.15 0.57  0.05  0.33 0.18  0.35  0.14 0.18  0.20
Crit Vol:     337                783         450                          269
Crit Moves:  ****                ****        ****                         ****
******************************************************************************
```

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Future 2018 With Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.720
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51                Level Of Service:                 C
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1564    38   127 1901   286   214   70    82    40   50    52
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1564    38   127 1901   286   214   70    82    40   50    52
Added Vol:      0  791     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 2355    38   127 1901   286   214   70    82    40   50    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 2355    38   127 1901   286   214   70    82    40   50    52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 2355    38   127 1901   286   214   70    82    40   50    52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 2355    38   127 1901   286   235   70    82    40   50    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.52  0.03  0.08 0.42  0.19  0.08 0.05  0.05  0.03 0.03  0.03
Crit Vol:          785         127              118                   50
Crit Moves:       ****        ****             ****                  ****
******************************************************************************
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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.661
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     107 1412    23    41 1944   187   128  102   116    29   46    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  107 1412    23    41 1944   187   128  102   116    29   46    35
Added Vol:      0  791     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  107 2203    23    41 1944   187   128  102   116    29   46    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   107 2203    23    41 1944   187   128  102   116    29   46    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  107 2203    23    41 1944   187   128  102   116    29   46    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   107 2203    23    41 1944   187   128  102   116    29   46    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4454    46  1500 4500  1500  1500 1500  1500  1500  852   648
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.49  0.49  0.03 0.43  0.12  0.09 0.07  0.08  0.02 0.05  0.05
Crit Vol:          742          41              128                   81
Crit Moves:       ****         ****            ****                  ****
******************************************************************************
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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.638
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                 B
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1472    15    46 1976    65    54   49    41     7   39    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1472    15    46 1976    65    54   49    41     7   39    24
Added Vol:      0  791     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43 2263    15    46 1976    65    54   49    41     7   39    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 2263    15    46 1976    65    54   49    41     7   39    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 2263    15    46 1976    65    54   49    41     7   39    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    43 2263    15    46 1976    65    54   49    41     7   39    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.90  0.10  0.38 0.34  0.28  1.00 0.62  0.38
Final Sat.:  1500 4470    30  1500 4357   143   563  510   427  1500  929   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.51  0.51  0.03 0.45  0.45  0.10 0.10  0.10  0.00 0.04  0.04
Crit Vol:          759           46                  144           7
Crit Moves:       ****         ****                ****         ****
******************************************************************************
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Future 2018 With Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     100  481     8    45  661    63    82    1   191    12    2     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  100  481     8    45  661    63    82    1   191    12    2     9
Added Vol:      0    0     0     0  106     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100  481     8    45  767    63    82    1   191    12    2     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   100  481     8    45  767    63    82    1   191    12    2     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100  481     8    45  767    63    82    1   191    12    2     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   100  481     8    45  767    63    82    1   191    12    2     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.77  0.23  1.00 1.00  1.00  0.52 0.09  0.39
Final Sat.:  1425 2803    47  1425 3951   324  1425 1425  1425   743  124   558
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.17  0.17  0.03 0.19  0.19  0.06 0.00  0.13  0.02 0.02  0.02
Crit Vol:     100                  277                   191    12
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

```
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```

```
Baseline 2013 plus Project-AM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013 plus Project-AM Peak

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

```
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```

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     434  343    33    67  149    72    74  781   230    66 1297   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  434  343    33    67  149    72    74  781   230    66 1297   108
Added Vol:      0    0     0     0    2     0     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  434  343    33    67  151    72    74  781   230    66 1302   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   434  343    33    67  151    72    74  781   230    66 1302   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  434  343    33    67  151    72    74  781   230    66 1302   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   477  343    33    74  151    72    74  781   230    66 1302   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.82  0.18  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.69  0.31
Final Sat.:  2750 2509   241  2750 2750  1375  1375 4249  1251  1375 5079   421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.14  0.14  0.03 0.05  0.05  0.05 0.18  0.18  0.05 0.26  0.26
Crit Vol:     239                76                74                353
Crit Moves:  ****                ****              ****              ****
********************************************************************************
```

```
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```

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                 A
********************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  254    81   208  126    50    45  152    48   187  524   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  254    81   208  126    50    45  152    48   187  524   632
Added Vol:      3    0     0     0    0     2     0    0     0     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140  254    81   208  126    52    45  152    48   187  534   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140  254    81   208  126    52    45  152    48   187  534   632
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  254    81   208  126    52    45  152    48   187  534   632
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   154  254    81   229  126    57    50  152    48   206  534   632
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3135   990  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09  0.06  0.08 0.05  0.04  0.02 0.05  0.05  0.07 0.13  0.46
Crit Vol:          127           0              25                         632
Crit Moves:       ****         ****            ****                       ****
********************************************************************************


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```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.365
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  771    50    41  356    39    23   18    12    24   27    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  771    50    41  356    39    23   18    12    24   27    75
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15  771    50    41  358    39    23   18    12    24   27    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  771    50    41  358    39    23   18    12    24   27    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  771    50    41  358    39    23   18    12    24   27    75
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    15  771    50    41  358    39    23   18    12    24   27    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.88  0.12  1.00 1.80  0.20  1.00 0.60  0.40  1.00 1.00  1.00
Final Sat.:  1375 2583   167  1375 2480   270  1375  825   550  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.30  0.30  0.03 0.14  0.14  0.02 0.02  0.02  0.02 0.02  0.05
Crit Vol:          410          41               23                   27
Crit Moves:       ****         ****             ****                 ****
********************************************************************************
```

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```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.697
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       75                Level Of Service:                 B
********************************************************************************
Street Name:          La CIENEGA BLVD.                    CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88  153   109    53  145   573    58  517   263   244 1897   319
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   88  153   109    53  145   573    58  517   263   244 1897   319
Added Vol:      0    0     0     0    2     0     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   88  153   109    53  147   573    58  517   263   244 1902   319
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    88  153   109    53  147   573    58  517   263   244 1902   319
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   88  153   109    53  147   573    58  517   263   244 1902   319
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88  153   120    53  147   630    58  517   263   244 1902   319
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.43  0.57
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4710   790
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.04  0.04 0.05  0.23  0.04 0.13  0.19  0.18 0.40  0.40
Crit Vol:      88                      315     0                   555
Crit Moves:  ****                     ****  ****                ****
********************************************************************************
```

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```

```
Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.496
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
********************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2397    19     0  805    43     0    0     0   191   73   176
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2397    19     0  805    43     0    0     0   191   73   176
Added Vol:      0    0     0     0    0     0     0    0     0     5    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2397    19     0  805    43     0    0     0   196   73   176
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2397     0     0  805    43     0    0     0   196   73   176
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2397     0     0  805    43     0    0     0   196   73   176
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2397     0     0  805    43     0    0     0   216   73   194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.49 0.51  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2241  759  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.40  0.00  0.00 0.13  0.03  0.00 0.00  0.00  0.10 0.10  0.06
Crit Vol:          599           0                        0          144
Crit Moves:       ****         ****                                ****
********************************************************************************
```

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```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.635
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39                Level Of Service:                 B
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     561    0    71     0    0     0     5  309   381     0 1913     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  561    0    71     0    0     0     5  309   381     0 1913     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  561    0    71     0    0     0     5  309   381     0 1918     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   561    0    71     0    0     0     5  309   381     0 1918     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  561    0    71     0    0     0     5  309   381     0 1918     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   617    0    71     0    0     0     5  309   419     0 1918     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.00  2.00  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 3000  3000     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.00  0.05  0.00 0.00  0.00  0.00 0.10  0.14  0.00 0.43  0.00
Crit Vol:     309                    0           5                   639
Crit Moves:  ****                              ****                ****
******************************************************************************
```

```
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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    8    32    50   44     5    19  239   163   149  376    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20    8    32    50   44     5    19  239   163   149  376    79
Added Vol:      0    0     0     0    0     0     0    0     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20    8    32    50   44     5    19  239   163   149  391    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20    8    32    50   44     5    19  239   163   149  391    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20    8    32    50   44     5    19  239   163   149  391    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    20    8    35    55   44     6    19  239   163   164  391    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.50  0.50
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3432   693
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.11  0.11
Crit Vol:      20                  104                   163    82
Crit Moves:  ****                ****                  ****  ****
********************************************************************************
```

```
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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.297
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  844   696    45  276     0     0    0     0   540    0   164
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  844   696    45  276     0     0    0     0   540    0   164
Added Vol:      0    0     0     0   10     0     0    0     0    34    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  844   696    45  286     0     0    0     0   574    0   164
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  844     0    45  286     0     0    0     0   574    0   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  844     0    45  286     0     0    0     0   574    0   164
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  844     0    50  286     0     0    0     0   631    0   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.00  0.02 0.06  0.00  0.00 0.00  0.00  0.14 0.00  0.11
Crit Vol:          211          25                       0          210
Crit Moves:       ****         ****                             ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.262
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  103    93    40   57   168   154  298    64    27  410   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31  103    93    40   57   168   154  298    64    27  410   299
Added Vol:      0    0     0     0    0     2     0    0     0     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31  103    93    40   57   170   154  298    64    27  418   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31  103    93    40   57   170   154  298    64    27  418   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  103    93    40   57   170   154  298    64    27  418   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    34  103   102    44   57   187   169  298    70    30  418   329
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2070  2055  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.05  0.02 0.04  0.07  0.06 0.07  0.03  0.01 0.10  0.12
Crit Vol:      17                        94    85                        164
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.660
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                 B
******************************************************************************
Street Name:           MAIN STREET                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199    0   357     3    1     1     0  467    51   271  925     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199    0   357     3    1     1     0  467    51   271  925     1
Added Vol:      0    0     0     0    0     0     0   72     0     0  189     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  199    0   357     3    1     1     0  539    51   271 1114     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   199    0     0     3    1     1     0  539    51   271 1114     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  199    0     0     3    1     1     0  539    51   271 1114     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   219    0     0     3    1     1     0  539    51   298 1114     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.60 0.20  0.20  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   855  285   285  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.19  0.04  0.10 0.39  0.00
Crit Vol:     109                    5              270              557
Crit Moves:  ****                 ****            ****             ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.406
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   298    0    40    64  219     1     9  322   795
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   298    0    40    64  219     1     9  322   795
Added Vol:      0    0     0    72    0     0     0    0     0     0    0   189
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   370    0    40    64  219     1     9  322   984
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0     1   370    0    40    64  219     1     9  322   984
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   370    0    40    64  219     1     9  322   984
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     1    0     1   407    0    40    70  219     1     9  322  1082
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.00  0.50  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:   713    0   713  2850    0  1425  2850 2837    13  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.14 0.00  0.03  0.02 0.08  0.08  0.01 0.11  0.38
Crit Vol:                 2     0              35                          541
Crit Moves:             ****  ****           ****                        ****
********************************************************************************
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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.566
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                 A
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61  995   443   162 1114    12   108  123    52    72   97   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  995   443   162 1114    12   108  123    52    72   97   187
Added Vol:      8    0     0     0    0     0     0    0     0     0   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   69  995   443   162 1114    12   108  123    52    72  113   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    69  995   443   162 1114    12   108  123    52    72  113   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   69  995   443   162 1114    12   108  123    52    72  113   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    69  995   443   178 1114    12   119  123    52    79  113   187
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5441    59  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.24  0.32  0.06 0.20  0.20  0.04 0.03  0.04  0.03 0.03  0.14
Crit Vol:                443    89              59                        187
Crit Moves:             ****  ****            ****                      ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
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                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.432
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    0    13   248  734   516     0  264    54    43  345     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15    0    13   248  734   516     0  264    54    43  345     0
Added Vol:      0    0     0     0    0     0     0    0     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15    0    13   248  734   516     0  264    54    43  360     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15    0    13   248  734   516     0  264    54    43  360     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15    0    13   248  734   516     0  264    54    43  360     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    15    0    14   273  734   568     0  264    54    47  360     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.49  0.51  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2222  2053     0 3549   726  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.19 0.33  0.28  0.00 0.07  0.07  0.02 0.08  0.00
Crit Vol:      15                471              106              24
Crit Moves:  ****                ****             ****             ****
********************************************************************************
```

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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.586
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45                Level Of Service:                 A
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     836    0   361     0    0     0     0  208   307    82  533     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  836    0   361     0    0     0     0  208   307    82  533     0
Added Vol:      0    0     0     0    0     0     0    0     0     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  836    0   361     0    0     0     0  208   307    82  543     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   836    0   361     0    0     0     0  208   307    82  543     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  836    0   361     0    0     0     0  208   307    82  543     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   920    0   397     0    0     0     0  208   338    90  543     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.00  0.14  0.00 0.00  0.00  0.00 0.07  0.12  0.03 0.19  0.00
Crit Vol:     460                    0              104              272
Crit Moves:  ****                                 ****             ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.213
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200    0    25     0    0     0     0  233   193     0  534   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  200    0    25     0    0     0     0  233   193     0  534   572
Added Vol:      0    0     0     0    0     0     0    0     0     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  200    0    25     0    0     0     0  233   193     0  542   572
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   200    0    25     0    0     0     0  233     0     0  542     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  200    0    25     0    0     0     0  233     0     0  542     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   220    0    25     0    0     0     0  233     0     0  542     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2559    0   291     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.09  0.00 0.00  0.00  0.00 0.05  0.00  0.00 0.13  0.00
Crit Vol:     123                    0           0                   181
Crit Moves:  ****                             ****                 ****
********************************************************************************
```

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Baseline 2013 plus Project-AM Peak
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                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.234
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  343    31    17  190    34     0    0     0    70    0   129
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  343    31    17  190    34     0    0     0    70    0   129
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  343    31    17  192    34     0    0     0    70    0   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  343    31    17  192    34     0    0     0    70    0   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  343    31    17  192    34     0    0     0    70    0   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  343    31    17  192    34     0    0     0    77    0   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.55  0.45  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2614   236  1425 3632   643     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.01 0.05  0.05  0.00 0.00  0.00  0.03 0.00  0.09
Crit Vol:          187          17                     0                    129
Crit Moves:       ****         ****                                      ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.198
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  354     0     0  180    93    38    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  354     0     0  180    93    38    0    52     0    0     0
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  137  354     0     0  182    93    38    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  354     0     0  182    93    38    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  354     0     0  182    93    38    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   137  354     0     0  182    93    42    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.00  0.00 0.06  0.07  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     137                       93                52           0
Crit Moves:  ****                      ****              ****
******************************************************************************
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Baseline 2013 plus Project-AM Peak
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                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  354    71    91  160     0     0    0     0   654    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  354    71    91  160     0     0    0     0   654    0    44
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2  354    71    91  162     0     0    0     0   654    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  354    71    91  162     0     0    0     0   654    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  354    71    91  162     0     0    0     0   654    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  354    78    91  162     0     0    0     0   719    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.88 0.00  0.12
Final Sat.:    20 2830  1425  1425 2850     0     0    0     0  2686    0   164
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.05  0.06 0.06  0.00  0.00 0.00  0.00  0.27 0.00  0.27
Crit Vol:          178          91                       0          382
Crit Moves:       ****         ****                               ****
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Baseline 2013 plus Project-AM Peak
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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.205
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  298    27   216  224    12     0    0     1     0    0    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  298    27   216  224    12     0    0     1     0    0    58
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  298    27   216  226    12     0    0     1     0    0    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  298    27   216  226    12     0    0     1     0    0    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  298    27   216  226    12     0    0     1     0    0    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  298    27   238  226    12     0    0     1     0    0    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2522   228  2750 2611   139     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          163         119                           1          0
Crit Moves:       ****        ****                        ****       ****
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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.206
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  446    92    29  210     0     0    0     1    74    0    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  446    92    29  210     0     0    0     1    74    0    54
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6  446    92    29  212     0     0    0     1    74    0    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6  446    92    29  212     0     0    0     1    74    0    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  446    92    29  212     0     0    0     1    74    0    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     6  446    92    29  212     0     0    0     1    81    0    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.06  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          223          29                          1    41
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  984    66    22  740    30    40   54    41   168   73    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20  984    66    22  740    30    40   54    41   168   73    16
Added Vol:      0    0     0     0   43     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20  984    66    22  783    30    40   54    41   168   73    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20  984    66    22  783    30    40   54    41   168   73    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  984    66    22  783    30    40   54    41   168   73    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    20  984    66    22  783    30    40   54    41   168   73    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.64  0.36
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2256   494
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.05  0.02 0.19  0.02  0.03 0.02  0.03  0.12 0.03  0.03
Crit Vol:          328          22                           41   168
Crit Moves:       ****         ****                        ****  ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                 A
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1202 1214   100     0  961     8     0    0   647     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1202 1214   100     0  961     8     0    0   647     0    0     4
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1202 1214   100     0  961     8     0    0   647     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1202 1214   100     0  961     8     0    0   647     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1202 1214   100     0  961     8     0    0   647     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1322 1214   100     0  961     8     0    0   712     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.77  0.23  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3950   325     0 5653    47     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.31  0.31  0.00 0.17  0.17  0.00 0.00  0.12  0.00 0.00  0.00
Crit Vol:     331                  242                   178     0
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  965    32    59  787    28    77  157    42    41  293   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  965    32    59  787    28    77  157    42    41  293   139
Added Vol:      0    0     0     0   43     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   60  965    32    59  830    28    77  157    42    41  293   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  965    32    59  830    28    77  157    42    41  293   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  965    32    59  830    28    77  157    42    41  293   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    60  965    32    59  830    28    85  157    42    41  293   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1865   885
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.04 0.20  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:          322          59              42                   216
Crit Moves:       ****         ****            ****                 ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.237
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  339   184    45  261     0     0    0     0   155    0    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  339   184    45  261     0     0    0     0   155    0    16
Added Vol:      0    0     0     0    0     0     0    0     0    43    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  339   184    45  261     0     0    0     0   198    0    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  339   184    45  261     0     0    0     0   198    0    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  339   184    45  261     0     0    0     0   198    0    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  339   184    45  261     0     0    0     0   218    0    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.13  0.03 0.09  0.00  0.00 0.00  0.00  0.08 0.00  0.01
Crit Vol:                184    45                       0          109
Crit Moves:             ****  ****                              ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.379
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128 1064    24    62  863    56    13   51    41    59   94    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  128 1064    24    62  863    56    13   51    41    59   94    79
Added Vol:      0    0     0     0    0    43     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128 1064    24    62  863    99    13   51    41    59   94    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   128 1064    24    62  863    99    13   51    41    59   94    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128 1064    24    62  863    99    13   51    41    59   94    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   128 1064    24    62  863    99    13   51    41    59   94    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.09  0.91
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1524  1226  1375 1494  1256
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.26  0.02  0.05 0.21  0.07  0.01 0.03  0.03  0.04 0.06  0.06
Crit Vol:          355          62                   46          59
Crit Moves:       ****         ****                 ****        ****
********************************************************************************


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```

```
Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17 1207     8    13  768    37   239   13    24    10    4    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17 1207     8    13  768    37   239   13    24    10    4    64
Added Vol:      0    0     0     0   43     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17 1207     8    13  811    37   239   13    24    10    4    64
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17 1207     8    13  811    37   239   13    24    10    4    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17 1207     8    13  811    37   239   13    24    10    4    64
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    17 1207     8    13  811    37   263   13    24    10    4    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.27  0.01  0.01 0.18  0.02  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          402          13              131                          64
Crit Moves:       ****         ****            ****                        ****
******************************************************************************


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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.323
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       21               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24 1085     4     5  735    42    64   14    40    13   17    36
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   24 1085     4     5  735    42    64   14    40    13   17    36
Added Vol:      0    0     0     0   43     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   24 1085     4     5  778    42    64   14    40    13   17    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24 1085     4     5  778    42    64   14    40    13   17    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24 1085     4     5  778    42    64   14    40    13   17    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    24 1085     4     5  778    42    64   14    40    13   17    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4483    17  1500 4500  1500  1500 1500  1500  1500  481  1019
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24  0.24  0.00 0.17  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:          363           5                64                   53
Crit Moves:       ****         ****              ****                 ****
********************************************************************************


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Baseline 2013 plus Project-AM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.281
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11 1036     4     5  744    12    39    6    11     8    7    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11 1036     4     5  744    12    39    6    11     8    7    24
Added Vol:      0    0     0     0   43     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11 1036     4     5  787    12    39    6    11     8    7    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11 1036     4     5  787    12    39    6    11     8    7    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11 1036     4     5  787    12    39    6    11     8    7    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    11 1036     4     5  787    12    39    6    11     8    7    24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.95  0.05  0.69 0.11  0.20  1.00 0.23  0.77
Final Sat.:  1500 4483    17  1500 4432    68  1045  161   295  1500  339  1161
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.23  0.23  0.00 0.18  0.18  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:          347           5              39                   31
Crit Moves:       ****         ****            ****                 ****
******************************************************************************
```

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Baseline 2013 plus Project-AM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.182
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  309     6     7  189    43     9    1    57     1    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  309     6     7  189    43     9    1    57     1    0     6
Added Vol:      0    0     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123  309     6     7  191    43     9    1    57     1    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  309     6     7  191    43     9    1    57     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  309     6     7  191    43     9    1    57     1    0     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   123  309     6     7  191    43     9    1    57     1    0     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.45  0.55  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2796    54  1425 3489   786  1425 1425  1425   204    0  1221
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.11  0.11  0.00 0.05  0.05  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     123                  78                    57     1
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************
```

```
Baseline 2013 plus Project-PM Peak
-------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013 plus Project-PM Peak

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

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```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.665
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                  B
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     337  387   106    89  428    97   143 1416   364    69  842   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  387   106    89  428    97   143 1416   364    69  842   105
Added Vol:      0    2     0     0    0     0     0    5     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  337  389   106    89  428    97   143 1421   364    69  842   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337  389   106    89  428    97   143 1421   364    69  842   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337  389   106    89  428    97   143 1421   364    69  842   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   371  389   106    98  428    97   143 1421   364    69  842   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.57  0.43  2.00 2.00  1.00  1.00 3.18  0.82  1.00 3.56  0.44
Final Sat.:  2750 2161   589  2750 2750  1375  1375 4378  1122  1375 4890   610
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.18  0.18  0.04 0.16  0.07  0.10 0.32  0.32  0.05 0.17  0.17
Crit Vol:     185                214              446              69
Crit Moves:  ****               ****             ****             ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.585
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55                Level Of Service:                 A
********************************************************************************
Street Name:           AVIATION BL.                     IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  325   254   427  457   126   137  792   147   164  359   421
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  110  325   254   427  457   126   137  792   147   164  359   421
Added Vol:      0    0     0     0    0     0     2    8     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  110  325   254   427  457   126   139  800   150   164  359   421
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   110  325   254   427  457   126   139  800   150   164  359   421
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  325   254   427  457   126   139  800   150   164  359   421
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   121  325   254   470  457   139   153  800   150   180  359   421
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.53  0.47  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3474   651  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.18  0.17 0.17  0.10  0.06 0.23  0.23  0.07 0.09  0.31
Crit Vol:          163         235                  317          90
Crit Moves:       ****        ****                 ****        ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  703    90    71  868    74    66   55    29    71   26   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  703    90    71  868    74    66   55    29    71   26   103
Added Vol:      0    2     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  705    90    71  868    74    66   55    29    71   26   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  705    90    71  868    74    66   55    29    71   26   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  705    90    71  868    74    66   55    29    71   26   103
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26  705    90    71  868    74    66   55    29    71   26   103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.77  0.23  1.00 1.84  0.16  1.00 0.65  0.35  1.00 1.00  1.00
Final Sat.:  1375 2439   311  1375 2534   216  1375  900   475  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.29  0.05 0.34  0.34  0.05 0.06  0.06  0.05 0.02  0.07
Crit Vol:      26                471              84               71
Crit Moves:  ****                ****             ****             ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.832
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136                Level Of Service:                 D
******************************************************************************
Street Name:          La CIENEGA BLVD.                    CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      98  269   418   404  554   335   120 1061   608    80 1135   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   98  269   418   404  554   335   120 1061   608    80 1135   132
Added Vol:      0    0     0     0    0     0     0    5     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   98  269   418   404  554   335   120 1066   608    80 1135   132
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    98  269   418   404  554   335   120 1066   608    80 1135   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   98  269   418   404  554   335   120 1066   608    80 1135   132
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    98  269   460   404  554   369   120 1066   608    80 1135   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.58  0.42
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4927   573
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.29 0.20  0.13  0.09 0.26  0.44  0.06 0.23  0.23
Crit Vol:                230   404                      608     0
Crit Moves:             ****  ****                    ****  ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.660
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  B
********************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2776    24     0 2315    61     0    0     0   473   73   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2776    24     0 2315    61     0    0     0   473   73   188
Added Vol:      0    0     0     0    8     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2776    24     0 2323    61     0    0     0   473   73   188
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2776     0     0 2323    61     0    0     0   473   73   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2776     0     0 2323    61     0    0     0   473   73   188
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2776     0     0 2323    61     0    0     0   520   73   207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.75 0.25  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2631  369  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46  0.00  0.00 0.39  0.04  0.00 0.00  0.00  0.20 0.20  0.07
Crit Vol:          694           0                      0          297
Crit Moves:       ****         ****                              ****
********************************************************************************
```

```
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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.460
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                Level Of Service:                 A
******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     380    0   244     0    0     4     5 1286   573     0  966     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  380    0   244     0    0     4     5 1286   573     0  966     0
Added Vol:      0    0     0     0    0     0     0    5     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  380    0   244     0    0     4     5 1291   573     0  966     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   380    0   244     0    0     4     5 1291   573     0  966     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380    0   244     0    0     4     5 1291   573     0  966     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   418    0   244     0    0     4     5 1291   630     0  966     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.69  1.31  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4032  1968     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.16  0.00 0.00  0.00  0.00 0.32  0.32  0.00 0.21  0.00
Crit Vol:     209                   0              480           0
Crit Moves:  ****                ****            ****        ****
******************************************************************************
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Baseline 2013 plus Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.448
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
********************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   17   240    88   33    30    42  755    99    77  348    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124   17   240    88   33    30    42  755    99    77  348    59
Added Vol:      0    0     0     0    0     0     0   13     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  124   17   240    88   33    30    42  768    99    77  348    59
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124   17   240    88   33    30    42  768    99    77  348    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   17   240    88   33    30    42  768    99    77  348    59
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   124   17   264    97   33    33    42  768    99    85  348    59
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.78 0.22  1.00  1.00 2.66  0.34  2.00 2.57  0.43
Final Sat.:  1375 1375  2750  2453  297  1375  1375 3654   471  2750 3527   598
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.01  0.10  0.04 0.11  0.02  0.03 0.21  0.21  0.03 0.10  0.10
Crit Vol:                132        153              289          42
Crit Moves:             ****       ****             ****         ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1206   449   358 1389     0     0    0     0   641    0   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1206   449   358 1389     0     0    0     0   641    0   203
Added Vol:      0   10    34     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1216   483   358 1389     0     0    0     0   641    0   203
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1216     0   358 1389     0     0    0     0   641    0   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1216     0   358 1389     0     0    0     0   641    0   203
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1216     0   394 1389     0     0    0     0   705    0   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.00  0.13 0.31  0.00  0.00 0.00  0.00  0.16 0.00  0.14
Crit Vol:          304         197                       0         235
Crit Moves:       ****        ****                              ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.525
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      95  160   498   273  328   274   168  817   114    41  291   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  160   498   273  328   274   168  817   114    41  291   187
Added Vol:      0    0     0     0    0     0     0    8     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   95  160   498   273  328   274   168  825   114    41  291   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    95  160   498   273  328   274   168  825   114    41  291   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  160   498   273  328   274   168  825   114    41  291   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   104  160   548   300  328   301   185  825   125    45  291   206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.20  0.11 0.15  0.15  0.07 0.20  0.05  0.02 0.07  0.07
Crit Vol:               274   150                 275          23
Crit Moves:            ****  ****               ****         ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.572
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                 A
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    1  0  0  0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     146    1   385     4    0     0     0  782   248   454  500     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  146    1   385     4    0     0     0  782   248   454  500     0
Added Vol:      0    0     0     0    0     0     0  180     0     0   72     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146    1   385     4    0     0     0  962   248   454  572     0
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146    1     0     4    0     0     0  962   248   454  572     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    1     0     4    0     0     0  962   248   454  572     0
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   161    1     0     4    0     0     0  962   248   499  572     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  1.00 0.00  0.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2832   18  1425  1425    0     0  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.00  0.00 0.00  0.00  0.00 0.34  0.17  0.18 0.20  0.00
Crit Vol:      81               4                  481          250
Crit Moves:  ****             ****                ****         ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.455
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    0     8   669    0   151   108  355     0     0  225   438
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2    0     8   669    0   151   108  355     0     0  225   438
Added Vol:      0    0     0   180    0     0     0    0     0     0    0    72
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     8   849    0   151   108  355     0     0  225   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2    0     8   849    0   151   108  355     0     0  225   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8   849    0   151   108  355     0     0  225   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     2    0     8   934    0   151   119  355     0     0  225   561
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.00  0.80  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:   285    0  1140  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.33 0.00  0.11  0.04 0.12  0.00  0.00 0.08  0.20
Crit Vol:                 10   467              59                   113
Crit Moves:              ****  ****            ****                 ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.076
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
********************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     116 1297   907   318 1934    19   124  229   142   133  152   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1297   907   318 1934    19   124  229   142   133  152   326
Added Vol:      0    0     0     0    8     0     5   14     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  116 1297   907   318 1942    19   129  243   142   133  152   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116 1297   907   318 1942    19   129  243   142   133  152   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116 1297   907   318 1942    19   129  243   142   133  152   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   116 1297   907   350 1942    19   142  243   142   146  152   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5447    53  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.31  0.66  0.13 0.36  0.36  0.05 0.06  0.10  0.05 0.04  0.24
Crit Vol:                907   175              71                        326
Crit Moves:             ****  ****            ****                      ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.312
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70    0   130    94  171   129     0  686    49    36  541     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70    0   130    94  171   129     0  686    49    36  541     0
Added Vol:      0    0     0     0    0     0     0   14     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   70    0   130    94  171   129     0  700    49    36  541     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70    0   130    94  171   129     0  700    49    36  541     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70    0   130    94  171   129     0  700    49    36  541     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    70    0   143   103  171   142     0  700    49    40  541     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.80  0.20  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2336  1939     0 3995   280  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05  0.07 0.07  0.07  0.00 0.18  0.18  0.01 0.13  0.00
Crit Vol:                72        104              250          20
Crit Moves:             ****      ****             ****         ****
********************************************************************************
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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.542
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                 A
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     387    0   200     0    0     0     0  959   621   267  493     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  387    0   200     0    0     0     0  959   621   267  493     0
Added Vol:      0    0     0     0    0     0     0    8     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  387    0   200     0    0     0     0  967   621   267  493     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   387    0   200     0    0     0     0  967   621   267  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  387    0   200     0    0     0     0  967   621   267  493     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   426    0   220     0    0     0     0  967   683   294  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.34  1.66  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3340  2360  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.08  0.00 0.00  0.00  0.00 0.29  0.29  0.10 0.17  0.00
Crit Vol:     213                    0              413          147
Crit Moves:  ****                                  ****         ****
******************************************************************************
```

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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.482
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     194    0   213     0    0     0     0 1411   188     0  332   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  194    0   213     0    0     0     0 1411   188     0  332   211
Added Vol:      0    0     0     0    0     0     0    8     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  194    0   213     0    0     0     0 1419   188     0  332   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   194    0   213     0    0     0     0 1419     0     0  332     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  194    0   213     0    0     0     0 1419     0     0  332     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   213    0   213     0    0     0     0 1419     0     0  332     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.15  0.00 0.00  0.00  0.00 0.33  0.00  0.00 0.08  0.00
Crit Vol:     213                    0              473           0
Crit Moves:  ****                                  ****         ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.376
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  448   179   147  617     8     0    0     0    73    0    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  448   179   147  617     8     0    0     0    73    0    75
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  448   179   147  617     8     0    0     0    73    0    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  448   179   147  617     8     0    0     0    73    0    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  448   179   147  617     8     0    0     0    73    0    75
PCE Adj:     4.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     4  448   179   147  617     8     0    0     0    80    0    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     5 2033   812  1425 4220    55     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.22  0.10 0.15  0.15  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          314         147                      0                    75
Crit Moves:       ****        ****                                          ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #17 La CIENEGABLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.381
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     122  432     0     0  602   107   166    0   185     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  122  432     0     0  602   107   166    0   185     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122  432     0     0  602   107   166    0   185     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122  432     0     0  602   107   166    0   185     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122  432     0     0  602   107   166    0   185     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   122  432     0     0  602   107   183    0   185     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.55  0.45  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3630   645  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.15  0.00  0.00 0.17  0.17  0.06 0.00  0.13  0.00 0.00  0.00
Crit Vol:     122                  236                   185          0
Crit Moves:  ****                 ****                  ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  517    74   171  565     0     0    0     0   589    0   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  517    74   171  565     0     0    0     0   589    0   154
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  517    74   171  565     0     0    0     0   589    0   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  517    74   171  565     0     0    0     0   589    0   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  517    74   171  565     0     0    0     0   589    0   154
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  517    81   171  565     0     0    0     0   648    0   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2303    0   547
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18  0.06  0.12 0.20  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:       1                283                0                   401
Crit Moves:  ****               ****                                  ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.354
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  492    40   392  669     7     0    0     5     0    0   244
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  492    40   392  669     7     0    0     5     0    0   244
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  492    40   392  669     7     0    0     5     0    0   244
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  492    40   392  669     7     0    0     5     0    0   244
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  492    40   392  669     7     0    0     5     0    0   244
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  492    40   431  669     7     0    0     5     0    0   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.85  0.15  2.00 1.98  0.02  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2543   207  2750 2722    28     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.19  0.19  0.16 0.25  0.25  0.00 0.00  0.00  0.00 0.00  0.10
Crit Vol:          266         216                          5          0
Crit Moves:       ****        ****                       ****       ****
********************************************************************************
```

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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.288
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8  468    41    69  720     0     0    0     0   170    0   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  468    41    69  720     0     0    0     0   170    0   107
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  468    41    69  720     0     0    0     0   170    0   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  468    41    69  720     0     0    0     0   170    0   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  468    41    69  720     0     0    0     0   170    0   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     8  468    41    69  720     0     0    0     0   187    0   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.16  0.03  0.05 0.17  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          234          69                       0                   107
Crit Moves:       ****         ****                                        ****
******************************************************************************


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Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.684
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               Level Of Service:                  B
********************************************************************************
Street Name:       Sepulveda Boulevard             La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127 1133   222    89 1250   103    87  308   104   242  204    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127 1133   222    89 1250   103    87  308   104   242  204    91
Added Vol:      0   43     0     0    0     0     0    2     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127 1176   222    89 1250   103    87  310   104   242  204    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127 1176   222    89 1250   103    87  310   104   242  204    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127 1176   222    89 1250   103    87  310   104   242  204    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   127 1176   222    89 1250   103    87  310   104   242  204    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1902   848
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.29  0.16  0.06 0.30  0.07  0.06 0.11  0.08  0.18 0.11  0.11
Crit Vol:     127                417              155              242
Crit Moves:  ****               ****             ****             ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.822
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104               Level Of Service:                 D
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1258 1494   241     0 1710    28     0    0  1413     0    0    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
Added Vol:      0    0     0     0    0     0     0    0     8     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1258 1494   241     0 1710    28     0    0  1421     0    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1258 1494   241     0 1710    28     0    0  1421     0    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1258 1494   241     0 1710    28     0    0  1421     0    0    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1384 1494   241     0 1710    28     0    0  1563     0    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.58  0.42  0.00 3.94  0.06  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3681   594     0 5608    92     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.41  0.41  0.00 0.30  0.30  0.00 0.00  0.27  0.00 0.00  0.02
Crit Vol:     346                435                391     0
Crit Moves:  ****              ****              ****  ****
******************************************************************************
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Baseline 2013 plus Project-PM Peak
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                        West Aircraft Maintenance Area
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.791
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      109               Level Of Service:                 C
********************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     125 1157    91   242 1187   175   194  675   112    85  479   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  125 1157    91   242 1187   175   194  675   112    85  479   200
Added Vol:      0   43     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125 1200    91   242 1187   175   194  675   112    85  479   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   125 1200    91   242 1187   175   194  675   112    85  479   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1200    91   242 1187   175   194  675   112    85  479   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   125 1200    91   242 1187   175   213  675   112    85  479   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.29  0.07  0.18 0.29  0.13  0.08 0.25  0.08  0.06 0.25  0.25
Crit Vol:          400         242              107                  340
Crit Moves:       ****        ****             ****                 ****
********************************************************************************


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Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.320
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                Level Of Service:                 A
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  382   248    55  395     0     0    0     0   182    0    78
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  382   248    55  395     0     0    0     0   182    0    78
Added Vol:      0    0    53     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  382   301    55  395     0     0    0     0   182    0    78
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  382   301    55  395     0     0    0     0   182    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  382   301    55  395     0     0    0     0   182    0    78
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  382   301    55  395     0     0    0     0   200    0    78
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.21  0.04 0.14  0.00  0.00 0.00  0.00  0.07 0.00  0.05
Crit Vol:                301    55                       0          100
Crit Moves:             ****  ****                              ****
******************************************************************************
```

```
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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.719
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81               Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard             Westchester Parkway
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180 1276    60   187 1416    57    62  227    89   179  228   145
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180 1276    60   187 1416    57    62  227    89   179  228   145
Added Vol:      0    0     0     0    0     0    43    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  180 1276    60   187 1416    57   105  227    89   179  228   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   180 1276    60   187 1416    57   105  227    89   179  228   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  180 1276    60   187 1416    57   105  227    89   179  228   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   180 1276    60   187 1416    57   105  227    89   179  228   145
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.44  0.56  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1975   775  1375 1681  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.31  0.04  0.14 0.34  0.04  0.08 0.11  0.11  0.13 0.14  0.14
Crit Vol:     180                472              158              179
Crit Moves:  ****               ****             ****             ****
********************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.510
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29                Level Of Service:                 A
******************************************************************************
Street Name:       Sepulveda Boulevard                 76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1417    34   115 1722   259   194   63    74    36   45    47
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1417    34   115 1722   259   194   63    74    36   45    47
Added Vol:      0   43     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 1460    34   115 1722   259   194   63    74    36   45    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1460    34   115 1722   259   194   63    74    36   45    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1460    34   115 1722   259   194   63    74    36   45    47
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1460    34   115 1722   259   213   63    74    36   45    47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.32  0.02  0.08 0.38  0.17  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:      39                574         107                 45
Crit Moves:  ****                ****        ****                ****
******************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.583
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      97 1279    21    37 1761   169   116   92   105    26   42    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   97 1279    21    37 1761   169   116   92   105    26   42    32
Added Vol:      0   43     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   97 1322    21    37 1761   169   116   92   105    26   42    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    97 1322    21    37 1761   169   116   92   105    26   42    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   97 1322    21    37 1761   169   116   92   105    26   42    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    97 1322    21    37 1761   169   116   92   105    26   42    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4430    70  1500 4500  1500  1500 1500  1500  1500  851   649
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.30  0.30  0.02 0.39  0.11  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:      97                587         116                  74
Crit Moves:  ****                ****        ****                 ****
********************************************************************************
```

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```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.528
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                 A
********************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1333    14    42 1790    59    49   44    37     6   35    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39 1333    14    42 1790    59    49   44    37     6   35    22
Added Vol:      0   43     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39 1376    14    42 1790    59    49   44    37     6   35    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39 1376    14    42 1790    59    49   44    37     6   35    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39 1376    14    42 1790    59    49   44    37     6   35    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    39 1376    14    42 1790    59    49   44    37     6   35    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.90  0.10  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4455    45  1500 4356   144   565  508   427  1500  921   579
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.31  0.31  0.03 0.41  0.41  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      39                616              130              6
Crit Moves:  ****                ****             ****           ****
********************************************************************************


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```

```
Baseline 2013 plus Project-PM Peak
--------------------------------------------------------------------------------
                        West Aircraft Maintenance Area
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.346
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  436     7    41  599    57    74    1   173    11    2     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  436     7    41  599    57    74    1   173    11    2     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   91  436     7    41  599    57    74    1   173    11    2     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  436     7    41  599    57    74    1   173    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  436     7    41  599    57    74    1   173    11    2     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91  436     7    41  599    57    74    1   173    11    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.74  0.26  1.00 1.00  1.00  0.52 0.10  0.38
Final Sat.:  1425 2805    45  1425 3904   371  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.16  0.03 0.15  0.15  0.05 0.00  0.12  0.01 0.01  0.01
Crit Vol:      91                219                 173    11
Crit Moves:  ****                ****                ****  ****
********************************************************************************
```

Attachment 4
WEST AIRCRAFT MAINTENANCE AREA (WAMA)
PROJECT EIR

Construction Vehicle Haul Routes and Distributions

September 2013

Prepared for:

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

Prepared by:

Ricondo & Associates, Inc.
20 North Clark Street, Suite 1500
Chicago, IL 60602

Table of Contents

List of Tables

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

Attachment 4 provides vehicle distribution of construction trips expected to be using the different routes entering and exiting the study area for WAMA Project. A description of each vehicle route is provided as well as the percentage of vehicles assumed to be distributed on each route by the type of construction vehicle.

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Table 1

LAX WAMA Project – Project Related Construction Vehicle Routes

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

Table 1

LAX WAMA Project – Project Related Construction Vehicle Routes

From	To	Route [1]	Percentage of Trips [2]
Construction Employee Lot [3]	Construction Site	N/A [5]	N/A
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot [3]	N/A [5]	N/A
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB	30%
I-405 North	Construction Site	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Pershing Dr. NB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Pershing Dr. SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Pershing Dr. SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Pershing Dr. SB to Imperial EB to I-105 EB	42%

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

2/ The percentage of trips were obtained from the estimated 2005 Regional Transportation Plan background population of the LAX Master Plan Supplement to the Draft EIR (Table S1).

3/ The Construction Employee Lot is located at the southeast quadrant formed by the intersection of World Way West on the north and South Pershing Drive on the west. Vehicles enter and exit this location via World Way West.

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

5/ Employee shuttles and equipment and material transfer trips are assumed to utilize the on-airport roadway system.

Sources: LAWA Staff and Ricondo & Associates, Inc., April 2013.