Los Angeles International Airport (LAX)
Runway 6R-24L Runway Safety Area (RSA)
Improvements Project

Proposed Mitigated Negative Declaration
and Initial Study

Volume 4: Appendices G - H

City of Los Angeles
Los Angeles World Airports

March 2015

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Appendix G

Construction Traffic

Table of Contents

List of Attachments

List of Tables

List of Figures

1. Introduction

This traffic and transportation appendix was developed to assist with the public disclosure requirements established under the California Environmental Quality Act (CEQA). The Initial Study (IS) addresses the potential impact to traffic and transportation changes from the development of the proposed Project. This appendix identifies the technical assumptions and methodologies that were used in the analyses.

1.1 Background

The intent of the proposed Project is to comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of Runway Safety Area (RSA) improvements by December 31, 2015. Elements of the proposed Project are located entirely within the airfield; no public roadways would be modified as part of the Project. Additionally, the proposed Project would not increase operations at LAX. However, construction of the proposed Project would generate traffic associated with workers traveling to and from the construction employee parking area and staging areas, and the associated shuttle trips between any utilized auxiliary parking areas and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. Therefore, the traffic analysis presented in this appendix addresses the construction traffic impacts specific to the proposed Project.

1.2 General Approach

Construction traffic impacts were determined for both the peak construction period for the proposed Project (February 2016) and the peak cumulative condition (July 2016). The peak construction month for the proposed Project does not correspond to the peak cumulative condition, which includes traffic from the construction of other known projects anticipated to be under construction during the approximately 12 month construction schedule.

This proposed Project construction traffic analysis incorporates relevant analysis and assumptions from the Los Angeles International Airport (LAX or the Airport) Master Plan EIR, the South Airfield Improvement Project

(SAIP) EIR[1], the Crossfield Taxiway Project (CFTP) EIR[2], Bradley West Project EIR[3], Central Utility Plant Replacement Project (CUP-RP) EIR[4], Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project EIR[5], West Aircraft Maintenance Area (WAMA) Project EIR[6], and the Midfield Satellite Concourse (MSC) Draft EIR[7]. Analysis procedures and data already from these other projects were applied and updated as appropriate for the proposed Project.

The construction traffic analysis study area is depicted in **Figure 1**. Construction employee parking associated with the construction of the proposed Project would be split between the lots depicted in the figure. The primary lot (Lot A) is bounded by Westchester Parkway on the north and Pershing Drive on the west. A secondary employee parking lot (Lot G) is located between 104th Street and 111th Street along La Cienega Boulevard. Material delivery and staging would also be split between multiple lots with Lot A serving as the primary lot. In addition, Lot C (bounded by La Tijera Boulevard to the west, Westchester Parkway to the south, and Sepulveda Westway to the east) and Lot E (bounded by Imperial Highway to the south, Aviation Boulevard to the west, and 111th Street to the north) would serve as secondary material delivery and staging lots. Lot E will be used for concrete deliveries only, while all other materials will be delivered to the other material staging lots (Lot A and Lot C). This analysis assesses anticipated construction-related traffic impacts at off-airport intersections associated with the construction of the proposed Project, including the traffic impacts of construction employee vehicles and shuttles, construction equipment, material delivery trucks, and truck trips associated with the proposed Project.

This analysis addresses, in particular, the impacts from construction-related traffic that would occur during the peak construction period for the proposed Project. The construction traffic analysis combines peak Project-related traffic volumes (which do not correspond with commuter peak hours), with roadway traffic volumes occurring adjacent to the a.m. and p.m. commuter peak hours. The analysis provides an estimate of the construction-related traffic impacts within the off-airport public roadway system serving construction-related vehicles generated by the proposed Project.

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1 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) South Airfield Improvement Project, Los Angeles International Airport (LAX), October 2005.

2 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Crossfield Taxiway Project, Los Angeles International Airport (LAX), January 2009.

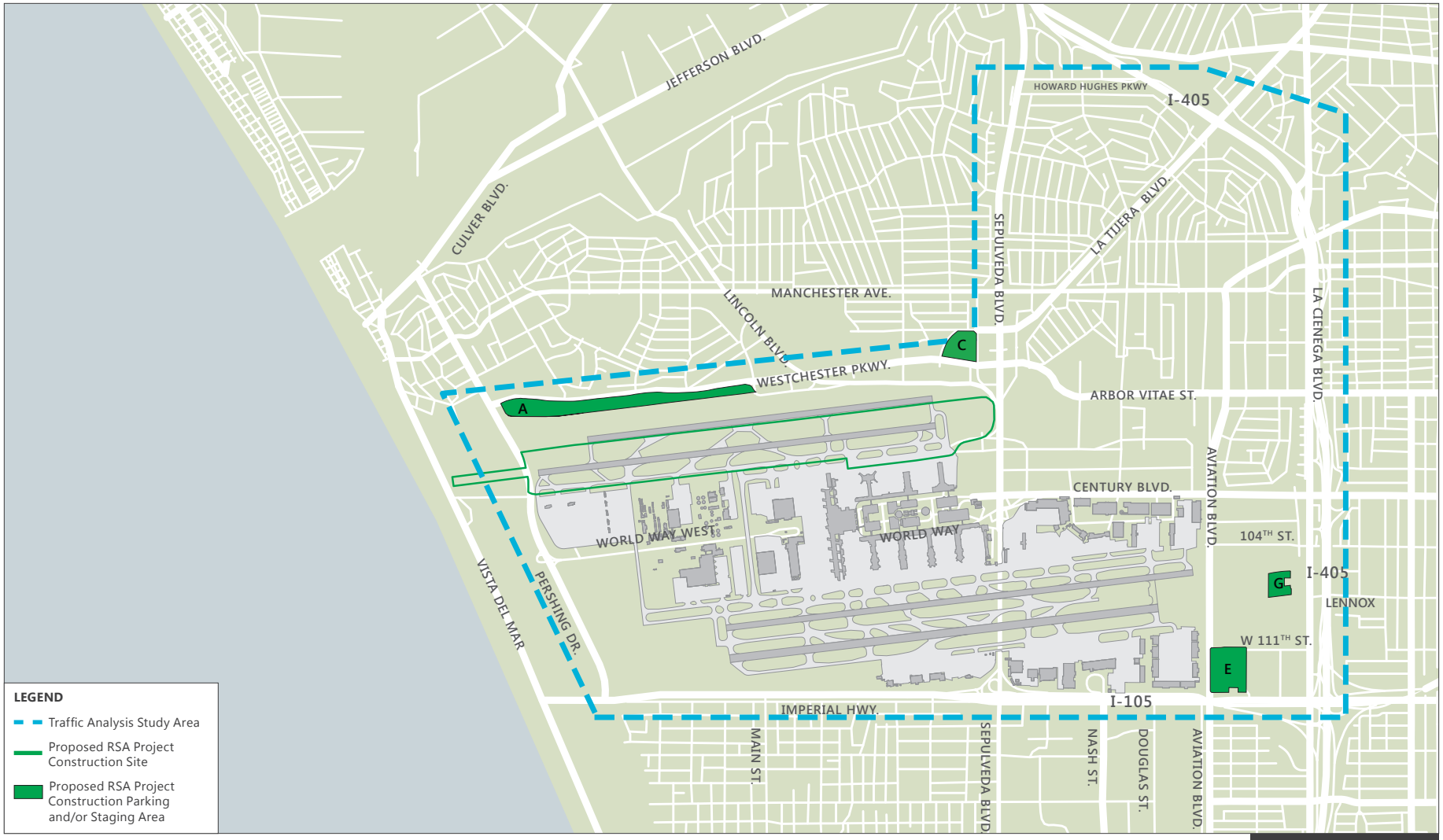
3 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Bradley West Project, Los Angeles International Airport (LAX), September 2009.

4 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Central Utility Plant Project, Los Angeles International Airport (LAX), October 2009.

5 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project, January 2014.

6 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) West Aircraft Maintenance Area (WAMA) Project, February 2014.

7 City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for Los Angeles International Airport (LAX) Midfield Satellite Concourse (MSC), March 2014.



SOURCE: Los Angeles World Airports, Ricondo & Associates, Inc., September 2014.
PREPARED BY: Ricondo & Associates, Inc., September 2014.

FIGURE 1

NORTH 0 Not to Scale

Construction Traffic Analysis Study Area

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2. Regulatory Setting

2.1 Regulatory Context

The Guide for the Preparation of Traffic Impact Studies (California Department of Transportation [Caltrans] 2002) identifies circumstances under which Caltrans believes that a Traffic Impact Study would be required, information that Caltrans believes should be included in the study, analysis scenarios, and guidance on acceptable analysis methodologies. However, a Caltrans Traffic Impact Study was not required for the proposed Project given that the proposed Project would not contribute vehicle trips to use the study area roadways and freeways during the commuter peak hour periods.

The LADOT Traffic Study Policies and Procedures manual requires that a Traffic Study be prepared if the following criteria are met:

- A project is likely to add 500 or more daily trips
- A project is likely to add 43 or more a.m. or p.m. peak hour trips

Based on LADOT criteria, a Traffic Study would not be required as neither condition mentioned above would be met.

In addition, the LADOT Traffic Study Policies and Procedures manual provides Congestion Management Program (CMP) Guidelines to assist local agencies in evaluating impacts of land use projects on the CMP system through the preparation of a regional transportation impact analysis (TIA). A CMP TIA is necessary for all projects that include, at a minimum, the following:

- 50 or more trips added to intersections during either the weekday a.m. or p.m. peak hours
- 150 or more trips added to the freeway during either the weekday a.m. or p.m. peak hours

Because the proposed Project is not anticipated to generate traffic during the a.m. or p.m. peak commute periods, it is not expected that the proposed Project would meet or exceed the criteria set forth by Caltrans or LADOT. Therefore, a Traffic Impact Study is not required for the proposed Project. Additionally, because the proposed Project would not alter roadway circulation patterns or increase traffic volumes subsequent to construction, a CMP analysis is not required for post-construction traffic operations. Furthermore, during the

scoping of the SAIP traffic study, LADOT indicated that no Traffic Study was required because there was "no requirement to assess the temporary impacts of a project resulting from construction activities. Thus, the proposal to prepare a Traffic Study is voluntary."[8] LAWA determined at that time and continues to believe that the preparation of a Traffic Study is useful in order to provide a full assessment and documentation of the potential impacts that may be generated by the construction of the proposed Project.

2.2 Thresholds of Significance

The traffic study area intersections either fall entirely within the City of Los Angeles or share a boundary with the City of El Segundo and the City of Inglewood. The intersections which fall entirely within the City of Los Angeles were evaluated for potential traffic impacts using the LADOT significant traffic impact criteria. Intersections lying on the boundary of multiple jurisdictions were evaluated using the more conservative threshold of significance criteria; in all of these cases the LADOT criteria was shown to have the most conservative thresholds.

- **City of El Segundo:** an impact is considered significant if the LOS is E or F, its final volume/capacity (v/c) ratio is 0.901 or greater, and the project-related increase in v/c is 0.020 or greater.
- **City of Inglewood:** an impact is considered significant if the LOS is F, its final volume/capacity (v/c) ratio is 1.001 or greater, and the project-related increase in v/c is 0.020 or greater.
- **City of Los Angeles:** in accordance with LADOT criteria defined in its Traffic Study Policy and Procedures, an impact is considered to be significant if one of the following thresholds is exceeded:
  - The LOS is C, its final v/c ratio is 0.701 to 0.80, and the project-related increase in v/c is 0.040 or greater, or
  - The LOS is D, its final v/c ratio is 0.801 to 0.90, and the project-related increase in v/c is 0.020 or greater, or
  - The LOS is E or F, its final v/c ratio is 0.901 or greater, and the project-related increase in v/c is 0.010 or greater.

The "final v/c ratio" as defined by LADOT consists of the future v/c ratio at an intersection that includes volume from the project, baseline, ambient background growth, and other related projects, but without proposed intersection traffic mitigation as potentially required by the project.

The "project-related increase" is defined as the change in the unmitigated LOS condition between the (a) future v/c "with" the project, baseline, ambient background growth (for the cumulative analysis), and other related project growth, and (b) the future v/c "without" the project, but with baseline, ambient background growth, and other related project growth.

[8] Email from LADOT to LAWA on July 29, 2004.

For purposes of this analysis and in accordance with CEQA, proposed Project impacts were determined by comparing the level of service results for the following conditions:

- **Project Impacts--**The direct impacts of the proposed Project are determined by calculating the difference in LOS for the Baseline Plus Peak Project LOS and the Baseline LOS. This comparison is required to isolate the direct impacts of the proposed Project. The difference in v/c is compared to the thresholds identified earlier in this section to determine if the proposed Project would result in a significant impact.
- **Cumulative Impacts--**The cumulative impacts analysis is intended to provide a comparison of future traffic conditions, consisting of traffic generated by all anticipated sources described previously in this document. Cumulative impacts were analyzed using a two-step process. Initially, the cumulative "With Project" LOS condition was compared with the baseline condition to determine if a cumulative impact would occur relative to the baseline. A cumulative impact was deemed significant if it exceeded the allowable threshold of significance defined earlier in this section. If a cumulative impact was determined, then a second comparison was conducted by calculating the difference in v/c for the "With Project" and "Without Project" levels of service to determine the proposed Project's contribution. If the calculated differences in v/c exceed the threshold guidelines defined in this section, then it was determined that the proposed Project component would represent a cumulatively considerable contribution (significant impact).

3. Existing Environmental Setting

3.1 Traffic Study Area

The construction traffic study area is depicted in Figure 1. The scope of the traffic study area was determined by identifying the intersections most likely to be used by construction-related vehicles accessing (1) the proposed Project construction site, construction employees parking area, and delivery staging areas and (2) the construction employee parking and staging areas for other concurrent construction projects in the vicinity of LAX. The traffic study area is generally bounded by I-405 to the east, I-105 and Imperial Highway to the south, Pershing Drive to the west, and Westchester Parkway, Sepulveda Boulevard, and Howard Hughes Parkway to the north. Figure 1 depicts the proposed Project construction site, which is located south of Westchester Parkway.

The principal freeways and roadways serving as access routes within the construction traffic study area include the following:

- I-405 (San Diego Freeway) - This north-south freeway generally forms the eastern boundary of the construction traffic analysis traffic study area and provides regional access to the Airport and the surrounding area. Access to the traffic study area is provided via ramps at Howard Hughes Parkway, Century Boulevard, I-105, Imperial Highway, and three locations along La Cienega Boulevard.
- I-105 (Glenn M. Anderson or Century Freeway) - Along with Imperial Highway (described below), this east-west freeway forms the southern boundary of the construction traffic study area, and extends from the San Gabriel Freeway (I-605) on the east to Sepulveda Boulevard on the west. Access to the traffic study area is provided via ramps at Sepulveda Boulevard and along Imperial Highway. The westbound off-ramp from the I-105 Freeway to northbound Sepulveda Boulevard was widened to three lanes in March 2010.
- Aviation Boulevard - This north-south four-lane roadway bisects the traffic study area.
- Century Boulevard - This eight-lane divided roadway serves as the primary entry to the LAX CTA. This roadway also provides access to off-airport businesses and hotels and on-airport aviation-related facilities (e.g., air cargo facilities) located between the CTA and I-405.
- Imperial Highway - This east-west roadway is located at-grade and beneath much of the elevated I-105 freeway. The number of lanes on this roadway varies from six-lanes east of the merge with I-105 to four-lanes west of the merge with I-105.

- La Cienega Boulevard - This north-south roadway parallels I-405 at the east boundary of the traffic study area. The roadway varies from four to six lanes.
- Pershing Drive - This north-south four-lane divided roadway forms the western boundary of the construction traffic study area.
- Westchester Parkway - This east-west four-lane divided arterial roadway forms a portion of the northern boundary of the traffic study area.
- Sepulveda Boulevard (State Route 1 south of Lincoln Boulevard) - This major north-south six-lane arterial roadway provides direct access to the Airport via I-405 and Westchester Parkway on the north and via I-105 on the south. Sepulveda Boulevard between I-105 and Century Boulevard is located in a tunnel section beneath the south airfield runways.
- 111th Street - This east-west roadway has one lane in each direction separated by a continuous two-way left turn lane.

3.1.1 INTERSECTION LOCATIONS

The anticipated routes utilized by construction-related vehicles were reviewed to identify the intersections likely to be used by vehicles accessing the construction employee parking/staging sites associated with the proposed Project or the other concurrent construction project sites in the vicinity of LAX. Based on this review, the key intersections to be analyzed are listed below in **Table 1** and depicted in **Figure 2**.

3.1.2 INTERSECTION CONTROL AND GEOMETRY

All of the traffic study area intersections listed in Table 1 and depicted in Figure 2 are signalized. In addition, all of the intersections are included in LADOT's Automated Traffic Surveillance and Control (ATSAC) system, except Imperial Highway and the I-405 northbound ramps east of La Cienega Boulevard (Intersection #15) and Century Boulevard and the I-405 northbound ramps east of La Cienega Boulevard (Intersection #6). The ATSAC system provides for monitoring of intersection traffic conditions and the flexibility to adjust traffic signal timing in response to current conditions. Study area geometries can be located in **Attachment F.1.**

Table 1: Study Area Intersections

INTERSECTION NUMBER	INTERSECTION LOCATION
1.	Aviation Boulevard and Century Boulevard
2.	Imperial Highway and Aviation Boulevard
3.	Aviation Boulevard and 111th Street
4.	La Cienega Boulevard and Century Boulevard
5.	Sepulveda Boulevard and Century Boulevard
6.	Century Boulevard and I-405 Northbound Ramps East of La Cienega Boulevard
7.	Imperial Highway and Douglas Street
8.	Sepulveda Boulevard and Howard Hughes Parkway
9.	Imperial Highway and La Cienega Boulevard
10.	Imperial Highway and Main Street
11.	Imperial Highway and Pershing Drive
12.	Imperial Highway and Sepulveda Boulevard
13.	Imperial Highway and Nash Street
14.	Imperial Highway and I-105 Ramp
15.	Imperial Highway and I-405 Northbound Ramp
16.	La Cienega Boulevard and Lennox Boulevard
17.	La Cienega Boulevard and 111th Street
18.	La Cienega Boulevard and I-405 Southbound Ramps North of Century Boulevard
19.	La Cienega Boulevard and I-405 Southbound Ramps South of Century Boulevard
20.	La Cienega Boulevard and I-405 Southbound Ramps North of Imperial Highway
21.	Sepulveda Boulevard and La Tijera Boulevard
22.	Sepulveda Boulevard and Lincoln Boulevard
23.	Sepulveda Boulevard and Manchester Avenue
24.	Westchester Parkway and Pershing Drive
25.	Sepulveda Boulevard and Westchester Parkway
26.	Sepulveda Boulevard and 76th/77th Street
27.	Sepulveda Boulevard and 79th/80th Street
28.	Sepulveda Boulevard and 83rd Street
29.	La Cienega Boulevard and 104th Street

SOURCE: Los Angeles World Airports, Ricondo & Associates, Inc. September 2014.
PREPARED BY: Ricondo & Associates, Inc. March 2015.

SOURCE: Los Angeles World Airports, Ricondo & Associates, Inc., September 2014.
PREPARED BY: Ricondo & Associates, Inc., September 2014.

FIGURE 2

NORTH 0 Not to Scale

Construction Traffic Study Area Intersections

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3.1.3 PROJECT-RELATED PEAK HOURS

As part of the proposed Project, LAWA would implement the following transportation-related Project Design Features to reduce help minimize any disruption of the local roadway network. The following measures would be applied to the proposed Project and thus are included as part of the proposed Project for purposes of environmental review:

- **Construction Deliveries:** Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.
- **Designated Truck Delivery Hours:** Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
- **Construction Employee Shift Hours:** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) would be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.
- **Designated Haul Routes:** Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.
- **Construction Traffic Management Plan:** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.
- **Designated Truck Routes:** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

The anticipated Project-related traffic peak hours were identified by reviewing estimates of the construction-related traffic associated with the proposed Project. Using these data, the peak hours analyzed for the proposed Project were determined to be the following:

- Project Construction a.m. Peak Hour (6:00 a.m. to 7:00 a.m.). The proposed Project construction a.m. peak hour represents the peak period for construction employees arriving at the construction employee parking lot during the morning. Based on review of the draft construction resource schedule of hourly construction trips, employees are anticipated to arrive between 6:00 a.m. and 7:00 a.m. Employee shuttle trips and material delivery trips were also assumed to occur during the same hour.

- Project Construction p.m. Peak Hour (3:30 p.m. to 4:30 p.m.). The proposed Project construction p.m. peak hour represents the peak period for construction employees leaving the construction employee parking lot during the evening. Based on review of the draft construction resource schedule of hourly construction trips, employees are anticipated to depart between 3:30 p.m. to 4:30 p.m. Although this construction-related traffic activity is estimated to end 30 minutes before the start of the p.m. peak commute period (4:30 p.m. to 6:30 p.m.), it was determined that combining these exiting construction volumes with the background traffic volume anticipated to occur between 3:30 p.m. to 4:30 p.m., the period directly adjacent to the p.m. commuter peak hour, would produce a more conservative estimate of activity in the event that the future construction employees need to exit prior to the desired "cut-off" time of 4:30 p.m., just prior to the start of the evening peak commute period.

3.2 Baseline (Existing) Traffic Conditions

3.2.1 BASELINE CONDITIONS

As indicated above, baseline conditions relate to the facilities and general conditions that existed during a typical weekday in 2013 for the hours that would coincide with peak construction-related traffic activity, i.e., 6:00 a.m. to 7:00 a.m. and 3:30 p.m. to 4:30 p.m.

Baseline conditions used in the analysis of Project-related construction traffic impacts are defined as the existing conditions within the traffic study area at the time of the analysis. Intersection turning movement volumes were collected in April and May 2013, representing the most current comprehensive traffic counts completed by LAWA. These volumes were used as a basis for preparing the traffic analysis and assessing potential Project-related traffic impacts. The following steps were taken to develop baseline traffic conditions information.

1. **Prepare Model of Study Area Roadways and Intersections**. A model of traffic study area roadways and intersections was developed to assist with intersection capacity analysis (i.e., geometric configuration, quantitative delineation of capacity, and operational characteristics of intersections likely to be affected by the proposed Project's traffic). The model was developed using TRAFFIX,[9] a commercially available traffic analysis software program designed for developing traffic forecasts and analyzing intersection and roadway capacities. The model uses widely accepted traffic engineering methodologies and procedures, including the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning Method,[10] which is the required intersection analysis methodology for traffic impact studies conducted within the City of Los Angeles.
2. **Calculate Baseline Levels of Service**. Intersection levels of service were calculated using the 2013 intersection traffic volumes coinciding with the a.m. construction peak hour (6:00 a.m. to 7:00 a.m.) and

[9] Dowling Associates, TRAFFIX Version 7.7.

[10] Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

the PM construction peak hour (3:30 p.m. to 4:30 p.m.). These levels of service defined existing baseline conditions which served as a basis of comparison for assessing potential impacts generated by construction of the proposed Project.

3.2.2 BASELINE INTERSECTION VOLUMES

Baseline traffic volumes consist of the traffic volumes that represent traffic activity at the time of the analysis. Baseline volumes are based on actual 2013 data collected during the a.m. and p.m. construction-related peak hours. Baseline intersection traffic volumes are provided in **Attachment F.2**.

3.2.3 BASELINE INTERSECTION ANALYSIS

Intersection LOS was analyzed using the CMA methodology to assess the estimated operating conditions during baseline conditions for the a.m. and p.m. construction peak hours. LOS is a qualitative measure that describes traffic operating conditions (e.g., delay, queue lengths, congestion). Intersection level of service ranges from A (i.e., excellent conditions with little or no vehicle delay) to F (i.e., excessive vehicle delays and queue lengths). LOS definitions for the CMA methodology are presented in **Table 2**.

In accordance with LADOT analysis procedures, the volume/capacity (v/c) ratio calculated using the CMA methodology is further reduced by 0.07 for those intersections included within the ATSAC system to account for the improved operation and increased efficiency from the ATSAC system that is not captured as part of the CMA methodology. Application of the ATSAC reduction is described in Section D of the LADOT *Traffic Study Policies and Procedures*.[11]

The estimated intersection LOS for baseline conditions is provided in **Table 3**. As shown in Table 3, most of the intersections operated at LOS C or better during the baseline construction a.m. and p.m. peak periods analyzed for the proposed Project. The one exception occurred at the intersection of Imperial Highway and Sepulveda Boulevard (Intersection #12), which was estimated to operate at LOS F during the construction p.m. peak hour.

The level of service results from the TRAFFIX program, including the volume, geometry and other inputs used to produce these results are provided in **Attachment F.3**.

[11] Los Angeles Department of Transportation, Traffic Study Policies and Procedures, June 2013.

Table 2: Level of Service Thresholds and Definitions for Signalized Intersections

LEVEL OF SERVICE (LOS)	VOLUME/CAPACITY RATIO THRESHOLD	DEFINITION
A	0 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully used; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than - 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: Transportation Research Board, Transportation Research Circular No. 212, *Interim Materials on Highway Capacity*, January 1980.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

Table 3 (1 of 2): Baseline Intersection Analysis Results

	INTERSECTION	PEAK HOUR[1/]	V/C[2/]	LOS[3/]
1.	Aviation Blvd. & Century Blvd.	Construction a.m.	0.467	A
		Construction p.m.	0.594	A
2.	Imperial Hwy. & Aviation Blvd.	Construction a.m.	0.500	A
		Construction p.m.	0.512	A
3.	Aviation Blvd. & 111th St.	Construction a.m.	0.295	A
		Construction p.m.	0.404	A
4.	La Cienega Blvd. & Century Blvd.	Construction a.m.	0.626	B
		Construction p.m.	0.762	C
5.	Sepulveda Blvd. and Century Blvd.	Construction a.m.	0.424	A
		Construction p.m.	0.590	A
6.	Century Blvd. & I-405 N/B Ramp	Construction a.m.	0.634	B
		Construction p.m.	0.459	A
7.	Imperial Hwy. & Douglas St.	Construction a.m.	0.199	A
		Construction p.m.	0.375	A
8.	Sepulveda Blvd. & H. Hughes Pkwy.	Construction a.m.	0.219	A
		Construction p.m.	0.419	A
9.	Imperial Hwy. & La Cienega Blvd.	Construction a.m.	0.191	A
		Construction p.m.	0.453	A
10.	Imperial Hwy. & Main St.	Construction a.m.	0.499	A
		Construction p.m.	0.439	A
11.	Imperial Hwy. & Pershing Dr.	Construction a.m.	0.184	A
		Construction p.m.	0.316	A
12.	Imperial Hwy. & Sepulveda Blvd.	Construction a.m.	0.496	A
		Construction p.m.	1.004	F
13.	Imperial Hwy. & Nash St.	Construction a.m.	0.362	A
		Construction p.m.	0.239	A
14.	Imperial Hwy. & I-105 Ramp	Construction a.m.	0.513	A
		Construction p.m.	0.471	A
15.	Imperial Hwy. & I-405 NB Ramp	Construction a.m.	0.211	A
		Construction p.m.	0.480	A
16.	La Cienega Blvd. & Lennox Blvd.	Construction a.m.	0.164	A
		Construction p.m.	0.306	A

Table 3 (2 of 2): Baseline Intersection Analysis Results

	INTERSECTION	PEAK HOUR[1/]	V/C[2/]	LOS[3/]
17.	La Cienega Blvd. & 111th St.	Construction a.m.	0.128	A
		Construction p.m.	0.311	A
18.	La Cienega Blvd. & I-405 Southbound Ramps North of Century	Construction a.m.	0.387	A
		Construction p.m.	0.410	A
19.	La Cienega Blvd. & I-405 Southbound Ramps South of Century	Construction a.m.	0.135	A
		Construction p.m.	0.284	A
20.	La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	Construction a.m.	0.136	A
		Construction p.m.	0.218	A
21.	Sepulveda Blvd. & La Tijera Blvd.	Construction a.m.	0.337	A
		Construction p.m.	0.613	B
22.	Sepulveda Blvd. & Lincoln Blvd.	Construction a.m.	0.457	A
		Construction p.m.	0.750	C
23.	Sepulveda Blvd. & Manchester Ave.	Construction a.m.	0.395	A
		Construction p.m.	0.711	C
24.	Westchester Pkwy. & Pershing Dr.	Construction a.m.	0.151	A
		Construction p.m.	0.213	A
25.	Sepulveda Blvd. & Westchester Pkwy.	Construction a.m.	0.309	A
		Construction p.m.	0.649	B
26.	Sepulveda Blvd. & 76th/77th St.	Construction a.m.	0.337	A
		Construction p.m.	0.440	A
27.	Sepulveda Blvd. & 79th/80th St.	Construction a.m.	0.253	A
		Construction p.m.	0.513	A
28.	Sepulveda Blvd. & 83rd St.	Construction a.m.	0.211	A
		Construction p.m.	0.458	A
29.	La Cienega Blvd. & 104th St.	Construction a.m.	0.111	A
		Construction p.m.	0.276	A

NOTES:

1/ The hours of analysis include the construction a.m. peak (6:00 a.m. - 7:00 a.m.) and the construction p.m. peak (3:30 p.m. - 4:30 p.m.).

2/ Volume to capacity ratio.

3/ LOS range: A (excellent) to F (failure).

SOURCE: Ricondo & Associates, Inc., using TRAFFIX, September 2014.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

4. Methodology

As noted above, this appendix focuses on the analysis on construction impacts of the proposed Project. The analysis methodology is based largely on the approach and data used for the Bradley West Project EIR, CUP-RP EIR, Runway 7L/25R RSA EIR, WAMA EIR, and MSC EIR. The analyses procedures and data from these previous projects are applicable to the proposed Project because these projects share many of the same characteristics related to vehicle peaking patterns and travel paths.

The traffic study area includes intersections and roadways anticipated to be directly or indirectly affected by the construction of the proposed Project. Construction employee parking and material staging for the proposed Project are proposed at multiple locations in the vicinity of the Airport, as further described below. The traffic study area for this analysis includes those roads and intersections that would most likely be used by employee and truck traffic associated with construction of the proposed Project. The procedures are also consistent with the information and requirements defined in City of Los Angeles Department of Transportation (LADOT) *Traffic Study Policies and Procedures*[12], notwithstanding that a construction traffic analysis is not typically required by LADOT.

The following steps and assumptions were used to develop the analysis methodology:

- The traffic study area depicted in Figure 1 was defined to incorporate the local area roadways that serve as the primary travel paths that would be used by construction traffic to access the proposed Project site, equipment, materials staging, and parking areas. Construction delivery vehicle travel paths would be regulated according to the construction traffic management plan required through the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP)[13].
- Intersection turning movement traffic volume data were collected at the key traffic study area intersections on Tuesday, April 30, 2013, and on Wednesday, May 15, 2013, from 6:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 6:00 p.m. These extended traffic count periods were established to obtain traffic count data during the (a) a.m. peak inbound hour for construction employees and deliveries and (b) the p.m. peak outbound hour for construction employees and deliveries. Pursuant to the mitigation requirements set forth in the LAX Master Plan EIR, construction truck delivery and construction employee traffic activity would not be scheduled during the morning or afternoon

12 Los Angeles Department of Transportation, Traffic Study Policies and Procedures, June 2013.

13 LAX Master Plan commitments that are applicable to construction traffic are applied to this Project to mitigate potential construction-related impacts.

commute peak periods which were also counted during the data collection survey. The estimated peak hours for construction-related traffic were determined by reviewing the estimated hourly construction-related trip activity for the proposed Project developed for this study. The AM peak construction hour was determined to be 6:00 a.m. to 7:00 a.m. and the p.m. peak construction hour was determined to be 3:30 p.m. to 4:30 p.m., both of which occur outside of the normal peak commuter periods.

- Key off-airport intersections, including intersections with freeway ramps in the proposed traffic study area, were analyzed. Impacts to roadway segments and freeway links were not analyzed because construction-related traffic activity is anticipated to occur outside of peak commute periods.

The following describes the methodology and assumptions underlying the various traffic conditions considered in this traffic analysis, and how the proposed Project's direct and indirect (cumulative) impacts were identified relative to those conditions.

4.1 Project-Generated Traffic

4.1.1 PROJECT CONSTRUCTION TRAFFIC DURING PROJECT PEAK (FEBRUARY 2016)

The peak construction period for the proposed Project is anticipated to occur during February 2016. Construction employee and truck trips were estimated on an hourly basis over the typical busy day (with the exception of the peak a.m. and p.m. commute periods) during the peak construction period. Based on the resource loaded schedule developed for the proposed Project, it is estimated that 61 construction employees would access the Project construction site on a daily basis during the peak period of construction. The construction schedule is based on a single-shift work schedule with construction employees entering the site between 6:00 a.m. to 7:00 a.m. and exiting the site between 3:00 p.m. and 4:00 p.m. Vehicle occupancy was assumed to be 1.15 employees per vehicle. According to a study published by the Southern California Association of Governments (SCAG), the average vehicle occupancy on several regional roadways in the Los Angeles region ranged from approximately 1.15 to 1.30.[14] Provided the temporary nature of construction employment and the lower likelihood of rideshare opportunities, a conservative estimate of vehicle occupancy of 1.15 employees per vehicle was assumed. By applying the assumed vehicle occupancy factor, it was projected that 54 construction employee vehicles per day during the proposed Project construction peak period would access and egress the traffic study area in support of proposed Project construction.

The construction employee parking and materials staging area are split between Lot A accessed via Westchester Parkway (construction employees and material delivery), Lot G accessed via La Cienega Boulevard (construction employees), Lot C accessed via Westchester Parkway (material delivery) and Lot E accessed via 111th Street (concrete deliveries).

[14] Southern California Association of Governments, Regional High-Occupancy Vehicle Lane System Performance Study, November 4, 2004.

For purposes of the intersection analyses, all vehicle trips were converted to "passenger car equivalents" (PCEs) to account for the additional impact that large vehicles, such as trucks, would have on roadway traffic operations. As such, the number of construction-related vehicle trips was multiplied by the following PCE factors, consistent with the assumptions in the LAX Master Plan EIR:

VEHICLE TYPE	PCE FACTOR
Construction Employee	1
Construction Delivery Trucks[15]	2.5
Employee Shuttle Buses	2

The employees working on the proposed Project are assumed to park at Lot A or at Lot G. It is assumed that 70 percent of the construction employees (43 employees) will park at Lot A and use a shuttle bus with direct access to the on-airport service road system to travel to and from the construction site; therefore, it is assumed that any required shuttle trips would be accommodated within the airport boundary and, consequently, would not impact the public roadway system or intersections analyzed for this traffic study. However, employees parking in Lot G (30 percent of the total Project construction employees or 18 total employees) would be required to use parking shuttles to transport construction employees to the job work site. The number of shuttle buses required to transport the construction employees was estimated based on an assumed ratio of 30 passengers per bus. Using an assumed PCE factor of 2.0 per vehicle and distributing these volumes in accordance with the anticipated employee arrival and departure schedule, it was estimated that shuttle buses would equate to 2 PCEs both entering and exiting the traffic study area during the AM and PM peak hours of construction.

Delivery trucks carrying construction equipment and material would enter and exit the materials staging areas. It is estimated that approximately 6 construction-related truck delivery round trips would access the site during the construction a.m. and p.m. peak hours. Using an assumed PCE factor of 2.5 per vehicle and distributing these volumes in accordance with the anticipated delivery schedule, it was estimated that 15 PCEs enter and exit the study area during the construction a.m. and p.m. peak periods.

The estimated Project-related construction trips (in PCEs) during the proposed Project construction peak in February 2016 are summarized by hour in **Table 4**. The table includes construction employee vehicle trips, employee shuttle trips and construction delivery truck trips used to transfer goods to and from the construction staging area(s). As shown, during the morning peak construction period, employees were assumed to enter the site between 6:00 a.m. and 7:00 a.m. During the afternoon peak construction period, employees were assumed to exit between 3:00 p.m. and 4:00 p.m. As described above in Section 3.2.3, it was assumed these trips would occur during the PM period 3:30 p.m. to 4:30 p.m. directly adjacent to the start of

[15] It should be noted that a different conversion factor was applied to determine the number of construction employee vehicles that would access the Project area. A vehicle occupancy factor of 1.15 employees per vehicle was used to convert from employees to vehicles. This conversion factor is different than the PCE factor discussed here, which is used to adjust for the additional impact that large vehicles have on roadway traffic operations.

the PM peak commuter period. The proposed Project construction volumes used for the a.m. and p.m. construction peak hour analysis are summarized at the bottom of Table 4.

Table 4: Project Peak (February 2016) – Proposed Project-Related Construction Traffic PCEs

		EMPLOYEE[1/]		TRUCK[2/]		EMPLOYEE SHUTTLES[3/]		
HOUR		TRIPS IN	TRIPS OUT	TRIPS IN	TRIPS OUT	TRIPS IN	TRIPS OUT	TOTAL CONSTRUCTION PCES
0:00	1:00							
1:00	2:00							
2:00	3:00							
3:00	4:00							
4:00	5:00							
5:00	6:00							
6:00	**7:00**	**54**		**15**	**15**	**2**	**2**	**88**
7:00	8:00							
8:00	9:00							
9:00	10:00			15	15			30
10:00	11:00			15	15			30
11:00	12:00			15	15			30
12:00	13:00			15	15			30
13:00	14:00			15	15			30
14:00	15:00			15	15			30
15:00	**16:00**		**54**	**15**	**15**	**2**	**2**	**88**
16:00	17:00							
17:00	18:00							
18:00	19:00							
19:00	20:00							
20:00	21:00							
21:00	22:00							
22:00	23:00							
23:00	0:00							
Total		**54**	**54**	**120**	**120**	**4**	**4**	**356**
Summary of Modeled Traffic PCEs								
Construction a.m. (6:00 - 7:00 a.m.)		**54**		**15**	**15**	**2**	**2**	**88**
Construction p.m. (3:30 - 4:30 p.m.)			**54**	**15**	**15**	**2**	**2**	**88**

NOTES:

1/ Estimate is based on 61 peak day construction employees. An occupancy factor of 1.15 employees per vehicle is included in the employee trip calculations. Employees are allocated between two construction employee parking lots, with 70 percent accessing Lot A via Westchester Parkway and 30 percent accessing Lot G via La Cienega Boulevard.

2/ Truck trips (i.e., haul trucks) were converted at a rate of 2.5 PCEs per vehicle. Materials delivery truck trips are allocated between two lots with 70 percent of the materials deliveries accommodated at Lot A accessed via Westchester Parkway and 30 percent accessing Lot C via Westchester Parkway.

3/ Employee shuttles represent trips entering and exiting Lot G. Vehicle trips were converted to PCE's at a rate of 2.0 PCEs per vehicle. Shuttle occupancy was assumed to be 30 passengers per vehicle.

SOURCE: Ricondo & Associates, Inc. (employee trip volumes, truck trips, vehicle schedule times) March 2015.
PREPARED BY: Ricondo & Associates, Inc. March 2015

4.1.2 PROPOSED PROJECT CONSTRUCTION TRIP DISTRIBUTION

The locations of the proposed Project construction site(s), construction employee parking areas, delivery staging areas, and other relevant features are depicted in **Figure 3**. As shown in Figure 3, trucks are anticipated to use the regional freeway system (I-405 and I-105), Imperial Highway, and Pershing Drive to access the materials and equipment staging area. The regional and local traffic flow distributions are also provided in Figure 3.

For purposes of distributing traffic on the traffic study area roadway network, it was assumed that construction employee and delivery vehicle trips would originate from geographic locations in proportion to the distribution of regional population and specific street routing assumptions obtained from the LAX Master Plan EIR and the LAX Air Passenger Survey. As shown in Figure 3, it was estimated that approximately 21 percent of the construction-related traffic would access the Airport from I-405 North, 23 percent from I-405 South, 32 percent from I-105 East, and 24 percent from local roadways. These route characteristics represent the roadways that a construction-related vehicle would use to access the traffic study area.

In assigning traffic to the traffic study area roadways, it was assumed that construction vehicles, consisting of trucks and construction employee vehicles, would approach the traffic study area in proportion to the regional population distributions described above. Truck traffic, however, is limited to accessing the Project site during construction via Sepulveda Boulevard, Imperial Highway and Pershing Drive in accordance with LAX Master Plan Commitment ST-22 (Designated Truck Routes), which stipulates that deliveries for dirt, aggregate, and other materials will use designated freeways and non-residential streets. The freeway ramps, roadways, and intersections representing the travel paths for construction-related vehicles within the traffic study area were determined by reviewing the potential paths that would be used by vehicles traveling to the employee parking lots and to the construction staging areas, and assigning those trips to the most logical routes. The analysis is not particularly sensitive to the regional approach assumptions, given that a large proportion of the construction-related trips would access the traffic study area via a limited number of freeway access points that may accommodate traffic originating from several regional directions. The assumed traffic study area circulation routes for construction employees and trucks are described in **Attachment F.4**.

4.1.3 DETERMINATION OF BASELINE PLUS PEAK PROPOSED TRAFFIC CONDITIONS

This traffic analysis was designed to assess the direct impacts associated with the construction of the proposed Project, as well as the effects of future cumulative conditions. For purposes of determining direct Project-related impacts, a traffic scenario was developed consisting of baseline traffic described above plus the additional traffic that would be generated by the proposed Project construction activity during the peak construction period. The following steps were conducted to determine the Baseline Plus Peak proposed Project traffic volumes.

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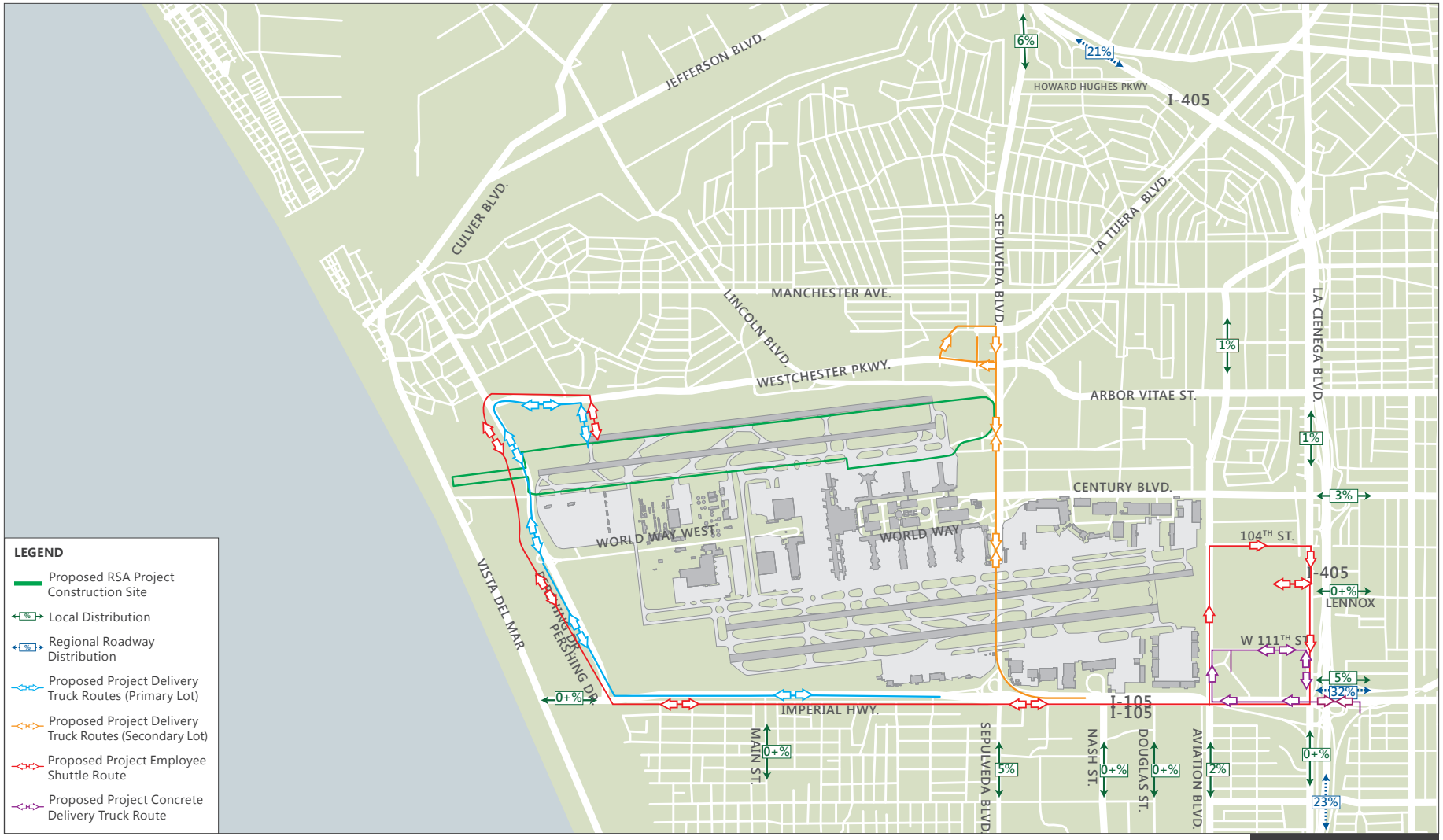

SOURCE: Los Angeles World Airports, Ricondo & Associates, Inc., September 2014.
PREPARED BY: Ricondo & Associates, Inc., September 2014.

FIGURE 3

NORTH 0 Not to Scale

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Proposed Project Construction Vehicle Routes & Trip Distribution

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1. **Analyze Peak Proposed Project Construction Activity.** Vehicle trips associated with construction of the proposed Project during the peak month of construction activity were estimated and distributed throughout the traffic study area network. The trips were estimated based on a review of the proposed Project construction schedules and associated workforce levels and equipment, including trucks and other construction vehicles. Project-related construction trips were summarized to delineate peak month inbound and outbound construction employee trips and truck trips by hour of the day. The estimate of proposed Project construction trips was based on construction employee workload schedules prepared for the proposed Project. The construction employee trip distribution patterns were based on regional patterns developed for the proposed Project and previous LAWA construction traffic studies using the modeling results prepared for the LAX Master Plan EIR, specific haul route information, airline passenger survey information, and regional population distributions.
2. **Estimate Baseline Plus Peak Proposed Project Traffic Volumes.** The estimated Baseline Plus Peak proposed Project (referred to hereinafter as Baseline Plus) traffic volumes were estimated by adding the proposed Project volumes during the peak proposed Project activity period (anticipated to occur in February 2016) to the baseline volumes.

4.2 Future Cumulative Traffic

The components of traffic for the future cumulative traffic condition are described in this section. The future cumulative traffic condition takes into consideration past, present, and reasonably foreseeable projects and includes growth in ambient background traffic and both airport and non-airport developments in the vicinity of the Airport. Known development projects in the Airport vicinity that may contribute traffic to the traffic study area roadway system during the peak construction period for the proposed Project were also considered. These trips would result from either the construction or the operation of those development projects. The list of related projects is constantly changing as projects rotate off the list and new projects are approved and added to the list. Given that approval, construction, and operation of local area development projects is a continuous process, the traffic associated with the construction and operation of many past and current local area developments are represented in the traffic volume data used as a basis for the traffic study. The development schedule and traffic characteristics of larger projects in close proximity to the traffic study area were reviewed and their effects were incorporated into the cumulative analysis.

4.2.1 CUMULATIVE PROJECTS

Development projects considered in the cumulative impacts analysis include LAX Master Plan projects as well as other capital improvement projects undertaken by LAWA and other local agencies. Based on information available at the time the construction traffic analysis for the proposed Project was prepared, the development projects anticipated to be under construction concurrent with the proposed Project construction (January 2016 through December 2016) and of a nature that would contribute to cumulative traffic impacts were identified.

Table 5 summarizes the estimated construction costs, and the assumed start and end dates of construction for the proposed Project and each of the cumulative projects that are anticipated to be under construction concurrent with the proposed Project. The estimated labor component of the total construction cost is a key element associated with estimating construction employee hours and resulting employee vehicle trips.

The activity characteristics of the resource loaded schedule and associated construction-related vehicle trip activity developed for the Bradley West Project was used to estimate the construction activity associated with the other concurrent projects for which detailed construction-related trip data were not available. Specifically, the ratio of total construction employee hours to total labor cost was calculated for the Bradley West Project. This ratio was applied to the estimated labor costs associated with the other cumulative projects to provide an estimate of total employee hours required over the course of each of these other projects. In addition, the general distribution of employee hours over the course of the Bradley West Project construction program was used to allocate total employee hours over the course of the individual projects on a monthly basis. This methodology was considered appropriate for this analysis as the Bradley West Project provided detailed information related to construction activity, costs, and associated vehicle trip activity, and provided detailed information related to the primary variables involved with determining labor schedules (i.e. project costs and timeline). Although it is likely that the other cumulative projects may experience different peaking patterns, the profile of the monthly distribution of employee hours over the course of the Bradley West Project provides a model profile calculated based on a comprehensive resource loaded schedule which is anticipated to provide a realistic surrogate for use in estimating activity from other cumulative projects for which detailed construction data are not available.

This approach was used to estimate construction employee hours and vehicle trips associated with all concurrent projects with the exception of the LAX Northside Area Development project for which construction trip information and monthly construction employee hour data were obtained from the traffic consultants involved in preparation of the traffic study for the LAX Northside Area Development EIR. Additionally, construction employee hours and vehicle trips associated with the Midfield Satellite Concourse North, Bradley West Project, and Runway 7L-25R RSA South Project were obtained based on detailed construction-related trip projections from the technical analyses prepared as part of their respective EIR's.

Figure 4 provides estimated employee hours by month for the proposed Project and the cumulative construction projects that are anticipated to be under construction concurrent with the proposed Project construction period. The figure includes all anticipated construction projects that are expected to occur over the course of the construction period for the proposed Project. As shown in the figure, the peak period for proposed Project construction is estimated to occur in February 2016, while the overall cumulative peak during construction of the proposed Project is estimated to occur in July 2016.

The assumed conservative two percent annual growth in background traffic is anticipated to produce a conservative traffic volume scenario that would account for additional construction-related traffic in the event that additional construction projects are initiated during the timeframe evaluated for this study.

Table 5: Construction Projects Concurrent with the Proposed Project Construction Period

PROJECT NO.	CONCURRENT CONSTRUCTION PROJECT	ESTIMATED TOTAL CONSTRUCTION COST (MILLIONS)	START DATE	END DATE	ESTIMATED EMPLOYEE HOURS DURING PROJECTS (TOTAL)
N/A[1/]	Runway 6R-24L RSA (Project)	N/A[1/]	16-Jan	16-Dec	61,000
1	Midfield Satellite Concourse: Phase 1	$666.50	15-Apr	19-Jun	5,593,000
2	Bradley West Project – Remaining Work	$603.70	11-Nov	17-Dec	1,353,000
3	North Terminals Improvements	$380	13-Aug	18-Oct	852,000
4	South Terminals Improvements	$665	11-Nov	18-Feb	1,491,000
5	Miscellaneous Projects/Improvements	$945.50	14-Jan	20-Jul	605,000
6	LAX Northside Development [2/]	N/A[1/]	N/A[1/]	N/A[1/]	N/A[1/]
7	Metro Crenshaw / LAX Transit Corridor and Station[3/]	$404	15-Dec	19-Apr	453,000
8	Runway 7L-25R RSA South	$106.3	16-Feb	17-May	300,000

NOTES:

1/ N/A = Not Applicable

2/ Construction traffic estimates based on monthly construction activity estimates provided by Gibson Transportation Consulting, Inc.

3/ Estimated budget and schedule based on information obtained from Crenshaw/LAX Transit Corridor Project FEIR and project website.

SOURCES: Los Angeles World Airports, February 2015; Crenshaw/LAX Transit Corridor Project FEIR (Metro Crenshaw/LAX Transit Corridor cost), August 2011; www.metro.net/projects/crenshaw_corridor.com (Metro Crenshaw/LAX Transit Corridor schedule), accessed November 12, 2012; Ricondo & Associates, Inc. (estimated employee hours for all other projects), March 2015.

PREPARED BY: Ricondo & Associates, Inc., March 2015

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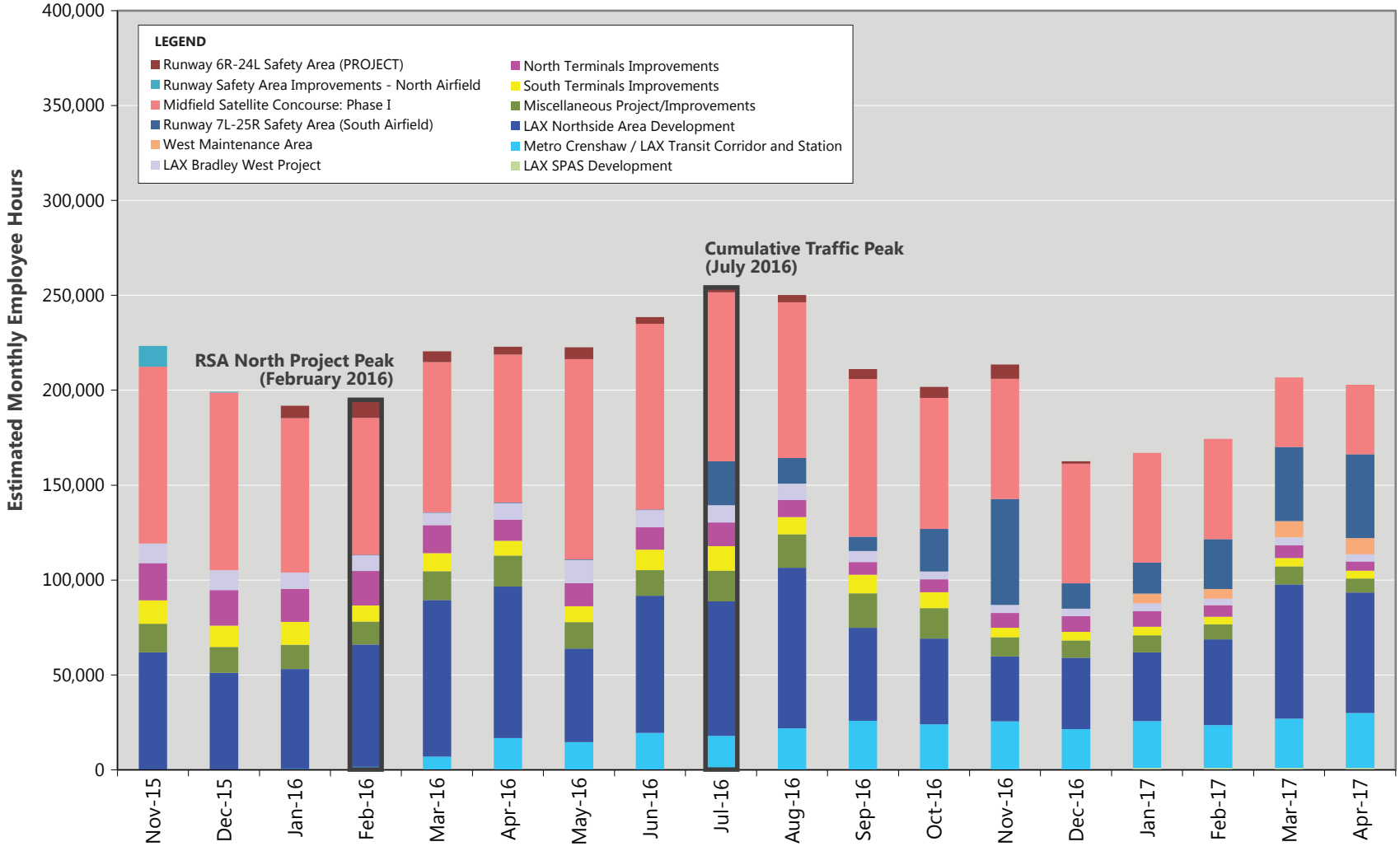

SOURCE: CDM Smith (construction cost and schedule), Gibson Transportation Consulting, Inc. (LAX Northside Area Development), Ricondo & Associates, Inc., (estimated employee hours for all other projects) March 2015.
.PREPARED BY: Ricondo & Associates, Inc., March 2015.

FIGURE 4

Estimated Employee Hours for Proposed Project and Other Concurrent Construction Projects

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Estimated a.m. and p.m. construction peak hour vehicle trips associated with the proposed Project and the eight concurrent construction projects during July 2016 (cumulative peak period) are provided in **Table 6**. Traffic volumes associated with the proposed Project during the peak period for cumulative traffic (July 2016) were estimated based on a review of the proposed Project construction schedules and associated workforce levels and equipment, including trucks and other construction vehicles. As a result, Project employee traffic during the peak cumulative period (July 2016) is anticipated to be about 32 percent of the employee traffic activity anticipated to occur during the peak month for the project (February 2016). Traffic volumes associated with each concurrent construction project were estimated by calculating the ratio of vehicle trips to employee hours for the Bradley West Project and multiplying this ratio by the estimated total number of employee hours for each project during the cumulative peak month in July 2016, except for those projects where vehicle trips were estimated specifically for those projects (i.e., the LAX Northside Area Development and trips from previous LAWA traffic studies related to the Midfield Satellite Concourse North, Bradley West Project, and Runway 7L-25R RSA South Projects, which were calculated based on their respective project information). The percentage of vehicle trips arriving at and departing the traffic study area by hour of the day, for each of the cumulative projects, were assumed to coincide with the peak construction periods for the proposed Project. Furthermore, it is assumed that all construction projects would use a single work shift with the exception of the Midfield Satellite Concourse North and the Bradley West Project. These projects were assumed to utilize a double-shift work schedule with the same shift split characteristics as the Bradley West Project.

For purposes of distributing traffic within the traffic study area, it was necessary to identify the employee parking and staging locations for the concurrent projects. The location of the construction employee parking and material staging area as well as general access and circulation patterns of construction-related vehicle activity for the proposed Project are depicted in **Figure 5**. The anticipated contractor employee parking and staging areas for the eight concurrent construction projects are also depicted in Figure 5, as well as other available staging locations in the area. The exhibit depicts parking and staging areas associated with the projects that were anticipated to be under construction concurrent with the peak cumulative period analyzed for this study. The regional and local area distribution patterns are anticipated to be generally the same as for the proposed Project, with adjustments as necessary for access to the individual sites.

Table 6: Construction Peak Hour Traffic PCEs at Overall Cumulative Peak (July 2016) by Project

	CONSTRUCTION AM PEAK HOUR (6:00 AM - 7:00 AM)						CONSTRUCTION PM PEAK HOUR (3:30 PM - 4:30 PM)					
	EMPLOYEES[2/]		TRUCKS[3/]		SHUTTLES[4/]		EMPLOYEES[2/]		TRUCKS[3/]		SHUTTLES[4/]	
PROJECT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Proposed Project (July 2016) [1/]	17	--	8	8	2	2	--	17	8	8	2	2
Other Projects in July 2016 [5/]												
1. Midfield Satellite Concourse: Phase 1 [6/]	206	--	54	54	-- [8/]	-- [8/]	48	206	54	54	-- [8/]	-- [8/]
2. Bradley West Project [6/]	20	--	4	4	-- [8/]	-- [8/]	5	20	4	4	-- [8/]	-- [8/]
3. North Terminals Improvements	72	--	13	13	-- [8/]	-- [8/]	--	72	13	13	-- [8/]	-- [8/]
4. South Terminals Improvements	75	--	13	13	-- [8/]	-- [8/]	--	75	13	13	-- [8/]	-- [8/]
5. Miscellaneous Projects/Improvements	94	--	17	17	-- [8/]	-- [8/]	--	94	17	17	-- [8/]	-- [8/]
6. LAX Northside Area Development [7/]	350	--	--	--	-- [8/]	-- [8/]	--	350	0	0	-- [8/]	-- [8/]
7. Metro Crenshaw/LAX Transit Corridor and Station	103	--	18	18	-- [8/]	-- [8/]	--	103	18	18	-- [8/]	-- [8/]
8. Runway 7L-25R RSA South	78	--	14	14	-- [8/]	-- [8/]	--	78	14	14	-- [8/]	-- [8/]
Total for Other Concurrent Projects in July 2016	998	--	133	133	-- [8/]	-- [8/]	53	998	133	133	-- [8/]	-- [8/]

NOTES:

1/ Employee estimate is based on 20 peak day construction employees. Construction employee parking is split between Lot A (70 percent consisting of 14 employees/12 vehicles) and Lot G (30 percent consisting of 6 employees/5 vehicles). Haul truck trips are split between two lots; the primary lot is bound by Pershing Drive on the west and Westchester Parkway on the north, and receives 70 percent (6 PCEs) of material deliveries. The secondary lot is bound by La Tijera Boulevard on the west, Westchester Parkway on the south, and Sepulveda Westway on the east, and receives 30 percent (2 PCEs) of material deliveries. No concrete deliveries are anticipated during the peak hours of the cumulative peak. Employee shuttles transfer 30 percent of employees (6 employees) from La Cienega Boulevard to the project work site.

2/ An occupancy factor of 1.15 employees per vehicle is included in the employee trip calculations.

3 Truck trips (i.e., haul trucks) were converted at a rate of 2.5 PCEs per vehicle.

4/ Employee shuttles were converted at a rate of 2.0 PCEs per vehicle. Shuttle occupancy was assumed to be 30 passengers per vehicle.

5/ The ratio of peak hour trips over total monthly employee construction hours for other concurrent projects was assumed to be equal to that calculated for the proposed Project, unless other project-specific data were available.

6/ Assumed to operate with a double-shift work schedule.

7/ Peak hour trips provided by Gibson Transportation Consulting.

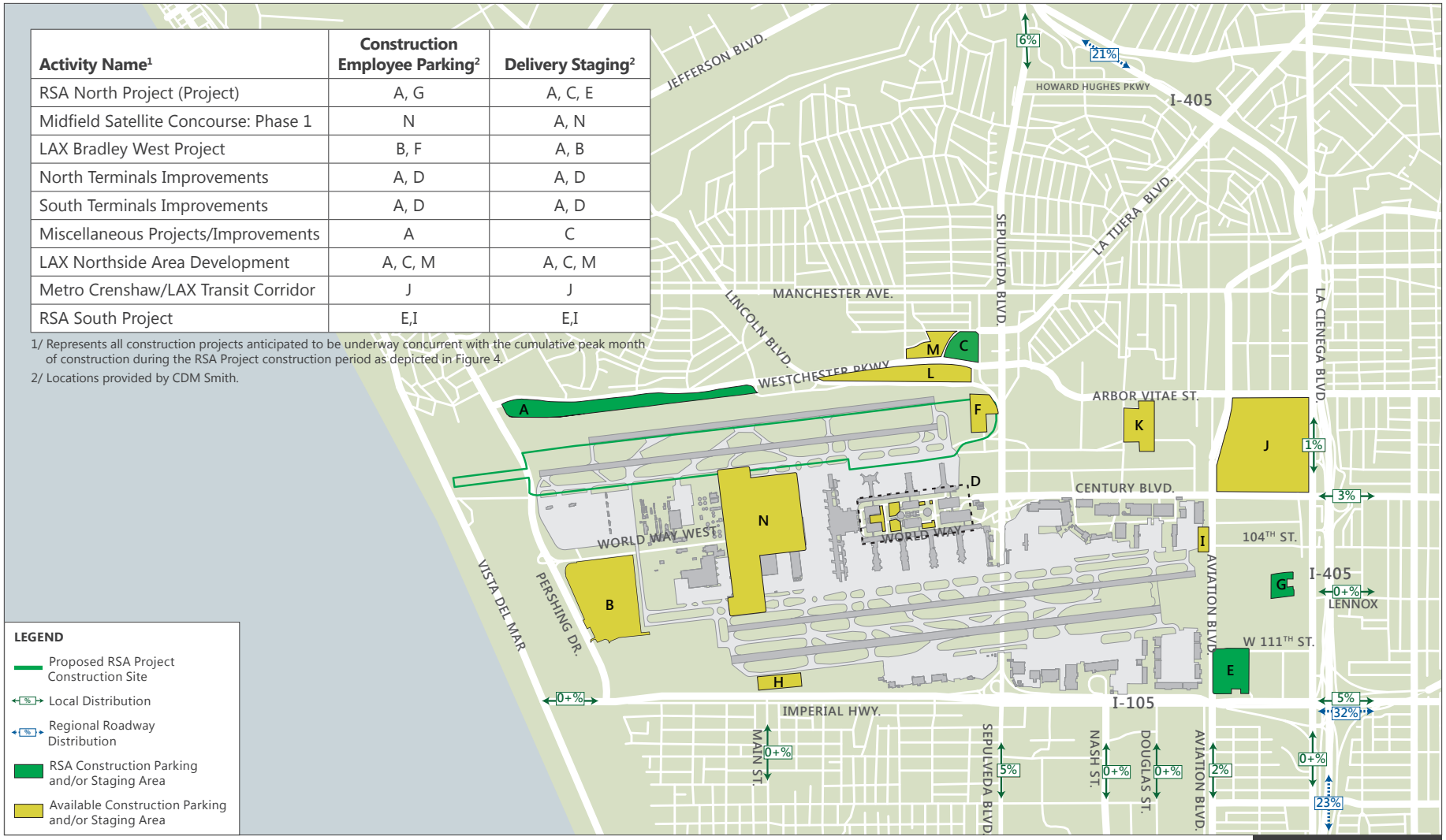
8/ Employee shuttles are not required due to the location of the project construction site and the employee parking area.

SOURCE: Gibson Transportation Consulting, Inc., Pages from Detailed ResourcesV1.pdf (LAX Northside Area Development trips); Ricondo & Associates, Inc., March 2015.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

Activity Name[1]	Construction Employee Parking[2]	Delivery Staging[2]
RSA North Project (Project)	A, G	A, C, E
Midfield Satellite Concourse: Phase 1	N	A, N
LAX Bradley West Project	B, F	A, B
North Terminals Improvements	A, D	A, D
South Terminals Improvements	A, D	A, D
Miscellaneous Projects/Improvements	A	C
LAX Northside Area Development	A, C, M	A, C, M
Metro Crenshaw/LAX Transit Corridor	J	J
RSA South Project	E,I	E,I

1/ Represents all construction projects anticipated to be underway concurrent with the cumulative peak month of construction during the RSA Project construction period as depicted in Figure 4.

2/ Locations provided by CDM Smith.



SOURCE: Los Angeles World Airports, CDM Smith, Ricondo & Associates, Inc., March 2015.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

FIGURE 5

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Employee Parking and Staging Locations for Proposed Project and Other Projects at Construction Peak

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4.2.2 PLANNED TRANSPORTATION NETWORK IMPROVEMENTS

The Bradley West Project EIR identifies several intersection improvements throughout the study area to mitigate potential future impacts. The following study area intersections that were anticipated to be significantly impacted by the Bradley West Project would be improved when traffic activity levels reach certain activity thresholds at which an impact would be triggered.

- Imperial Highway and Sepulveda Boulevard (Intersection #12)
- La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #18)
- La Tijera Boulevard and Sepulveda Boulevard (Intersection #21)
- Sepulveda Boulevard and 76th/77th Street (Intersection #26)

Though it is possible improvements would be in place prior to the peak cumulative traffic period (July 2016), for purposes of this study it has been conservatively assumed that these improvements would not be in place. Therefore, it is not anticipated that any transportation improvements would be implemented during the timeframe analyzed for this study that would alter traffic patterns or modify the intersection capacity assumptions in such a way that would affect the assessment of potential traffic impacts associated with the proposed Project.

4.2.3 DELINEATION OF FUTURE CUMULATIVE TRAFFIC CONDITIONS

In addition to the Baseline Plus Project condition described above, future cumulative traffic conditions were analyzed. In accordance with Section 15355 of the CEQA Guidelines, cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." For this traffic analysis, cumulative traffic conditions were assessed for the period during the overall proposed Project construction program when the cumulative traffic associated with other LAX development programs would be greatest. This peak cumulative period was estimated to occur during July 2016.

In accordance with CEQA Guidelines Section 15130(b), there are essentially two options for delineating cumulative development for evaluating potential impacts:

- List past, present, and reasonably foreseeable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- Summarize projections contained in an adopted general plan or related planning document, or in a prior adopted or certified environmental document, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

For purposes of the proposed Project, the first of the two options, commonly referred to as "the list approach," was used to delineate cumulative projects. Section 4.1 provides a description of cumulative projects and specific project listings and descriptions regarding how and when the traffic generation related to those projects would overlap with that of the proposed Project. Background traffic was increased to reflect

additional growth from non-specific projects, which adds an element of the second option to result in a cumulative impacts analysis that is more conservative.

Cumulative conditions were determined using a process that requires the development of the two sets of future cumulative traffic volume conditions, as described below.

4.2.3.1 Cumulative Traffic (July 2016) Without Project

This scenario combines baseline traffic volumes with growth from all sources other than the proposed Project to determine the overall peak cumulative traffic conditions during the construction period for the proposed Project. The following steps were taken to develop the traffic volumes for this scenario.

1. **Develop July 2016 Focused Traffic Study Area Roadway Network.** The TRAFFIX model was updated, as necessary, to reflect any committed and funded traffic study area transportation improvements that would be in place by July 2016.
2. **Estimate July 2016 Cumulative Traffic Volumes.** Cumulative (July 2016) traffic volumes were estimated using the following process:

   - Baseline 2013 traffic volumes were multiplied by a growth factor of two percent per year to account for local background traffic growth through 2016. This annual growth rate assumption is consistent with previous direction first provided by LADOT for use in the SAIP[16] and subsequently used for construction traffic studies prepared for the CFTP EIR, Bradley West Project EIR, CUP-RP EIR, Runway 7L/25R RSA Project EIR, WAMA Project EIR, and MSC EIR.
   - Construction trips for development projects on airport property that are expected to commence during the period of proposed Project construction were directly estimated and included in the analysis. Construction trips associated with the peak period of cumulative construction (July 2016) were estimated based on the estimated labor component of total construction cost and the timeline for each concurrent project. The related projects that were considered as part of this analysis and the estimated trips associated with these related projects are described in more detail below.

4.2.3.2 Cumulative Traffic (July 2016) With Project

The Project-related construction traffic volumes occurring during the peak cumulative period were added to the Cumulative Traffic (July 2016) "Without Project" traffic volumes described in the previous section. This is a realistic traffic scenario that is intended to represent the estimated total peak hour traffic volumes (consisting of background traffic, traffic related to ambient growth, traffic related to other projects, and proposed Project construction traffic) that would use the traffic study area intersections during the overall cumulative peak in July 2016.

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[16] City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for South Airfield Improvement Project, Los Angeles International Airport (LAX), October 2005.

4.2.4 DELINEATION OF IMPACTS AND MITIGATION MEASURES

The following steps were conducted to calculate intersection levels of service, identify impacts, and identify potential mitigation measures, if necessary.

1. **Analyze Intersection and Roadway Levels of Service.** The levels of service on the traffic study area intersections and roadways were analyzed using TRAFFIX. Intersection LOS was estimated using the CMA planning level methodology, as defined in Transportation Research Board Circular 212,[17] in accordance with LADOT *Traffic Study Policies and Procedures guidelines*,[18] and the L.A. CEQA *Thresholds Guide*.[19] Intersection LOS was analyzed for the following conditions:

   - Baseline;
   - Baseline Plus Peak Project Traffic;
   - Future Cumulative Traffic (July 2016) Without Project;
   - Future Cumulative Traffic (July 2016) With Project.

2. **Identify Project Impacts.** Project-related impacts associated with construction of the proposed Project were identified for intersections that were anticipated to be significantly affected according to the criteria established in the LADOT Traffic Study Policies and Procedures guidelines. Impacts were determined by comparing the LOS results for the following:

   - Baseline Plus Peak Proposed Project Compared with Baseline: This comparison is utilized to isolate the potential impacts of the proposed Project.
   - Cumulative Impacts: Cumulative impacts were determined using a two-step process. Initially, the "Cumulative Traffic (July 2016) With Project" condition was compared to the baseline condition to determine if a cumulative impact would occur relative to baseline. An impact was deemed significant if it would exceed the allowable threshold of significance defined in the LADOT Guidelines. If a cumulative impact were determined, then a second comparison of the "With Project" vs. the "Without Project" LOS conditions was made to determine if the Project's contribution of the cumulative impact is determined to be "cumulatively considerable" in accordance with the impact thresholds.

3. **Identify Potential Mitigation Measures.** The traffic analysis methodology included provisions to identify mitigation measures, as necessary, for intersections determined to be significantly affected by construction-related traffic. The identification of appropriate mitigation measures includes integration of the applicable LAX Master Plan commitments intended to address construction-related impacts.

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17 Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

18 Los Angeles Department of Transportation, Traffic Study Policies and Procedures, June 2013.

19 City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.

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Runway 6R-24L Runway Safety Area Improvements Project Initial Study

Appendix G

Construction Traffic

Construction Traffic Files

Provided by Ricondo & Associates

March 2015

G.1 Study Area Intersection Geometries

G.2 Study Area Intersection Volumes

G.3 Study Area Intersection Capacity Analysis

G.4 Construction Vehicle Haul Routes and Distributions

Attachment G.1

Study Area Intersection Geometries

- TRAFFIX Lane Geometry Report (Baseline 2013 Conditions)
- TRAFFIX Lane Geometry Report (2016 Plus Other Conditions)
- TRAFFIX Lane Geometry Report (2016 Plus Project Conditions)
- TRAFFIX Lane Geometry Report (Baseline 2013 Plus Project Conditions)

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2013)

Runway 6R-24L RSA Project

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 (2016 plus Other)

Runway 6R-24L RSA Project

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 (2016 plus Other plus RSA North)

Runway 6R-24L RSA Project

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 RSA North)

Runway 6R-24L RSA Project

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

Attachment G.2

Study Area Intersection Volumes

- TRAFFIX Intersection Volume Report – Baseline (2013) AM Peak
- TRAFFIX Intersection Volume Report – Baseline (2013) PM Peak
- TRAFFIX Intersection Volume Report – Baseline (2013) With Project AM Peak
- TRAFFIX Intersection Volume Report – Baseline (2013) With Project PM Peak
- TRAFFIX Intersection Volume Report – 2016 Without Project AM Peak
- TRAFFIX Intersection Volume Report – 2016 Without Project PM Peak
- TRAFFIX Intersection Volume Report – 2016 With Project AM Peak
- TRAFFIX Intersection Volume Report – 2016 With Project PM Peak

RSA North

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

RSA North

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

RSA North

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

RSA North

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

RSA North

Scenario Report

Scenario:	Baseline 2013 plus Proj-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

RSA North

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	149	72	74	782	230	66	1298	108
2	IMPERIAL HWY.	138	254	81	208	126	50	46	156	48	187	530	638
3	AVIATION BLVD	15	778	50	41	356	39	23	18	12	24	27	78
4	La CIENEGA BL	88	153	109	53	145	573	58	517	264	248	1898	319
5	CENTURY BLVD.	0	2404	19	0	810	43	0	0	0	191	73	177
6	CENTURY BLVD.	565	0	71	0	0	0	5	309	381	0	1915	0
7	IMPERIAL HWY.	20	8	32	50	44	5	19	244	163	149	383	79
8	SEPULVEDA @ H	0	844	697	45	279	0	0	0	0	548	0	164
9	IMPERIAL HWY.	31	103	93	40	57	172	158	298	64	27	413	299
10	IMPERIAL HWY	199	0	357	3	1	1	0	482	51	271	964	1
11	IMPERIAL HWY	1	0	1	313	0	40	64	219	1	9	322	834
12	IMPERIAL HWY	61	997	444	162	1114	12	108	127	52	72	104	187
13	IMPERIAL HWY	15	0	13	248	734	516	0	269	54	43	352	0
14	IMPERIAL HWY.	841	0	361	0	0	0	0	212	307	82	540	0
15	IMPERIAL HWY.	200	0	25	0	0	0	0	233	193	0	537	572
16	La CIENEGA BL	0	347	31	17	194	34	0	0	0	70	0	129
17	La CIENEGA BL	140	358	0	0	184	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	229	12	0	0	1	0	0	58
20	La CIENEGA BL	6	450	92	29	214	0	0	0	1	74	0	57
21	SEPULVEDA BLV	20	984	66	22	751	30	41	54	45	168	73	16
22	SEPULVEDA BLV	1205	1219	100	0	966	8	0	0	647	0	0	4
23	SEPULVEDA BLV	60	966	32	59	798	28	77	157	42	41	293	139
24	WESTCHESTER P	0	339	223	45	261	0	0	0	0	170	0	16
25	SEPULVEDA BLV	133	1064	24	62	868	66	13	51	41	59	94	79
26	SEPULVEDA @ 7	17	1208	8	13	779	37	239	13	24	10	4	64
27	SEPULVEDA BLV	24	1086	4	5	746	42	64	14	40	13	17	36
28	SEPULVEDA BLV	11	1037	4	5	755	12	39	6	11	8	7	24
29	La CIENEGA BL	123	309	6	7	194	43	9	1	68	1	0	6

RSA North

Scenario Report

Scenario:	Baseline 2013 plus Proj-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

RSA North

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	338	388	107	89	428	97	143	1417	364	69	842	105
2	IMPERIAL HWY.	110	325	254	427	457	126	137	798	148	164	364	421
3	AVIATION BLVD	26	703	90	71	868	74	66	55	29	71	26	105
4	La CIENEGA BL	98	269	418	404	554	335	120	1063	608	80	1135	132
5	CENTURY BLVD.	0	2781	24	0	2322	61	0	0	0	473	73	189
6	CENTURY BLVD.	380	0	244	0	0	4	5	1288	573	0	966	0
7	IMPERIAL HWY.	124	17	240	88	33	30	42	762	99	77	353	59
8	SEPULVEDA @ H	0	1209	458	358	1389	0	0	0	0	641	0	203
9	IMPERIAL HWY.	95	160	498	277	328	284	172	819	114	41	291	187
10	IMPERIAL HWY	146	1	385	4	0	0	0	821	248	454	515	0
11	IMPERIAL HWY	2	0	8	708	0	151	108	355	0	0	225	453
12	IMPERIAL HWY	116	1297	907	318	1936	19	124	236	142	134	156	326
13	IMPERIAL HWY	70	0	130	94	171	129	0	693	49	36	546	0
14	IMPERIAL HWY.	387	0	200	0	0	0	0	965	621	272	498	0
15	IMPERIAL HWY.	194	0	213	0	0	0	0	1414	191	0	332	211
16	La CIENEGA BL	1	452	179	147	637	8	0	0	0	73	0	75
17	La CIENEGA BL	122	436	0	0	620	109	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	472	41	72	735	0	0	0	0	170	0	107
21	SEPULVEDA BLV	127	1144	222	89	1250	103	88	308	108	242	204	91
22	SEPULVEDA BLV	1258	1500	241	0	1714	28	0	0	1416	0	0	22
23	SEPULVEDA BLV	125	1170	91	242	1187	175	194	675	112	85	479	200
24	WESTCHESTER P	0	382	263	55	395	0	0	0	0	221	0	78
25	SEPULVEDA BLV	185	1277	60	187	1420	57	72	227	89	179	228	145
26	SEPULVEDA @ 7	39	1430	34	115	1722	259	194	63	74	36	45	47
27	SEPULVEDA BLV	97	1292	21	37	1761	169	116	92	105	26	42	32
28	SEPULVEDA BLV	39	1346	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

RSA North

Scenario Report

Scenario:	Future 2016-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

RSA North

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	487	405	35	97	164	77	84	833	244	70	1431	155
2	IMPERIAL HWY.	160	274	86	226	134	59	49	161	51	198	588	743
3	AVIATION BLVD	16	890	58	44	384	41	24	21	18	25	29	82
4	La CIENEGA BL	106	162	116	56	156	609	62	562	296	259	2094	339
5	CENTURY BLVD.	0	2692	20	0	866	66	0	0	0	210	127	212
6	CENTURY BLVD.	649	0	75	0	0	0	5	328	417	0	2058	0
7	IMPERIAL HWY.	23	8	35	53	47	5	20	255	173	158	451	84
8	SEPULVEDA @ H	0	896	748	48	348	0	0	0	0	745	0	174
9	IMPERIAL HWY.	34	109	99	44	60	184	163	318	68	29	473	330
10	IMPERIAL HWY	212	0	379	3	1	1	0	568	54	288	1437	1
11	IMPERIAL HWY	1	0	1	388	0	42	68	232	1	10	342	1300
12	IMPERIAL HWY	76	1091	470	172	1182	13	115	131	55	76	155	203
13	IMPERIAL HWY	18	0	15	263	779	548	0	280	57	46	421	0
14	IMPERIAL HWY.	950	0	383	0	0	0	0	223	329	90	607	0
15	IMPERIAL HWY.	216	0	27	0	0	0	0	247	209	0	613	607
16	La CIENEGA BL	0	377	33	18	204	36	0	0	0	75	0	137
17	La CIENEGA BL	149	389	0	0	194	99	40	0	64	0	0	0
18	La CIENEGA BL	2	376	75	97	173	0	0	0	0	694	0	52
19	La CIENEGA BL	0	329	29	246	240	13	0	0	1	0	0	62
20	La CIENEGA BL	6	486	98	35	231	0	0	0	1	79	0	61
21	SEPULVEDA BLV	21	1048	70	23	1012	32	47	57	56	180	80	17
22	SEPULVEDA BLV	1303	1434	106	0	1052	8	0	0	687	0	0	4
23	SEPULVEDA BLV	64	1033	34	63	1062	30	82	167	45	44	311	148
24	WESTCHESTER P	0	360	457	48	277	0	0	0	0	268	0	17
25	SEPULVEDA BLV	278	1133	25	72	948	262	14	54	44	63	102	84
26	SEPULVEDA @ 7	18	1290	8	14	1042	39	254	14	25	11	4	68
27	SEPULVEDA BLV	25	1160	4	5	1007	45	68	15	42	14	18	38
28	SEPULVEDA BLV	12	1108	4	5	1017	13	41	6	12	8	7	25
29	La CIENEGA BL	131	341	6	7	203	46	10	1	60	1	0	6

RSA North

Scenario Report

Scenario:	Future 2016-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

RSA North

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	358	417	112	147	501	103	153	1591	415	73	896	124
2	IMPERIAL HWY.	118	345	270	524	489	141	151	878	171	174	384	457
3	AVIATION BLVD	28	757	101	75	997	79	70	60	36	75	28	111
4	La CIENEGA BL	104	285	444	429	589	356	128	1167	744	85	1219	140
5	CENTURY BLVD.	0	2987	25	0	2633	65	0	0	0	504	77	200
6	CENTURY BLVD.	416	0	259	0	0	4	5	1393	621	0	1027	0
7	IMPERIAL HWY.	132	18	255	93	35	32	45	860	107	83	380	63
8	SEPULVEDA @ H	0	1335	678	380	1477	0	0	0	0	691	0	215
9	IMPERIAL HWY.	101	170	528	292	348	295	179	915	122	44	316	198
10	IMPERIAL HWY	155	1	409	4	0	0	0	1272	264	482	642	0
11	IMPERIAL HWY	2	0	8	1153	0	160	115	377	0	0	239	576
12	IMPERIAL HWY	126	1376	963	350	2093	20	139	293	151	146	166	346
13	IMPERIAL HWY	74	0	138	100	181	137	0	789	54	39	584	0
14	IMPERIAL HWY.	417	0	212	0	0	0	0	1067	719	286	530	0
15	IMPERIAL HWY.	210	0	226	0	0	0	0	1543	204	0	355	224
16	La CIENEGA BL	1	475	191	156	680	8	0	0	0	77	0	80
17	La CIENEGA BL	133	459	0	0	664	114	176	0	205	0	0	0
18	La CIENEGA BL	1	550	79	181	601	0	0	0	0	625	0	168
19	La CIENEGA BL	0	522	42	491	735	7	0	0	5	0	0	259
20	La CIENEGA BL	8	498	44	101	770	0	0	0	0	180	0	118
21	SEPULVEDA BLV	135	1407	236	94	1341	109	144	334	247	257	216	97
22	SEPULVEDA BLV	1335	1626	256	0	1952	30	0	0	1538	0	0	23
23	SEPULVEDA BLV	133	1486	97	257	1274	186	206	716	119	90	508	212
24	WESTCHESTER P	0	405	381	58	419	0	0	0	0	470	0	83
25	SEPULVEDA BLV	208	1378	64	198	1640	74	220	241	94	190	242	182
26	SEPULVEDA @ 7	41	1762	36	122	1841	275	206	67	79	38	48	50
27	SEPULVEDA BLV	103	1615	22	39	1883	179	123	98	111	28	45	34
28	SEPULVEDA BLV	41	1673	15	45	1914	63	52	47	39	6	37	23
29	La CIENEGA BL	97	463	7	44	661	60	79	1	184	12	2	8

RSA North

Scenario Report

Scenario:	Future 2016-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

RSA North

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	487	405	35	97	164	77	84	833	244	70	1432	155
2	IMPERIAL HWY.	160	274	86	226	134	59	49	165	51	198	593	744
3	AVIATION BLVD	16	891	58	44	384	41	24	21	18	25	29	83
4	La CIENEGA BL	106	162	116	56	156	609	62	562	296	260	2095	339
5	CENTURY BLVD.	0	2697	20	0	869	66	0	0	0	210	127	212
6	CENTURY BLVD.	649	0	75	0	0	0	5	328	417	0	2058	0
7	IMPERIAL HWY.	23	8	35	53	47	5	20	259	173	158	457	84
8	SEPULVEDA @ H	0	896	749	48	349	0	0	0	0	748	0	174
9	IMPERIAL HWY.	34	109	99	44	60	188	167	318	68	29	474	330
10	IMPERIAL HWY	212	0	379	3	1	1	0	582	54	288	1460	1
11	IMPERIAL HWY	1	0	1	402	0	42	68	232	1	10	342	1322
12	IMPERIAL HWY	76	1091	470	172	1182	13	115	135	55	76	160	203
13	IMPERIAL HWY	18	0	15	263	779	548	0	284	57	46	426	0
14	IMPERIAL HWY.	950	0	383	0	0	0	0	227	329	90	612	0
15	IMPERIAL HWY.	216	0	27	0	0	0	0	247	209	0	614	607
16	La CIENEGA BL	0	381	33	18	208	36	0	0	0	75	0	137
17	La CIENEGA BL	150	393	0	0	198	99	40	0	64	0	0	0
18	La CIENEGA BL	2	376	75	97	173	0	0	0	0	694	0	52
19	La CIENEGA BL	0	329	29	246	241	13	0	0	1	0	0	62
20	La CIENEGA BL	6	490	98	35	235	0	0	0	1	79	0	62
21	SEPULVEDA BLV	21	1048	70	23	1016	32	48	57	59	180	81	17
22	SEPULVEDA BLV	1304	1438	106	0	1055	8	0	0	687	0	0	4
23	SEPULVEDA BLV	64	1034	34	63	1066	30	82	167	45	44	311	148
24	WESTCHESTER P	0	360	479	48	277	0	0	0	0	282	0	17
25	SEPULVEDA BLV	282	1133	25	72	951	265	14	54	44	63	102	84
26	SEPULVEDA @ 7	18	1291	8	14	1046	39	254	14	25	11	4	68
27	SEPULVEDA BLV	25	1161	4	5	1011	45	68	15	42	14	18	38
28	SEPULVEDA BLV	12	1109	4	5	1021	13	41	6	12	8	7	25
29	La CIENEGA BL	131	341	6	7	204	46	10	1	62	1	0	6

RSA North

Scenario Report

Scenario:	Future 2016-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

RSA North

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	358	417	112	147	501	103	153	1591	415	73	896	124
2	IMPERIAL HWY.	118	345	270	524	489	141	151	883	171	174	388	457
3	AVIATION BLVD	28	757	101	75	997	79	70	60	36	75	28	111
4	La CIENEGA BL	104	285	444	429	589	356	128	1167	744	85	1219	140
5	CENTURY BLVD.	0	2991	25	0	2637	65	0	0	0	504	77	200
6	CENTURY BLVD.	416	0	259	0	0	4	5	1393	621	0	1027	0
7	IMPERIAL HWY.	132	18	255	93	35	32	45	865	107	83	384	63
8	SEPULVEDA @ H	0	1336	682	380	1477	0	0	0	0	691	0	215
9	IMPERIAL HWY.	101	170	528	293	348	300	183	916	122	44	316	198
10	IMPERIAL HWY	155	1	409	4	0	0	0	1294	264	482	656	0
11	IMPERIAL HWY	2	0	8	1175	0	160	115	377	0	0	239	590
12	IMPERIAL HWY	126	1376	963	350	2094	20	139	298	151	146	170	346
13	IMPERIAL HWY	74	0	138	100	181	137	0	794	54	39	589	0
14	IMPERIAL HWY.	417	0	212	0	0	0	0	1072	719	287	535	0
15	IMPERIAL HWY.	210	0	226	0	0	0	0	1544	205	0	355	224
16	La CIENEGA BL	1	479	191	156	687	8	0	0	0	77	0	80
17	La CIENEGA BL	133	463	0	0	670	114	176	0	205	0	0	0
18	La CIENEGA BL	1	550	79	181	601	0	0	0	0	625	0	168
19	La CIENEGA BL	0	522	42	491	735	7	0	0	5	0	0	259
20	La CIENEGA BL	8	502	44	101	776	0	0	0	0	180	0	118
21	SEPULVEDA BLV	135	1411	236	94	1341	109	145	335	250	257	216	97
22	SEPULVEDA BLV	1335	1630	256	0	1955	30	0	0	1539	0	0	23
23	SEPULVEDA BLV	133	1490	97	257	1274	186	206	716	119	90	508	212
24	WESTCHESTER P	0	405	395	58	419	0	0	0	0	492	0	83
25	SEPULVEDA BLV	212	1378	64	198	1643	74	223	241	94	190	242	182
26	SEPULVEDA @ 7	41	1766	36	122	1841	275	206	67	79	38	48	50
27	SEPULVEDA BLV	103	1619	22	39	1883	179	123	98	111	28	45	34
28	SEPULVEDA BLV	41	1677	15	45	1914	63	52	47	39	6	37	23
29	La CIENEGA BL	97	463	7	44	661	60	79	1	184	12	2	8

Attachment G.3

Study Area Intersection Capacity Analysis

- TRAFFIX Intersection Volume Report – Baseline (2013) AM Peak
- TRAFFIX Intersection Volume Report – Baseline (2013) PM Peak
- TRAFFIX Intersection Volume Report – Baseline (2013) With Project AM Peak
- TRAFFIX Intersection Volume Report – Baseline (2013) With Project PM Peak
- TRAFFIX Intersection Volume Report – 2016 Without Project AM Peak
- TRAFFIX Intersection Volume Report – 2016 Without Project PM Peak
- TRAFFIX Intersection Volume Report – 2016 With Project AM Peak
- TRAFFIX Intersection Volume Report – 2016 With Project PM Peak

RSA North

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

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	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	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	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	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	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	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	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:	****			****			****			****		

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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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RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.																
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:	****					****					****					****				

RSA North

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:	****					****	****				****	

RSA North

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:		****			****						****	

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****						****			****		

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****			****				****	****			

RSA North

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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RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****					****	****					****

RSA North

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	1 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****			****			****			****		

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M												
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:			****	****			****				****	

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:			****	****			****					****

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M												
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	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	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 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	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.10	1.10	1.00 1.00	1.10	1.00	1.00 1.00	1.00	1.10	1.00 1.00	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	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	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:	****			****			****		****			

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****						****			****		

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****						****			****		

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****			****						****		

RSA North

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 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: >> Count Date: 3 Aug 2004 << Employee A.M.																
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:	****						****				****					

RSA North

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 0	1	0 1!	0 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	****			****						****		

RSA North

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:		****				****							****				****			

RSA North

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			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	1	0	0	0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	6	446	92		29	210	0		0	0	1	
Growth Adj:	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	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	446	92		29	210	0		0	0	1	
PCE Adj:	1.00	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	
Final Vol.:	6	446	92		29	210	0		0	0	1	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00		1.00	3.00	0.00		0.00	0.00	1.00	
Final Sat.:	1425	2850	1425		1425	4275	0		0	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	
Crit Vol:		223				29					1	
Crit Moves:		****				****					****	

West Bound												
L	T	R										
Split Phase												
Include												
0	0	0										
2	0	0	0	1								
74	0	54										
1.00	1.00	1.00										
74	0	54										
1.00	1.00	1.00										
1.00	1.00	1.00										
74	0	54										
0	0	0										
74	0	54										
1.00	1.00	1.00										
1.10	1.00	1.00										
81	0	54										
1425	1425	1425										
1.00	1.00	1.00										
2.00	0.00	1.00										
2850	0	1425										
0.03	0.00	0.04										
41												
****												

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RSA North

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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RSA North

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:	****			****					****	****		

RSA North

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:		****			****			****			****	

RSA North

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:			****	****						****		

RSA North

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:		****			****			****			****	

RSA North

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:	****			****			****					****

RSA North

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:	****			****			****			****		

RSA North

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:		****			****			****			****	

RSA North

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: >> Count Date: 3 Aug 2004 << Employee A.M.																				
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:	****					****							****			****				

RSA North

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

RSA North

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:	****			****			****			****		

RSA North

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:		****			****			****			****	

RSA North

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:	****						****						****			****				

RSA North

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:			****	****					****	****		

RSA North

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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RSA North

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: >> Count Date: 4 Aug 2004 << Employee PM												
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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RSA North

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:			****		****			****		****		

RSA North

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:		****		****						****		

RSA North

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:			****	****				****		****		

RSA North

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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RSA North

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:		****		****			****				****	

RSA North

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: >> Count Date: 3 Aug 2004 << Employee P.M.												
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:			****	****			****					****

RSA North

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:			****		****			****			****	

RSA North

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		0.29	0.29	0.10		0.17	0.00		
Crit Vol:	213				0				411				147			
Crit Moves:	****								****				****			

RSA North

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:	****						****			****		

RSA North

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:	****			****						****		

RSA North

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 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:	****			****			****					

RSA North

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			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase			
Rights:	Ovl				Include				Include			
Min. Green:	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	0
Volume Module:												
Base Vol:	1	517	74		171	565	0		0	0	0	
Growth Adj:	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	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	517	74		171	565	0		0	0	0	
PCE Adj:	2.00	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	1.10	1.00	
Final Vol.:	2	517	81		171	565	0		0	0	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	0.01	1.99	1.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	7	2843	1425		1425	2850	0		0	0	0	
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.06		0.12	0.20	0.00		0.00	0.00	0.00	
Crit Vol:	1					283				0		
Crit Moves:	****					****						

0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
589	0	154										
1.00	1.00	1.00										
589	0	154										
1.00	1.00	1.00										
1.00	1.00	1.00										
589	0	154										
0	0	0										
589	0	154										
1.00	1.00	1.00										
1.00	1.00	1.00										
648	0	154										
Saturation Flow Module:												
1425	1425	1425										
1.00	1.00	1.00										
1.62	0.00	0.38										
2303	0	547										
Capacity Analysis Module:												
0.28	0.00	0.28										
		401										
		****										

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RSA North

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:		****		****					****		****	

RSA North

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	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	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	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	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	1.10	1.00		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	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	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	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	0.00	0.08				
Crit Vol:	234				69					0						107				
Crit Moves:	****				****											****				

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RSA North

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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RSA North

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:	****			****					****	****		

RSA North

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:		****			****			****			****	

RSA North

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:			****	****						****		

RSA North

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:	****			****			****			****		

RSA North

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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RSA North

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:	****			****			****			****		

RSA North

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:	****			****			****			****		

RSA North

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:	****					****							****			****				

RSA North2 EIR

Scenario Report

Scenario:	Baseline 2013 plus Proj-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

RSA North2 EIR

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): 0.537
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	343	33	67	149	72	74	782	230	66	1298	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	782	230	66	1298	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	343	33	67	149	72	74	782	230	66	1298	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	782	230	66	1298	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	4250	1250	1375	5078	422
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			352		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.575
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	1	0	0	0	0	0	1	4	0	0	6	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	254	81	208	126	50	46	156	48	187	530	638
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 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	254	81	208	126	50	46	156	48	187	530	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	254	81	208	126	50	46	156	48	187	530	638
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.10 1.00		1.00	1.10 1.00		1.10	1.10 1.00		1.00	1.10 1.00		1.00
Final Vol.:	152	254	81	229	126	55	51	156	48	206	530	638
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 2.29		0.71	2.00 3.00		1.00
Final Sat.:	2750 2750		1375	2750 2750		1375	2750 3154		971	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			638		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 AVIATION BLVD. @ 111TH

Cycle (sec):	100	Critical Vol./Cap. (X):	0.375
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: >> Count Date: 3 Aug 2004 << Employee A.M.																
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	7	0			0	0	0			0	0	0			0	0	3		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	15	778	50			41	356	39			23	18	12			24	27	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:	15	778	50			41	356	39			23	18	12			24	27	78		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	15	778	50			41	356	39			23	18	12			24	27	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			1.00	1.00	1.00		
Final Vol.:	15	778	50			41	356	39			23	18	12			24	27	78		
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	2584	166			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	0.06		
Crit Vol:		414					0					23						78		
Crit Moves:		****					****					****						****		

RSA North2 EIR

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):	0.696
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
Added Vol:	0	0	0	0	0	0	0	0	1	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	153	109	53	145	573	58	517	264	248	1898	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	264	248	1898	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	264	248	1898	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	264	248	1898	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	4709	791
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:	****					****	****				****	

RSA North2 EIR

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):	0.495
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	7	0	0	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2404	19	0	810	43	0	0	0	191	73	177
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	2404	0	0	810	43	0	0	0	191	73	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2404	0	0	810	43	0	0	0	191	73	177
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	2404	0	0	810	43	0	0	0	210	73	195
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	0.14	0.03	0.00	0.00	0.00	0.09	0.09	0.06
Crit Vol:		601			0			0			142	
Crit Moves:		****			****						****	

RSA North2 EIR

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): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	0 1		0 0 0	0 1		1 0 2	1 1		0 0 2	1 0	
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	4	0	0	0	0	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	565	0	71	0	0	0	5	309	381	0	1915	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:	565	0	71	0	0	0	5	309	381	0	1915	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	0	71	0	0	0	5	309	381	0	1915	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.:	622	0	71	0	0	0	5	309	419	0	1915	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:	311				0			5			638	
Crit Moves:	****						****				****	

RSA North2 EIR

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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 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	5	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	8	32	50	44	5	19	244	163	149	383	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 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	20	8	32	50	44	5	19	244	163	149	383	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	8	32	50	44	5	19	244	163	149	383	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 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	1.00	1.00	1.10 1.00	1.00	1.00	
Final Vol.:	20	8	35	55	44	6	19	244	163	164	383	79
Saturation Flow Module:												
Sat/Lane:	1375 1375	1375	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 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	2.49	0.51			
Final Sat.:	1375 1375	2750	2171 579	1375	1375	2750 1375	2750	3420	705			
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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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): 0.291
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	1	0	3	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	844	697	45	279	0	0	0	0	548	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	279	0	0	0	0	548	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	844	0	45	279	0	0	0	0	548	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	279	0	0	0	0	603	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		201	
Crit Moves:		****			****						****	

RSA North2 EIR

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): 0.264
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	4	4	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	103	93	40	57	172	158	298	64	27	413	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	172	158	298	64	27	413	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	103	93	40	57	172	158	298	64	27	413	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	189	174	298	70	30	413	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					95	87					164
Crit Moves:	****					****	****					****

RSA North2 EIR

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): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	15	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	0	357	3	1	1	0	482	51	271	964	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	482	51	271	964	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	0	0	3	1	1	0	482	51	271	964	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	482	51	298	964	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 0.17		0.04	0.10 0.34		0.00
Crit Vol:	109			5			241			482		
Crit Moves:	****			****			****			****		

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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): 0.260
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: >> Count Date: 3 Aug 2004 << Employee A.M												
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	15	0	0	0	0	0	0	0	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	313	0	40	64	219	1	9	322	834
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	313	0	40	64	219	1	9	322	834
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	313	0	40	64	219	1	9	322	834
PCE Adj:	1.00	1.00	1.00	1.00	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	344	0	40	70	219	1	9	322	917
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	0.32
Crit Vol:				172			35				161	
Crit Moves:			****	****			****			****		

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RSA North2 EIR

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): 0.567
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	0	2	1	0	0	0	0	4	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	997	444	162	1114	12	108	127	52	72	104	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	997	444	162	1114	12	108	127	52	72	104	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	997	444	162	1114	12	108	127	52	72	104	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	997	444	178	1114	12	119	127	52	79	104	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	0.03	0.14
Crit Vol:			444	89			59					187
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.433
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: >> Count Date: 3 Aug 2004 << Employee A.M												
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	5	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	13	248	734	516	0	269	54	43	352	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	269	54	43	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	13	248	734	516	0	269	54	43	352	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	269	54	47	352	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 2.50	0.50		2.00 3.00	0.00	
Final Sat.:	1425	0	2850	1425 2222	2053		0 3560	715		2850 4275	0	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.00	0.01		0.19 0.33	0.28		0.00 0.08	0.08		0.02 0.08	0.00	
Crit Vol:	15			471			108			24		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.588
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	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	0	2	1	1	2	0	2	0	0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.																				
Base Vol:	836	0	361	0	0	0	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	1.00	1.00	1.00					
Initial Bse:	836	0	361	0	0	0	0	0	0	0	208	307	82	533	0					
Added Vol:	5	0	0	0	0	0	0	0	0	0	4	0	0	7	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	841	0	361	0	0	0	0	0	0	0	212	307	82	540	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	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	841	0	361	0	0	0	0	0	0	0	212	307	82	540	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	841	0	361	0	0	0	0	0	0	0	212	307	82	540	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	1.00	1.00	1.00					
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00					
Final Vol.:	925	0	397	0	0	0	0	0	0	0	212	338	90	540	0					
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	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	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	2.00	2.00	2.00	0.00					
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	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:	463				0				106			270								
Crit Moves:	****								****			****								

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RSA North2 EIR

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):	0.212
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: >> Count Date: 3 Aug 2004 << Employee A.M.																				
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	3	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	537	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	537	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	537	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	537	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					179				
Crit Moves:	****										****					****				

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RSA North2 EIR

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):	0.235
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	4	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:	0	347	31	17	194	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	347	31	17	194	34	0	0	0	70	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	347	31	17	194	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	347	31	17	194	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	1.84	0.16	1.00	2.55	0.45	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	2616	234	1425	3638	638	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:		189			17			0				129
Crit Moves:		****			****							****

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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:	3	4	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:	140	358	0	0	184	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:	140	358	0	0	184	93	38	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	358	0	0	184	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.:	140	358	0	0	184	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	0.13	0.00	0.00	0.06	0.07	0.01	0.00	0.04	0.00	0.00	0.00
Crit Vol:	140					93			52		0	
Crit Moves:	****					****			****			

RSA North2 EIR

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): 0.457
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	0	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	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:	****			****						****		

RSA North2 EIR

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):	0.205
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	5	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	229	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	229	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	229	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	229	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	2613	137			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:		****				****							****				****			

RSA North2 EIR

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): 0.208
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	4	0	0	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	450	92	29	214	0	0	0	1	74	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	450	92	29	214	0	0	0	1	74	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	450	92	29	214	0	0	0	1	74	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	6	450	92	29	214	0	0	0	1	81	0	57
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:		225			29				1	41		
Crit Moves:		****			****				****	****		

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RSA North2 EIR

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):	0.409
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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	11	0	1	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	984	66	22	751	30	41	54	45	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	751	30	41	54	45	168	73	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	984	66	22	751	30	41	54	45	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	751	30	41	54	45	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				45	168		
Crit Moves:		****			****				****	****		

RSA North2 EIR

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): 0.528
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:	3	5	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:	1205	1219	100	0	966	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:	1205	1219	100	0	966	8	0	0	647	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1205	1219	100	0	966	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.:	1325	1219	100	0	966	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	3951	324	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				244				178	0		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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	1	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	966	32	59	798	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	966	32	59	798	28	77	157	42	41	293	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	966	32	59	798	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	966	32	59	798	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:		****			****			****			****	

RSA North2 EIR

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): 0.254
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 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	39	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	339	223	45	261	0	0	0	0	170	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	223	45	261	0	0	0	0	170	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	339	223	45	261	0	0	0	0	170	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	223	45	261	0	0	0	0	187	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	0.16	0.03	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Vol:			223	45				0		94		
Crit Moves:			****	****						****		

RSA North2 EIR

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):	0.384
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:	5	0	0	0	5	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1064	24	62	868	66	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:	133	1064	24	62	868	66	13	51	41	59	94	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1064	24	62	868	66	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.:	133	1064	24	62	868	66	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:	0.10	0.26	0.02	0.05	0.21	0.05	0.01	0.03	0.03	0.04	0.06	0.06
Crit Vol:	133				289			46		59		
Crit Moves:	****				****			****		****		

RSA North2 EIR

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	1	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1208	8	13	779	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	1208	8	13	779	37	239	13	24	10	4	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1208	8	13	779	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	1208	8	13	779	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:		403			13			131				64
Crit Moves:		****			****			****				****

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RSA North2 EIR

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):	0.324
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	1	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1086	4	5	746	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	1086	4	5	746	42	64	14	40	13	17	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1086	4	5	746	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	1086	4	5	746	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:	****			****			****			****		

RSA North2 EIR

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	1	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1037	4	5	755	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	1037	4	5	755	12	39	6	11	8	7	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1037	4	5	755	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	1037	4	5	755	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	4430	70	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:		****			****			****			****	

RSA North2 EIR

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):	0.190
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
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	5	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	309	6	7	194	43	9	1	68	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	194	43	9	1	68	1	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	309	6	7	194	43	9	1	68	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	194	43	9	1	68	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	2.46	0.54	1.00	1.00	1.00	0.14	0.00	0.86
Final Sat.:	1425	2796	54	1425	3499	776	1425	1425	1425	204	0	1221
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.00	0.06	0.06	0.01	0.00	0.05	0.00	0.00	0.00
Crit Vol:	123				79				68	1		
Crit Moves:	****				****				****	****		

RSA North2 EIR

Scenario Report
Scenario: Baseline 2013 plus Proj-PM Peak

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

RSA North2 EIR

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:	1	1	1	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	388	107	89	428	97	143	1417	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:	338	388	107	89	428	97	143	1417	364	69	842	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	388	107	89	428	97	143	1417	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.:	372	388	107	98	428	97	143	1417	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	2156	594	2750	2750	1375	1375	4376	1124	1375	4890	610
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.04	0.16	0.07	0.10	0.32	0.32	0.05	0.17	0.17
Crit Vol:	186			214			445			69		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.584
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	0	6	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	325	254	427	457	126	137	798	148	164	364	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	798	148	164	364	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	325	254	427	457	126	137	798	148	164	364	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	798	148	180	364	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	3480	645	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				315		90		
Crit Moves:		****		****				****		****		

RSA North2 EIR

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	0	0			0	0	0			0	0	0			0	0	2		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	26	703	90			71	868	74			66	55	29			71	26	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:	26	703	90			71	868	74			66	55	29			71	26	105		
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	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:	1.00	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	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:	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	0.08		
Crit Vol:	26					471					84					71				
Crit Moves:	****					****					****					****				

RSA North2 EIR

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	2	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	1063	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	1063	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	1063	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	1063	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:			****	****					****	****		

RSA North2 EIR

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):	0.661
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	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	5	0	0	7	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2781	24	0	2322	61	0	0	0	473	73	189
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	2781	0	0	2322	61	0	0	0	473	73	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2781	0	0	2322	61	0	0	0	473	73	189
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	2781	0	0	2322	61	0	0	0	520	73	208
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:		695			0			0		297		
Crit Moves:		****			****					****		

RSA North2 EIR

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):	0.459
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: >> Count Date: 4 Aug 2004 << Employee PM												
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	2	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	1288	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	1288	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	1288	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	1288	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	4029	1971	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:	****				****			****			****	

RSA North2 EIR

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): 0.447
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	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	17	240	88	33	30	42	762	99	77	353	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	762	99	77	353	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	17	240	88	33	30	42	762	99	77	353	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	762	99	85	353	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	3651	474	2750	3534	591
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			287		42		
Crit Moves:			****		****			****		****		

RSA North2 EIR

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):	0.489
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
Added Vol:	0	3	9	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	1209	458	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	1209	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	1209	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	1209	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:		****		****						****		

RSA North2 EIR

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	4	0	10	4	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	160	498	277	328	284	172	819	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	277	328	284	172	819	114	41	291	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	160	498	277	328	284	172	819	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	305	328	312	189	819	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 1.54	1.46		2.00 3.00	2.00		2.00 3.00	2.00	
Final Sat.:	2750 1375	2750		2750 2113	2012		2750 4125	2750		2750 4125	2750	
Capacity Analysis Module:												
Vol/Sat:	0.04 0.12	0.20		0.11 0.16	0.16		0.07 0.20	0.05		0.02 0.07	0.07	
Crit Vol:		274		152				273			23	
Crit Moves:		****		****				****			****	

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RSA North2 EIR

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): 0.523
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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	39	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1	385	4	0	0	0	821	248	454	515	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	821	248	454	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1	0	4	0	0	0	821	248	454	515	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	821	248	499	515	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 0.29	0.17		0.18 0.18	0.00	
Crit Vol:	81			4			411			250		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.401
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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	39	0	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	8	708	0	151	108	355	0	0	225	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	708	0	151	108	355	0	0	225	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	8	708	0	151	108	355	0	0	225	453
PCE Adj:	1.00	1.00	1.00	1.00	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	779	0	151	119	355	0	0	225	498
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	0.27	0.00	0.11	0.04	0.12	0.00	0.00	0.08	0.17
Crit Vol:			10	389			59				113	
Crit Moves:			****	****			****				****	

RSA North2 EIR

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):	1.074
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: >> Count Date: 3 Aug 2004 << Employee P.M.												
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	2	0	0	7	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1297	907	318	1936	19	124	236	142	134	156	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	1936	19	124	236	142	134	156	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1297	907	318	1936	19	124	236	142	134	156	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	1936	19	136	236	142	147	156	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			68					326
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.311
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	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	130	94	171	129	0	693	49	36	546	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	693	49	36	546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	130	94	171	129	0	693	49	36	546	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	693	49	40	546	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	3993	282	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			247			20	
Crit Moves:			****		****			****			****	

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RSA North2 EIR

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): 0.543
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	6	0		5	5	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	387	0	200		0	0	0		0	965	621		272	498	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	965	621		272	498	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	387	0	200		0	0	0		0	965	621		272	498	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	965	683		299	498	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	3337	2363		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					412			150			
Crit Moves:	****									****			****			

RSA North2 EIR

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): 0.480
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
Added Vol:	0	0	0	0	0	0	0	3	3	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	1414	191	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	1414	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	1414	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	1414	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			471			0		
Crit Moves:	****						****			****		

RSA North2 EIR

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):	0.378
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	4	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	452	179	147	637	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	452	179	147	637	8	0	0	0	73	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	452	179	147	637	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	452	179	147	637	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	1.43	0.56	1.00	2.96	0.04	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	5	2038	807	1425	4222	53	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:	316			147			0					75
Crit Moves:	****			****								****

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 111TH STREET

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: 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	4	0	0	18	2	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	122	436	0	0	620	109	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	436	0	0	620	109	166	0	185	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	122	436	0	0	620	109	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	436	0	0	620	109	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	3636	639	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				243				185		0					
Crit Moves:	****				****				****							

RSA North2 EIR

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:	****			****						****		

RSA North2 EIR

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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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):	0.291
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			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	1	0	0	0
Volume Module:												
Base Vol:	8	468	41		69	720	0		0	0	0	
Growth Adj:	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	
Added Vol:	0	4	0		3	15	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	8	472	41		72	735	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	472	41		72	735	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	472	41		72	735	0		0	0	0	
PCE Adj:	1.00	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	
Final Vol.:	8	472	41		72	735	0		0	0	0	

Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	2.00	1.00		1.00	3.00	0.00		0.00	1.00	0.00	
Final Sat.:	1425	2850	1425		1425	4275	0		0	1425	0	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.03		0.05	0.17	0.00		0.00	0.00	0.00	
Crit Vol:		236				72				0		
Crit Moves:		****				****						

RSA North2 EIR

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):	0.683
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
Added Vol:	0	11	0	0	0	0	1	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1144	222	89	1250	103	88	308	108	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	1144	222	89	1250	103	88	308	108	242	204	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1144	222	89	1250	103	88	308	108	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	1144	222	89	1250	103	88	308	108	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	0.28	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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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	6	0	0	4	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1258	1500	241	0	1714	28	0	0	1416	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	1500	241	0	1714	28	0	0	1416	0	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1258	1500	241	0	1714	28	0	0	1416	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	1500	241	0	1714	28	0	0	1558	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	3683	592	0	5608	92	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.41	0.41	0.00	0.31	0.31	0.00	0.00	0.27	0.00	0.00	0.02
Crit Vol:	346				436				389	0		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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):	0.784
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	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	13	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	1170	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	1170	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	1170	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	1170	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:		390			242			107			340	
Crit Moves:		****			****			****			****	

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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): 0.308
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	15	0	0	0	0	0	0	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	382	263	55	395	0	0	0	0	221	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	263	55	395	0	0	0	0	221	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	382	263	55	395	0	0	0	0	221	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	263	55	395	0	0	0	0	243	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	0.18	0.04	0.14	0.00	0.00	0.00	0.00	0.09	0.00	0.05
Crit Vol:			263	55					0	122		
Crit Moves:			****	****						****		

RSA North2 EIR

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):	0.724
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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:	5	1	0	0	4	0	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	1277	60	187	1420	57	72	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:	185	1277	60	187	1420	57	72	227	89	179	228	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1277	60	187	1420	57	72	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.:	185	1277	60	187	1420	57	72	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:	185			473			158			179		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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	13	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	1430	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	1430	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	1430	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	1430	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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RSA North2 EIR

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	13	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	1292	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	1292	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	1292	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	1292	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	4428	72	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:	****			****			****			****		

RSA North2 EIR

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	13	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	1346	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	1346	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	1346	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	1346	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	4454	46	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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RSA North2 EIR

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:	****			****					****	****		

RSA North2 EIR

Scenario Report

Scenario:	Future 2016-AM Peak-w/o Proj
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

RSA North2 EIR

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): 0.604
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	AVIATION BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	2 0	1	1 0	3 1	0	1 0	3 1	0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	461	364	35	71	158	76	79	829	244	70	1376	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	364	35	71	158	76	79	829	244	70	1376	115
Added Vol:	26	41	0	26	6	1	5	4	0	0	55	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	405	35	97	164	77	84	833	244	70	1431	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	405	35	97	164	77	84	833	244	70	1431	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	405	35	97	164	77	84	833	244	70	1431	155
PCE Adj:	1.00	1.00	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.:	536	405	35	107	164	77	84	833	244	70	1431	155
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	1.84	0.16	2.00	2.00	1.00	1.00	3.09	0.91	1.00	3.61	0.39
Final Sat.:	2750	2531	219	2750	2750	1375	1375	4254	1246	1375	4962	538
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.16	0.04	0.06	0.06	0.06	0.20	0.20	0.05	0.29	0.29
Crit Vol:	268			82			84			396		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.660
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	AVIATION BL.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	1	2 0	2 1	0	2 0	3 0	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	145	270	86	221	134	53	48	161	51	198	556	671
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	270	86	221	134	53	48	161	51	198	556	671
Added Vol:	15	4	0	5	0	6	1	0	0	0	32	72
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	274	86	226	134	59	49	161	51	198	588	743
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	274	86	226	134	59	49	161	51	198	588	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	274	86	226	134	59	49	161	51	198	588	743
PCE Adj:	1.00	1.00	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.:	176	274	86	249	134	65	54	161	51	218	588	743
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	3133	992	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.06	0.09	0.05	0.05	0.02	0.05	0.05	0.08	0.14	0.54
Crit Vol:	137			0			27					743
Crit Moves:	****			****			****					****

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RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 AVIATION BLVD. @ 111TH

Cycle (sec):	100	Critical Vol./Cap. (X):	0.423
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	AVIATION BLVD.						111TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	16	818	53	44	378	41	24	19	13	25	29	80
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	16	818	53	44	378	41	24	19	13	25	29	80
Added Vol:	0	72	5	0	6	0	0	2	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	890	58	44	384	41	24	21	18	25	29	82
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	16	890	58	44	384	41	24	21	18	25	29	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	890	58	44	384	41	24	21	18	25	29	82
PCE Adj:	1.00 1.00	1.00		1.00 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.:	16	890	58	44	384	41	24	21	18	25	29	82
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 1.81	0.19		1.00 0.54	0.46		1.00 1.00	1.00	
Final Sat.:	1375 2582	168		1375 2485	265		1375 740	635		1375 1375	1375	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.34	0.34		0.03 0.15	0.15		0.02 0.03	0.03		0.02 0.02	0.06	
Crit Vol:	474			44			39			25		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.763
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	La CIENEGA BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	2	1 0	2 0	2	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	93	162	116	56	154	608	62	549	279	259	2013	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	162	116	56	154	608	62	549	279	259	2013	339
Added Vol:	13	0	0	0	2	1	0	13	17	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	162	116	56	156	609	62	562	296	259	2094	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	162	116	56	156	609	62	562	296	259	2094	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	162	116	56	156	609	62	562	296	259	2094	339
PCE Adj:	1.00	1.00	1.00	1.00	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.:	106	162	128	56	156	670	62	562	296	259	2094	339
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	3.44	0.56
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4734	766
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.05	0.04	0.06	0.24	0.05	0.14	0.22	0.19	0.44	0.44
Crit Vol:	106					335	0				608	
Crit Moves:	****					****	****				****	

RSA North2 EIR

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): 0.568
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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	2544	20	0	854	46	0	0	0	203	77	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:	0	2544	20	0	854	46	0	0	0	203	77	187
Added Vol:	0	148	0	0	12	20	0	0	0	7	50	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2692	20	0	866	66	0	0	0	210	127	212
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2692	0	0	866	66	0	0	0	210	127	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2692	0	0	866	66	0	0	0	210	127	212
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2692	0	0	866	66	0	0	0	231	127	233
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	1.29	0.71	2.00
Final Sat.:	0	6000	1500	0	6000	1500	0	0	0	1936	1064	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.14	0.04	0.00	0.00	0.00	0.12	0.12	0.08
Crit Vol:		673			0			0		179		
Crit Moves:		****			****					****		

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RSA North2 EIR

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):	0.699
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 1	1 0	2	1 1	0	0	2 1 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	595	0	75	0	0	0	5	328	404	0	2030	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 1.00	1.00	1.00	
Initial Bse:	595	0	75	0	0	0	5	328	404	0	2030	0
Added Vol:	54	0	0	0	0	0	0	0	13	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	649	0	75	0	0	0	5	328	417	0	2058	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 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	649	0	75	0	0	0	5	328	417	0	2058	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	0	75	0	0	0	5	328	417	0	2058	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 1.00	1.00	1.00	
MLF Adj:	1.10 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.10 1.00	1.00	1.00	
Final Vol.:	714	0	75	0	0	0	5	328	459	0	2058	0
Saturation Flow Module:												
Sat/Lane:	1500 1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	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:	0.24 0.00	0.05	0.00 0.00	0.00	0.00	0.11	0.15	0.00	0.46	0.00		
Crit Vol:	357			0			5			686		
Crit Moves:	****					****				****		

RSA North2 EIR

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):	0.287
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	2	1 0	1! 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	21	8	34	53	47	5	20	254	173	158	399	84
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Initial Bse:	21	8	34	53	47	5	20	254	173	158	399	84
Added Vol:	2	0	1	0	0	0	0	1	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	8	35	53	47	5	20	255	173	158	451	84
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	23	8	35	53	47	5	20	255	173	158	451	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	8	35	53	47	5	20	255	173	158	451	84
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
MLF Adj:	1.00 1.00	1.10	1.10 1.00	1.10	1.00	1.00 1.00	1.00	1.00	1.00 1.10	1.00	1.00	
Final Vol.:	23	8	39	58	47	6	20	255	173	174	451	84
Saturation Flow Module:												
Sat/Lane:	1375 1375	1375	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 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	2.53	0.47			
Final Sat.:	1375 1375	2750	2170 580	1375	1375	2750 1375	2750	3477	648			
Capacity Analysis Module:												
Vol/Sat:	0.02 0.01	0.01	0.03 0.08	0.00	0.01	0.09 0.13	0.06	0.13	0.13			
Crit Vol:	23		112			173	87					
Crit Moves:	****		****			****	****					

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RSA North2 EIR

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):	0.349
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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	896	739	48	293	0	0	0	0	573	0	174
Growth Adj:	1.00	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	896	739	48	293	0	0	0	0	573	0	174
Added Vol:	0	0	9	0	55	0	0	0	0	172	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	896	748	48	348	0	0	0	0	745	0	174
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	896	0	48	348	0	0	0	0	745	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	896	0	48	348	0	0	0	0	745	0	174
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	896	0	53	348	0	0	0	0	820	0	174
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	0.15	0.00	0.02	0.08	0.00	0.00	0.00	0.00	0.18	0.00	0.12
Crit Vol:		224			26				0		273	
Crit Moves:		****			****						****	

RSA North2 EIR

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): 0.284
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.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 1		2 0 1	1 1		2 0 3	0 2		2 0 3	0 2	
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	33	109	99	42	60	178	163	316	68	29	435	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	109	99	42	60	178	163	316	68	29	435	317
Added Vol:	1	0	0	2	0	6	0	2	0	0	38	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	109	99	44	60	184	163	318	68	29	473	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	109	99	44	60	184	163	318	68	29	473	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	109	99	44	60	184	163	318	68	29	473	330
PCE Adj:	1.00	1.00	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.:	37	109	109	48	60	202	179	318	75	32	473	363
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	1.50	1.50	2.00	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	2063	2062	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	0.07	0.08	0.03	0.01	0.11	0.13
Crit Vol:	19					101	90					182
Crit Moves:	****					****	****					****

RSA North2 EIR

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):	0.789
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	211	0	379	3	1	1	0	496	54	288	982	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:	211	0	379	3	1	1	0	496	54	288	982	1
Added Vol:	1	0	0	0	0	0	0	72	0	0	455	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	0	379	3	1	1	0	568	54	288	1437	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:	212	0	0	3	1	1	0	568	54	288	1437	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	0	0	3	1	1	0	568	54	288	1437	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.:	233	0	0	3	1	1	0	568	54	317	1437	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 0.20		0.04	0.11 0.50		0.00
Crit Vol:	117			5			284			719		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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): 0.529
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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: >> Count Date: 3 Aug 2004 << Employee A.M												
Base Vol:	1	0	1	316	0	42	68	232	1	10	342	844
Growth Adj:	1.00 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	316	0	42	68	232	1	10	342	844
Added Vol:	0	0	0	72	0	0	0	0	0	0	0	456
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	388	0	42	68	232	1	10	342	1300
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 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	388	0	42	68	232	1	10	342	1300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	388	0	42	68	232	1	10	342	1300
PCE Adj:	1.00 1.00	1.00		1.00 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	427	0	42	75	232	1	10	342	1430
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		0.15 0.00	0.03		0.03 0.08	0.08		0.01 0.12	0.50	
Crit Vol:		2		0			37				715	
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): 0.604
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	SEPULVEDA BL.						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	65	1056	470	172	1182	13	115	131	55	76	103	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1056	470	172	1182	13	115	131	55	76	103	198
Added Vol:	11	35	0	0	0	0	0	0	0	0	52	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1091	470	172	1182	13	115	131	55	76	155	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1091	470	172	1182	13	115	131	55	76	155	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1091	470	172	1182	13	115	131	55	76	155	203
PCE Adj:	1.00	1.00	1.00	1.00	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.:	76	1091	470	189	1182	13	127	131	55	84	155	203
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	5440	60	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.34	0.07	0.22	0.22	0.05	0.03	0.04	0.03	0.04	0.15
Crit Vol:			470	95			63					203
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.460
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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: >> Count Date: 3 Aug 2004 << Employee A.M												
Base Vol:	16	0	14	263	779	548	0	280	57	46	366	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:	16	0	14	263	779	548	0	280	57	46	366	0
Added Vol:	2	0	1	0	0	0	0	0	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	15	263	779	548	0	280	57	46	421	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:	18	0	15	263	779	548	0	280	57	46	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	15	263	779	548	0	280	57	46	421	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.:	18	0	17	289	779	603	0	280	57	51	421	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	3552	723	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.20	0.35	0.29	0.00	0.08	0.08	0.02	0.10	0.00
Crit Vol:	18			500			112			25		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.658
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	887	0	383	0	0	0	0	221	326	87	566	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 1.00	1.00	1.00	
Initial Bse:	887	0	383	0	0	0	0	221	326	87	566	0
Added Vol:	63	0	0	0	0	0	0	2	3	3	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	950	0	383	0	0	0	0	223	329	90	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 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	950	0	383	0	0	0	0	223	329	90	607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	950	0	383	0	0	0	0	223	329	90	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 1.00	1.00	1.00	
MLF Adj:	1.10 1.00	1.10	1.00 1.00	1.00	1.00	1.00 1.00	1.10	1.10	1.00 1.00			
Final Vol.:	1045	0	421	0	0	0	0	223	362	99	607	0
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425	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 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	2.00 0.00			
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.37 0.00	0.15	0.00 0.00	0.00	0.00	0.08	0.13	0.03	0.21	0.00		
Crit Vol:	522			0			112			304		
Crit Moves:	****						****			****		

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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): 0.236
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	2	1	1	0	0	2	1	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	212	0	27	0	0	0	0	247	205	0	567	607
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	0	27	0	0	0	0	247	205	0	567	607
Added Vol:	4	0	0	0	0	0	0	0	4	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	0	27	0	0	0	0	247	209	0	613	607
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:	216	0	27	0	0	0	0	247	0	0	613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	0	27	0	0	0	0	247	0	0	613	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.:	238	0	27	0	0	0	0	247	0	0	613	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.:	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	0.06	0.00	0.00	0.14	0.00
Crit Vol:	132			0			0			204		
Crit Moves:	****						****			****		

RSA North2 EIR

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): 0.253
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.						LENNOX BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	1 0	2	1 0	0 0	0	0 0	1 1	0	0 1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	0	364	33	18	202	36	0	0	0	74	0	137
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	0	364	33	18	202	36	0	0	0	74	0	137
Added Vol:	0	13	0	0	2	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	33	18	204	36	0	0	0	75	0	137
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Volume:	0	377	33	18	204	36	0	0	0	75	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	377	33	18	204	36	0	0	0	75	0	137
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 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	1.10 1.00	1.00	
Final Vol.:	0	377	33	18	204	36	0	0	0	83	0	137
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425	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	1.00 1.00	1.00	
Lanes:	0.00 1.84	0.16	1.00	2.55	0.45	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0 2621	229	1425	3634	641	0	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00 0.14	0.14	0.01	0.06	0.06	0.00	0.00	0.00	0.03	0.00	0.10	
Crit Vol:	205		18			0			137			
Crit Moves:	****		****						****			

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	145	376	0	0	191	99	40	0	55	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:	145	376	0	0	191	99	40	0	55	0	0	0
Added Vol:	4	13	0	0	3	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	389	0	0	194	99	40	0	64	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:	149	389	0	0	194	99	40	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	389	0	0	194	99	40	0	64	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.:	149	389	0	0	194	99	44	0	64	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	0.14	0.00	0.00	0.07	0.07	0.02	0.00	0.04	0.00	0.00	0.00
Crit Vol:	149				97				64		0	
Crit Moves:	****				****				****			

RSA North2 EIR

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): 0.487
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	2	376	75	97	170	0	0	0	0	694	0	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:	2	376	75	97	170	0	0	0	0	694	0	47
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	376	75	97	173	0	0	0	0	694	0	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:	2	376	75	97	173	0	0	0	0	694	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	376	75	97	173	0	0	0	0	694	0	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	2	376	83	97	173	0	0	0	0	763	0	52
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	1.87	0.00	0.13
Final Sat.:	18	2832	1425	1425	2850	0	0	0	0	2668	0	182
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.06	0.07	0.06	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Vol:		189			97			0			408	
Crit Moves:		****			****						****	

RSA North2 EIR

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):	0.229
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:	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	316	29			229	238	13			0	0	1			0	0	62		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	316	29			229	238	13			0	0	1			0	0	62		
Added Vol:	0	13	0			17	2	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	329	29			246	240	13			0	0	1			0	0	62		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	329	29			246	240	13			0	0	1			0	0	62		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	329	29			246	240	13			0	0	1			0	0	62		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.10	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.10		
Final Vol.:	0	329	29			271	240	13			0	0	1			0	0	68		
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	1.84	0.16			2.00	1.90	0.10			0.00	0.00	1.00			0.00	0.00	2.00		
Final Sat.:	0	2527	223			2750	2609	141			0	0	1375			0	0	2750		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.13	0.13			0.10	0.09	0.09			0.00	0.00	0.00			0.00	0.00	0.02		
Crit Vol:		179				135							1				0			
Crit Moves:		****				****							****				****			

RSA North2 EIR

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): 0.226
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.						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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	6	473	98	31	223	0	0	0	1	79	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	473	98	31	223	0	0	0	1	79	0	57
Added Vol:	0	13	0	4	8	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	486	98	35	231	0	0	0	1	79	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	486	98	35	231	0	0	0	1	79	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	486	98	35	231	0	0	0	1	79	0	61
PCE Adj:	1.00	1.00	1.00	1.00	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	486	98	35	231	0	0	0	1	87	0	61
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	0.17	0.07	0.02	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Vol:		243		35					1	43		
Crit Moves:		****		****					****	****		

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RSA North2 EIR

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): 0.432
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	21 1044		70	23	785	32	42	57	44	178	77	17
Growth Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21 1044		70	23	785	32	42	57	44	178	77	17
Added Vol:	0	4	0	0	227	0	5	0	12	2	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21 1048		70	23	1012	32	47	57	56	180	80	17
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21 1048		70	23	1012	32	47	57	56	180	80	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21 1048		70	23	1012	32	47	57	56	180	80	17
PCE Adj:	1.00 1.00		1.00	1.00	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.:	21 1048		70	23	1012	32	47	57	56	180	80	17
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	1.65	0.35
Final Sat.:	1375 4125		1375	1375	4125	1375	1375	2750	1375	1375	2268	482
Capacity Analysis Module:												
Vol/Sat:	0.02 0.25		0.05	0.02	0.25	0.02	0.03	0.02	0.04	0.13	0.04	0.04
Crit Vol:	21				337				56	180		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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):	0.570
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	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:	1276	1288	106	0	1020	8	0	0	687	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:	1276	1288	106	0	1020	8	0	0	687	0	0	4
Added Vol:	27	146	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1303	1434	106	0	1052	8	0	0	687	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:	1303	1434	106	0	1052	8	0	0	687	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1303	1434	106	0	1052	8	0	0	687	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.:	1433	1434	106	0	1052	8	0	0	756	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	2.79	0.21	0.00	3.97	0.03	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3981	294	0	5657	43	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.00	0.19	0.19	0.00	0.00	0.13	0.00	0.00	0.00
Crit Vol:	358				265				189	0		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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): 0.504
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	64	1024	34	63	835	30	82	167	45	44	311	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1024	34	63	835	30	82	167	45	44	311	148
Added Vol:	0	9	0	0	227	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1033	34	63	1062	30	82	167	45	44	311	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1033	34	63	1062	30	82	167	45	44	311	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1033	34	63	1062	30	82	167	45	44	311	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1033	34	63	1062	30	90	167	45	44	311	148
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	1863	887
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.02	0.05	0.26	0.02	0.03	0.06	0.03	0.03	0.17	0.17
Crit Vol:	64			354			45			230		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.458
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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	360	195	48	277	0	0	0	0	164	0	17
Growth Adj:	1.00	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	360	195	48	277	0	0	0	0	164	0	17
Added Vol:	0	0	262	0	0	0	0	0	0	104	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	457	48	277	0	0	0	0	268	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	360	457	48	277	0	0	0	0	268	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	457	48	277	0	0	0	0	268	0	17
PCE Adj:	1.00	1.00	1.00	1.00	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	360	457	48	277	0	0	0	0	295	0	17
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	0.32	0.03	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.01
Crit Vol:			457	48					0	147		
Crit Moves:			****	****						****		

RSA North2 EIR

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): 0.513
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	136	1129	25	66	916	59	14	54	44	63	100	84
Growth Adj:	1.00	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	1129	25	66	916	59	14	54	44	63	100	84
Added Vol:	142	4	0	6	32	203	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	1133	25	72	948	262	14	54	44	63	102	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1133	25	72	948	262	14	54	44	63	102	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1133	25	72	948	262	14	54	44	63	102	84
PCE Adj:	1.00	1.00	1.00	1.00	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.:	278	1133	25	72	948	262	14	54	44	63	102	84
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	1.10	0.90	1.00	1.10	0.90
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1515	1235	1375	1508	1242
Capacity Analysis Module:												
Vol/Sat:	0.20	0.27	0.02	0.05	0.23	0.19	0.01	0.04	0.04	0.05	0.07	0.07
Crit Vol:	278				316			49		63		
Crit Moves:	****				****			****		****		

RSA North2 EIR

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): 0.434
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 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:	18	1281	8	14	815	39	254	14	25	11	4	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1281	8	14	815	39	254	14	25	11	4	68
Added Vol:	0	9	0	0	227	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1290	8	14	1042	39	254	14	25	11	4	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:	18	1290	8	14	1042	39	254	14	25	11	4	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1290	8	14	1042	39	254	14	25	11	4	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	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	1290	8	14	1042	39	279	14	25	11	4	68
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	0.29	0.01	0.01	0.23	0.03	0.09	0.01	0.02	0.01	0.00	0.05
Crit Vol:		430			14			140				68
Crit Moves:		****			****			****				****

RSA North2 EIR

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): 0.345
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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:	25	1151	4	5	780	45	68	15	42	14	18	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1151	4	5	780	45	68	15	42	14	18	38
Added Vol:	0	9	0	0	227	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1160	4	5	1007	45	68	15	42	14	18	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1160	4	5	1007	45	68	15	42	14	18	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1160	4	5	1007	45	68	15	42	14	18	38
PCE Adj:	1.00	1.00	1.00	1.00	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.:	25	1160	4	5	1007	45	68	15	42	14	18	38
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	482	1018
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.00	0.22	0.03	0.05	0.01	0.03	0.01	0.04	0.04
Crit Vol:		388			5			68			56	
Crit Moves:		****			****			****			****	

RSA North2 EIR

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): 0.299
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 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 1099		4	5 790		13	41	6	12	8	7	25
Growth Adj:	1.00 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 1099		4	5 790		13	41	6	12	8	7	25
Added Vol:	0	9	0	0 227		0	0	0	0	0	0	0
PasserByVol:	0	0	0	0 0		0	0	0	0	0	0	0
Initial Fut:	12 1108		4	5 1017		13	41	6	12	8	7	25
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 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 1108		4	5 1017		13	41	6	12	8	7	25
Reduct Vol:	0	0	0	0 0		0	0	0	0	0	0	0
Reduced Vol:	12 1108		4	5 1017		13	41	6	12	8	7	25
PCE Adj:	1.00 1.00		1.00	1.00 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 1108		4	5 1017		13	41	6	12	8	7	25
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 2.96		0.04	0.70 0.10		0.20	1.00 0.22		0.78
Final Sat.:	1500 4484		16	1500 4443		57	1042 153		305	1500 328		1172
Capacity Analysis Module:												
Vol/Sat:	0.01 0.25		0.25	0.00 0.23		0.23	0.04 0.04		0.04	0.01 0.02		0.02
Crit Vol:	371			5			41			32		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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):	0.193
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: >> Count Date: 3 Aug 2004 << Employee A.M.																				
Base Vol:	131	328	6			7	201	46			10	1	60			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:	131	328	6			7	201	46			10	1	60			1	0	6		
Added Vol:	0	13	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:	131	341	6			7	203	46			10	1	60			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:	131	341	6			7	203	46			10	1	60			1	0	6		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	131	341	6			7	203	46			10	1	60			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.:	131	341	6			7	203	46			10	1	60			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	1.97	0.03			1.00	2.45	0.55			1.00	1.00	1.00			0.14	0.00	0.86		
Final Sat.:	1425	2801	49			1425	3485	790			1425	1425	1425			204	0	1221		
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.12	0.12			0.00	0.06	0.06			0.01	0.00	0.04			0.00	0.00	0.00		
Crit Vol:	131						83						60			1				
Crit Moves:	****						****						****			****				

RSA North2 EIR

Scenario Report
Scenario: Future 2016-PM Peak-w/o Proj

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

RSA North2 EIR

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):	0.743
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	358	411	112	94	454	103	152	1503	386	73	894	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	411	112	94	454	103	152	1503	386	73	894	111
Added Vol:	0	6	0	53	47	0	1	88	29	0	2	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	417	112	147	501	103	153	1591	415	73	896	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	417	112	147	501	103	153	1591	415	73	896	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	417	112	147	501	103	153	1591	415	73	896	124
PCE Adj:	1.00	1.00	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.:	394	417	112	162	501	103	153	1591	415	73	896	124
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	3.17	0.83	1.00	3.51	0.49
Final Sat.:	2750	2168	582	2750	2750	1375	1375	4362	1138	1375	4831	669
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.06	0.18	0.07	0.11	0.36	0.36	0.05	0.19	0.19
Crit Vol:	197			251			501			73		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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):	0.659
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	AVIATION BL.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	117	345	270	453	485	134	145	840	156	174	381	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	345	270	453	485	134	145	840	156	174	381	447
Added Vol:	1	0	0	71	4	7	6	38	15	0	3	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	345	270	524	489	141	151	878	171	174	384	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	345	270	524	489	141	151	878	171	174	384	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	345	270	524	489	141	151	878	171	174	384	457
PCE Adj:	1.00	1.00	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.:	130	345	270	576	489	155	166	878	171	191	384	457
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	2.51	0.49	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3453	672	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.20	0.21	0.18	0.11	0.06	0.25	0.25	0.07	0.09	0.33
Crit Vol:		173		288				350		96		
Crit Moves:		****		****				****		****		

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RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 AVIATION BLVD. @ 111TH

Cycle (sec):	100	Critical Vol./Cap. (X):	0.536
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	28	746	96	75	921	79	70	58	31	75	28	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	746	96	75	921	79	70	58	31	75	28	109
Added Vol:	0	11	5	0	76	0	0	2	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	757	101	75	997	79	70	60	36	75	28	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	757	101	75	997	79	70	60	36	75	28	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	757	101	75	997	79	70	60	36	75	28	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	757	101	75	997	79	70	60	36	75	28	111
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	1.76	0.24	1.00	1.85	0.15	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1375	2426	324	1375	2548	202	1375	859	516	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.05	0.39	0.39	0.05	0.07	0.07	0.05	0.02	0.08
Crit Vol:	28				538			96		75		
Crit Moves:	****				****			****		****		

RSA North2 EIR

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):	0.955
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La CIENEGA BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	2	1 0	2 0	2	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	104	285	444	429	588	356	127	1126	645	85	1204	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	285	444	429	588	356	127	1126	645	85	1204	140
Added Vol:	0	0	0	0	1	0	1	41	99	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	285	444	429	589	356	128	1167	744	85	1219	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:	104	285	444	429	589	356	128	1167	744	85	1219	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	285	444	429	589	356	128	1167	744	85	1219	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:	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	285	488	429	589	392	128	1167	744	85	1219	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:	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00	3.59	0.41
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4933	567
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.18	0.31	0.21	0.14	0.09	0.28	0.54	0.06	0.25	0.25
Crit Vol:			244	429					744	0		
Crit Moves:			****	****					****	****		

RSA North2 EIR

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): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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	2946	25	0	2457	65	0	0	0	502	77	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:	0	2946	25	0	2457	65	0	0	0	502	77	200
Added Vol:	0	41	0	0	176	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2987	25	0	2633	65	0	0	0	504	77	200
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	2987	0	0	2633	65	0	0	0	504	77	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2987	0	0	2633	65	0	0	0	504	77	200
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	2987	0	0	2633	65	0	0	0	554	77	220
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	2634	366	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.44	0.04	0.00	0.00	0.00	0.21	0.21	0.07
Crit Vol:		747			0			0			316	
Crit Moves:		****			****						****	

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RSA North2 EIR

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):	0.499
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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: >> Count Date: 4 Aug 2004 << Employee PM												
Base Vol:	403	0	259	0	0	4	5	1365	608	0	1025	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:	403	0	259	0	0	4	5	1365	608	0	1025	0
Added Vol:	13	0	0	0	0	0	0	28	13	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	0	259	0	0	4	5	1393	621	0	1027	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:	416	0	259	0	0	4	5	1393	621	0	1027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	0	259	0	0	4	5	1393	621	0	1027	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.:	458	0	259	0	0	4	5	1393	683	0	1027	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 4026		1974	0	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.15 0.00		0.17	0.00 0.00		0.00	0.00 0.35		0.35	0.00 0.23		0.00
Crit Vol:	229			0			519			0		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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):	0.485
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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:	132	18	255	93	35	32	45	801	105	82	369	63
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	132	18	255	93	35	32	45	801	105	82	369	63
Added Vol:	0	0	0	0	0	0	0	59	2	1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	18	255	93	35	32	45	860	107	83	380	63
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	132	18	255	93	35	32	45	860	107	83	380	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	18	255	93	35	32	45	860	107	83	380	63
PCE Adj:	1.00 1.00	1.00		1.00 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.:	132	18	281	102	35	35	45	860	107	91	380	63
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 2.67	0.33		2.00 2.57	0.43	
Final Sat.:	1375 1375	2750		2446 304	1375		1375 3669	456		2750 3538	587	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.01	0.10		0.04 0.12	0.03		0.03 0.23	0.23		0.03 0.11	0.11	
Crit Vol:		140			158			322			46	
Crit Moves:		****			****			****			****	

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RSA North2 EIR

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): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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	1280	476	380	1474	0	0	0	0	680	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	476	380	1474	0	0	0	0	680	0	215
Added Vol:	0	55	202	0	3	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1335	678	380	1477	0	0	0	0	691	0	215
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	1335	0	380	1477	0	0	0	0	691	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1335	0	380	1477	0	0	0	0	691	0	215
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	1335	0	418	1477	0	0	0	0	760	0	215
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.14	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.14
Crit Vol:		334		209				0		253		
Crit Moves:		****		****						****		

RSA North2 EIR

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):	0.567
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	101	170	528	290	348	291	178	867	121	44	309	198
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	101	170	528	290	348	291	178	867	121	44	309	198
Added Vol:	0	0	0	2	0	4	1	48	1	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	170	528	292	348	295	179	915	122	44	316	198
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	101	170	528	292	348	295	179	915	122	44	316	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	170	528	292	348	295	179	915	122	44	316	198
PCE Adj:	1.00 1.00	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.:	111	170	581	321	348	325	197	915	134	48	316	218
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 1.55	1.45		2.00 3.00	2.00		2.00 3.00	2.00	
Final Sat.:	2750 1375	2750		2750 2135	1990		2750 4125	2750		2750 4125	2750	
Capacity Analysis Module:												
Vol/Sat:	0.04 0.12	0.21		0.12 0.16	0.16		0.07 0.22	0.05		0.02 0.08	0.08	
Crit Vol:		290		161				305			24	
Crit Moves:		****		****				****			****	

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RSA North2 EIR

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): 0.695
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 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	1 0	0 0	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	155	1	409	4	0	0	0	830	263	482	531	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:	155	1	409	4	0	0	0	830	263	482	531	0
Added Vol:	0	0	0	0	0	0	0	442	1	0	111	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	1	409	4	0	0	0	1272	264	482	642	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:	155	1	0	4	0	0	0	1272	264	482	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1	0	4	0	0	0	1272	264	482	642	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.:	171	1	0	4	0	0	0	1272	264	530	642	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.:	2833 17	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 0.45	0.19		0.19 0.23	0.00	
Crit Vol:	86			4			636			265		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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): 0.668
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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	2 0	0	1 0	2 0	2
Volume Module:												
Base Vol:	2	0	8	710	0	160	115	377	0	0	239	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:	2	0	8	710	0	160	115	377	0	0	239	465
Added Vol:	0	0	0	443	0	0	0	0	0	0	0	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	8	1153	0	160	115	377	0	0	239	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1153	0	160	115	377	0	0	239	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	8	1153	0	160	115	377	0	0	239	576
PCE Adj:	1.00	1.00	1.00	1.00	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	1268	0	160	127	377	0	0	239	634
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	0.45	0.00	0.11	0.04	0.13	0.00	0.00	0.08	0.22
Crit Vol:			10	634				189			120	
Crit Moves:			****	****				****			****	

RSA North2 EIR

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):	1.148
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SEPULVEDA BL.						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.												
Base Vol:	123	1376	963	337	2052	20	132	243	151	141	161	346
Growth Adj:	1.00	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	1376	963	337	2052	20	132	243	151	141	161	346
Added Vol:	3	0	0	13	41	0	7	50	0	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1376	963	350	2093	20	139	293	151	146	166	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1376	963	350	2093	20	139	293	151	146	166	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1376	963	350	2093	20	139	293	151	146	166	346
PCE Adj:	1.00	1.00	1.00	1.00	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.:	126	1376	963	385	2093	20	153	293	151	161	166	346
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	5448	52	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.70	0.14	0.38	0.38	0.06	0.07	0.11	0.06	0.04	0.25
Crit Vol:			963	193			76					346
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.343
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 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:	74	0	138	100	181	137	0	728	52	38	574	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:	74	0	138	100	181	137	0	728	52	38	574	0
Added Vol:	0	0	0	0	0	0	0	61	2	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	138	100	181	137	0	789	54	39	584	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:	74	0	138	100	181	137	0	789	54	39	584	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	138	100	181	137	0	789	54	39	584	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.:	74	0	152	110	181	151	0	789	54	43	584	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 2.81		0.19	2.00 3.00		0.00
Final Sat.:	1425	0	2850	1425 2334		1941	0	4001	274	2850 4275		0
Capacity Analysis Module:												
Vol/Sat:	0.05 0.00		0.05	0.08 0.08		0.08	0.00 0.20		0.20	0.02 0.14		0.00
Crit Vol:			76			111		281		21		
Crit Moves:			****			****		****		****		

RSA North2 EIR

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): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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	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:	411	0	212	0	0	0	0	0	0	0	1018	659	283	523	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	1.00	1.00	1.00					
Initial Bse:	411	0	212	0	0	0	0	0	0	0	1018	659	283	523	0					
Added Vol:	6	0	0	0	0	0	0	0	0	0	49	60	3	7	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	417	0	212	0	0	0	0	0	0	0	1067	719	286	530	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	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	417	0	212	0	0	0	0	0	0	0	1067	719	286	530	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	417	0	212	0	0	0	0	0	0	0	1067	719	286	530	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	1.00	1.00	1.00					
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00					
Final Vol.:	459	0	233	0	0	0	0	0	0	0	1067	791	315	530	0					
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	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	1.00	1.00	1.00					
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.30	1.70	2.00	2.00	0.00					
Final Sat.:	2850	0	2850	0	0	0	0	0	0	0	3274	2426	2850	2850	0					
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.11	0.19	0.00					
Crit Vol:	229					0					464		157							
Crit Moves:	****										****		****							

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RSA North2 EIR

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): 0.521
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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:	206	0	226	0	0	0	0	1497	200	0	352	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:	206	0	226	0	0	0	0	1497	200	0	352	224
Added Vol:	4	0	0	0	0	0	0	46	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	0	226	0	0	0	0	1543	204	0	355	224
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:	210	0	226	0	0	0	0	1543	0	0	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	226	0	0	0	0	1543	0	0	355	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.:	231	0	226	0	0	0	0	1543	0	0	355	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:	1.01 0.00	0.99		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	1441	0	1409	0	0	0	0	4275	1425	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.16		0.00 0.00	0.00		0.00 0.36	0.00		0.00 0.08	0.00	
Crit Vol:		229			0			514			0	
Crit Moves:		****						****		****		

RSA North2 EIR

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): 0.400
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.						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	475	190	156	655	8	0	0	0	77	0	80
Growth Adj:	1.00	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	475	190	156	655	8	0	0	0	77	0	80
Added Vol:	0	0	1	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	475	191	156	680	8	0	0	0	77	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	475	191	156	680	8	0	0	0	77	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	475	191	156	680	8	0	0	0	77	0	80
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	475	191	156	680	8	0	0	0	85	0	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	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	4225	50	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.11	0.16	0.16	0.00	0.00	0.00	0.03	0.00	0.06
Crit Vol:	334			156			0					80
Crit Moves:	****			****								****

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: La CIENEGA BLVD. / 111TH STREET

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 1 0			2 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	129	458	0	0	639	114	176	0	196	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:	129	458	0	0	639	114	176	0	196	0	0	0
Added Vol:	4	1	0	0	25	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	459	0	0	664	114	176	0	205	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:	133	459	0	0	664	114	176	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	459	0	0	664	114	176	0	205	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.:	133	459	0	0	664	114	194	0	205	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	2.56	0.44	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	3649	626	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.18	0.18	0.07	0.00	0.14	0.00	0.00	0.00
Crit Vol:	133				259				205		0	
Crit Moves:	****				****				****			

RSA North2 EIR

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): 0.512
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:	1	549	79	181	600	0	0	0	0	625	0	163
Growth Adj:	1.00	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	549	79	181	600	0	0	0	0	625	0	163
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	79	181	601	0	0	0	0	625	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	550	79	181	601	0	0	0	0	625	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	550	79	181	601	0	0	0	0	625	0	168
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	550	87	181	601	0	0	0	0	688	0	168
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	1.61	0.00	0.39
Final Sat.:	7	2843	1425	1425	2850	0	0	0	0	2290	0	560
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.06	0.13	0.21	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Vol:	1			301			0			428		
Crit Moves:	****			****						****		

RSA North2 EIR

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): 0.405
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: La CIENEGA BLVD. 405 S/B RAMP

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	522	42	416	710	7	0	0	5	0	0	259
Growth Adj:	1.00	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	522	42	416	710	7	0	0	5	0	0	259
Added Vol:	0	0	0	75	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	522	42	491	735	7	0	0	5	0	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	522	42	491	735	7	0	0	5	0	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	42	491	735	7	0	0	5	0	0	259
PCE Adj:	1.00	1.00	1.00	1.00	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	522	42	540	735	7	0	0	5	0	0	285
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	2545	205	2750	2724	26	0	0	1375	0	0	2750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.20	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.10
Crit Vol:		282		270					5		0	
Crit Moves:		****		****					****		****	

RSA North2 EIR

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):	0.328
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	La CIENEGA BLVD.						405 S/B RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	8	497	44	73	764	0	0	0	0	180	0	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:	8	497	44	73	764	0	0	0	0	180	0	114
Added Vol:	0	1	0	28	6	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	498	44	101	770	0	0	0	0	180	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:	8	498	44	101	770	0	0	0	0	180	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	498	44	101	770	0	0	0	0	180	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.:	8	498	44	101	770	0	0	0	0	198	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	0.17	0.03	0.07	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.08
Crit Vol:		249		101				0				118
Crit Moves:		****		****								****

RSA North2 EIR

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): 0.790
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	135	1202	236	94	1327	109	92	327	110	257	216	97
Growth Adj:	1.00	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	1202	236	94	1327	109	92	327	110	257	216	97
Added Vol:	0	205	0	0	14	0	52	7	137	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1407	236	94	1341	109	144	334	247	257	216	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1407	236	94	1341	109	144	334	247	257	216	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1407	236	94	1341	109	144	334	247	257	216	97
PCE Adj:	1.00	1.00	1.00	1.00	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.:	135	1407	236	94	1341	109	144	334	247	257	216	97
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	1898	852
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.17	0.07	0.33	0.08	0.10	0.12	0.18	0.19	0.11	0.11
Crit Vol:	135				447				247	257		
Crit Moves:	****				****				****	****		

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RSA North2 EIR

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): 0.902
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	4 0 2	1 0		0 0 3	1 0		0 0 0	0 4		0 0 0	0 1	
Volume Module:												
Base Vol:	1335	1585	256	0	1815	30	0	0	1499	0	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1335	1585	256	0	1815	30	0	0	1499	0	0	23
Added Vol:	0	41	0	0	137	0	0	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1335	1626	256	0	1952	30	0	0	1538	0	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1335	1626	256	0	1952	30	0	0	1538	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1335	1626	256	0	1952	30	0	0	1538	0	0	23
PCE Adj:	1.00	1.00	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.:	1469	1626	256	0	1952	30	0	0	1692	0	0	23
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	2.59	0.41	0.00	3.94	0.06	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3693	582	0	5614	86	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.44	0.00	0.35	0.35	0.00	0.00	0.30	0.00	0.00	0.02
Crit Vol:	367				496				423	0		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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): 0.891
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	1228	97	257	1260	186	206	716	119	90	508	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1228	97	257	1260	186	206	716	119	90	508	212
Added Vol:	0	258	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1486	97	257	1274	186	206	716	119	90	508	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1486	97	257	1274	186	206	716	119	90	508	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1486	97	257	1274	186	206	716	119	90	508	212
PCE Adj:	1.00	1.00	1.00	1.00	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.:	133	1486	97	257	1274	186	227	716	119	90	508	212
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	0.36	0.07	0.19	0.31	0.14	0.08	0.26	0.09	0.07	0.26	0.26
Crit Vol:		495			257			113			360	
Crit Moves:		****			****			****			****	

RSA North2 EIR

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): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	405	263	58	419	0	0	0	0	193	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:	0	405	263	58	419	0	0	0	0	193	0	83
Added Vol:	0	0	118	0	0	0	0	0	0	277	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	405	381	58	419	0	0	0	0	470	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:	0	405	381	58	419	0	0	0	0	470	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	381	58	419	0	0	0	0	470	0	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	1.10	1.00	1.00
Final Vol.:	0	405	381	58	419	0	0	0	0	517	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:	0.00	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	0.14	0.27	0.04	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Crit Vol:			381	58				0		259		
Crit Moves:			****	****						****		

RSA North2 EIR

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):	0.863
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	Level Of Service:	D

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	191	1354	64	198	1503	60	66	241	94	190	242	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:	191	1354	64	198	1503	60	66	241	94	190	242	154
Added Vol:	17	24	0	0	137	14	154	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1378	64	198	1640	74	220	241	94	190	242	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1378	64	198	1640	74	220	241	94	190	242	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1378	64	198	1640	74	220	241	94	190	242	182
PCE Adj:	1.00	1.00	1.00	1.00	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.:	208	1378	64	198	1640	74	220	241	94	190	242	182
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.44	0.56	1.00	1.14	0.86
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1978	772	1375	1570	1180
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.05	0.14	0.40	0.05	0.16	0.12	0.12	0.14	0.15	0.15
Crit Vol:	208			547			220			212		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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:	41	1504	36	122	1827	275	206	67	79	38	48	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1504	36	122	1827	275	206	67	79	38	48	50
Added Vol:	0	258	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1762	36	122	1841	275	206	67	79	38	48	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1762	36	122	1841	275	206	67	79	38	48	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1762	36	122	1841	275	206	67	79	38	48	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	1762	36	122	1841	275	227	67	79	38	48	50
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	0.39	0.02	0.08	0.41	0.18	0.08	0.04	0.05	0.03	0.03	0.03
Crit Vol:		587			122			113			48	
Crit Moves:		****			****			****			****	

RSA North2 EIR

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):	0.622
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	103	1357	22	39	1869	179	123	98	111	28	45	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1357	22	39	1869	179	123	98	111	28	45	34
Added Vol:	0	258	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1615	22	39	1883	179	123	98	111	28	45	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1615	22	39	1883	179	123	98	111	28	45	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1615	22	39	1883	179	123	98	111	28	45	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	1615	22	39	1883	179	123	98	111	28	45	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.57	0.43
Final Sat.:	1500	4440	60	1500	4500	1500	1500	1500	1500	1500	854	646
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.03	0.42	0.12	0.08	0.07	0.07	0.02	0.05	0.05
Crit Vol:	103				628		123				79	
Crit Moves:	****				****		****				****	

RSA North2 EIR

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): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	41	1415	15	45	1900	63	52	47	39	6	37	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1415	15	45	1900	63	52	47	39	6	37	23
Added Vol:	0	258	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1673	15	45	1914	63	52	47	39	6	37	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1673	15	45	1914	63	52	47	39	6	37	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1673	15	45	1914	63	52	47	39	6	37	23
PCE Adj:	1.00	1.00	1.00	1.00	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.:	41	1673	15	45	1914	63	52	47	39	6	37	23
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	0.62	0.38
Final Sat.:	1500	4460	40	1500	4357	143	565	511	424	1500	925	575
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.03	0.44	0.44	0.09	0.09	0.09	0.00	0.04	0.04
Crit Vol:	41			659			138			6		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.374
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	La CIENEGA BLVD.						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:	97	463	7	44	636	60	79	1	184	12	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:	97	463	7	44	636	60	79	1	184	12	2	8
Added Vol:	0	0	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	463	7	44	661	60	79	1	184	12	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:	97	463	7	44	661	60	79	1	184	12	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	463	7	44	661	60	79	1	184	12	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.:	97	463	7	44	661	60	79	1	184	12	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 2.75	0.25		1.00 1.00	1.00		0.55 0.09	0.36	
Final Sat.:	1425 2808	42		1425 3919	356		1425 1425	1425		777	130	518
Capacity Analysis Module:												
Vol/Sat:	0.07 0.16	0.16		0.03 0.17	0.17		0.06 0.00	0.13		0.02 0.02	0.02	
Crit Vol:	97			240				184		12		
Crit Moves:	****			****				****	****			

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RSA North2 EIR

Scenario Report
Scenario: Future 2016-AM Peak-with Proj

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

RSA North2 EIR

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):	0.604
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	AVIATION BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	2 0	2	0 1	1 0	3	1 0	1 0	3	1 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	461	364	35	71	158	76	79	829	244	70	1376	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	364	35	71	158	76	79	829	244	70	1376	115
Added Vol:	26	41	0	26	6	1	5	4	0	0	56	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	405	35	97	164	77	84	833	244	70	1432	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	405	35	97	164	77	84	833	244	70	1432	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	405	35	97	164	77	84	833	244	70	1432	155
PCE Adj:	1.00	1.00	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.:	536	405	35	107	164	77	84	833	244	70	1432	155
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	1.84	0.16	2.00	2.00	1.00	1.00	3.09	0.91	1.00	3.61	0.39
Final Sat.:	2750	2531	219	2750	2750	1375	1375	4254	1246	1375	4963	537
Capacity Analysis Module:												
Vol/Sat:	0.19	0.16	0.16	0.04	0.06	0.06	0.06	0.20	0.20	0.05	0.29	0.29
Crit Vol:	268			82			84			397		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.660
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	AVIATION BL.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	1	2 0	2 1	0	2 0	3 0	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	145	270	86	221	134	53	48	161	51	198	556	671
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	270	86	221	134	53	48	161	51	198	556	671
Added Vol:	15	4	0	5	0	6	1	4	0	0	37	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	274	86	226	134	59	49	165	51	198	593	744
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	274	86	226	134	59	49	165	51	198	593	744
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	274	86	226	134	59	49	165	51	198	593	744
PCE Adj:	1.00	1.00	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.:	176	274	86	249	134	65	54	165	51	218	593	744
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	2.29	0.71	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3151	974	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.06	0.09	0.05	0.05	0.02	0.05	0.05	0.08	0.14	0.54
Crit Vol:	137			0			27					744
Crit Moves:	****			****			****					****

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	AVIATION BLVD.						111TH STREET					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	1 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	16	818	53	44	378	41	24	19	13	25	29	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	818	53	44	378	41	24	19	13	25	29	80
Added Vol:	0	73	5	0	6	0	0	2	5	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	891	58	44	384	41	24	21	18	25	29	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:	16	891	58	44	384	41	24	21	18	25	29	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	891	58	44	384	41	24	21	18	25	29	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.:	16	891	58	44	384	41	24	21	18	25	29	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	1.88	0.12	1.00	1.81	0.19	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1375	2582	168	1375	2485	265	1375	740	635	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.15	0.15	0.02	0.03	0.03	0.02	0.02	0.06
Crit Vol:		474			44			39			25	
Crit Moves:		****			****			****			****	

RSA North2 EIR

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):	0.763
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	La CIENEGA BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	2	1 0	2 0	2	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	93	162	116	56	154	608	62	549	279	259	2013	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	162	116	56	154	608	62	549	279	259	2013	339
Added Vol:	13	0	0	0	2	1	0	13	17	1	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	162	116	56	156	609	62	562	296	260	2095	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	162	116	56	156	609	62	562	296	260	2095	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	162	116	56	156	609	62	562	296	260	2095	339
PCE Adj:	1.00	1.00	1.00	1.00	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.:	106	162	128	56	156	670	62	562	296	260	2095	339
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	3.44	0.56
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4734	766
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.05	0.04	0.06	0.24	0.05	0.14	0.22	0.19	0.44	0.44
Crit Vol:	106					335	0				609	
Crit Moves:	****					****	****				****	

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RSA North2 EIR

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):	0.569
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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	2544	20	0	854	46	0	0	0	203	77	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:	0	2544	20	0	854	46	0	0	0	203	77	187
Added Vol:	0	153	0	0	15	20	0	0	0	7	50	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2697	20	0	869	66	0	0	0	210	127	212
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2697	0	0	869	66	0	0	0	210	127	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2697	0	0	869	66	0	0	0	210	127	212
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2697	0	0	869	66	0	0	0	231	127	233
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	1.29	0.71	2.00
Final Sat.:	0	6000	1500	0	6000	1500	0	0	0	1936	1064	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.14	0.04	0.00	0.00	0.00	0.12	0.12	0.08
Crit Vol:		674			0			0			179	
Crit Moves:		****			****						****	

RSA North2 EIR

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): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	405 NORTH OFF RAMP						CENTURY BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0 1	1 0	2	1 1	0	0	2 1 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	595	0	75	0	0	0	5	328	404	0	2030	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 1.00	1.00	1.00	
Initial Bse:	595	0	75	0	0	0	5	328	404	0	2030	0
Added Vol:	54	0	0	0	0	0	0	0	13	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	649	0	75	0	0	0	5	328	417	0	2058	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 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	649	0	75	0	0	0	5	328	417	0	2058	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	0	75	0	0	0	5	328	417	0	2058	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 1.00	1.00	1.00	
MLF Adj:	1.10 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.10 1.00	1.00	1.00	
Final Vol.:	714	0	75	0	0	0	5	328	459	0	2058	0
Saturation Flow Module:												
Sat/Lane:	1500 1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Lanes:	2.00 0.00	1.00	0.00 0.00	1.00	1.00	2.00 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:	0.24 0.00	0.05	0.00 0.00	0.00	0.00	0.11	0.15	0.00	0.46	0.00		
Crit Vol:	357			0			5			686		
Crit Moves:	****					****				****		

RSA North2 EIR

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): 0.287
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	DOUGLAS STREET						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	2	1 0	1! 0	1	1 0	2 1	0	2 0	2 1	0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	21	8	34	53	47	5	20	254	173	158	399	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	8	34	53	47	5	20	254	173	158	399	84
Added Vol:	2	0	1	0	0	0	0	5	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	8	35	53	47	5	20	259	173	158	457	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	8	35	53	47	5	20	259	173	158	457	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	8	35	53	47	5	20	259	173	158	457	84
PCE Adj:	1.00	1.00	1.00	1.00	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.:	23	8	39	58	47	6	20	259	173	174	457	84
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	2.53	0.47
Final Sat.:	1375	1375	2750	2170	580	1375	1375	2750	1375	2750	3485	640
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.03	0.08	0.00	0.01	0.09	0.13	0.06	0.13	0.13
Crit Vol:	23			112					173	87		
Crit Moves:	****			****					****	****		

RSA North2 EIR

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): 0.350
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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	896	739	48	293	0	0	0	0	573	0	174
Growth Adj:	1.00	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	896	739	48	293	0	0	0	0	573	0	174
Added Vol:	0	0	10	0	56	0	0	0	0	175	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	896	749	48	349	0	0	0	0	748	0	174
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	896	0	48	349	0	0	0	0	748	0	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	896	0	48	349	0	0	0	0	748	0	174
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	896	0	53	349	0	0	0	0	823	0	174
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	0.15	0.00	0.02	0.08	0.00	0.00	0.00	0.00	0.18	0.00	0.12
Crit Vol:		224			26				0		274	
Crit Moves:		****			****						****	

RSA North2 EIR

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): 0.288
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.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 1		2 0 1	1 1		2 0 3	0 2		2 0 3	0 2	
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	33	109	99	42	60	178	163	316	68	29	435	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	109	99	42	60	178	163	316	68	29	435	317
Added Vol:	1	0	0	2	0	10	4	2	0	0	39	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	109	99	44	60	188	167	318	68	29	474	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	109	99	44	60	188	167	318	68	29	474	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	109	99	44	60	188	167	318	68	29	474	330
PCE Adj:	1.00	1.00	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.:	37	109	109	48	60	207	184	318	75	32	474	363
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	1.50	1.50	2.00	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:	2750	2063	2062	2750	1375	2750	2750	4125	2750	2750	4125	2750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.02	0.04	0.08	0.07	0.08	0.03	0.01	0.11	0.13
Crit Vol:	19					103	92					182
Crit Moves:	****					****	****					****

RSA North2 EIR

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): 0.802
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	MAIN STREET						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0	0	1! 0	0	1	0 2	0 1	2 0	2 0 1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	211	0	379	3	1	1	0	496	54	288	982	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:	211	0	379	3	1	1	0	496	54	288	982	1
Added Vol:	1	0	0	0	0	0	0	86	0	0	478	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	0	379	3	1	1	0	582	54	288	1460	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:	212	0	0	3	1	1	0	582	54	288	1460	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	0	0	3	1	1	0	582	54	288	1460	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.:	233	0	0	3	1	1	0	582	54	317	1460	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 0.20		0.04	0.11 0.51		0.00
Crit Vol:	117			5			291			730		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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): 0.538
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 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: >> Count Date: 3 Aug 2004 << Employee A.M												
Base Vol:	1	0	1	316	0	42	68	232	1	10	342	844
Growth Adj:	1.00	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	316	0	42	68	232	1	10	342	844
Added Vol:	0	0	0	86	0	0	0	0	0	0	0	478
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	402	0	42	68	232	1	10	342	1322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	402	0	42	68	232	1	10	342	1322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	402	0	42	68	232	1	10	342	1322
PCE Adj:	1.00	1.00	1.00	1.00	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	442	0	42	75	232	1	10	342	1454
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	0.16	0.00	0.03	0.03	0.08	0.08	0.01	0.12	0.51
Crit Vol:			2	0			37					727
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.604
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	SEPULVEDA BL.						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	65	1056	470	172	1182	13	115	131	55	76	103	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1056	470	172	1182	13	115	131	55	76	103	198
Added Vol:	11	35	0	0	0	0	0	4	0	0	57	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1091	470	172	1182	13	115	135	55	76	160	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1091	470	172	1182	13	115	135	55	76	160	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1091	470	172	1182	13	115	135	55	76	160	203
PCE Adj:	1.00	1.00	1.00	1.00	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.:	76	1091	470	189	1182	13	127	135	55	84	160	203
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	5440	60	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.34	0.07	0.22	0.22	0.05	0.03	0.04	0.03	0.04	0.15
Crit Vol:			470	95			63					203
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.461
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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: >> Count Date: 3 Aug 2004 << Employee A.M												
Base Vol:	16	0	14	263	779	548	0	280	57	46	366	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:	16	0	14	263	779	548	0	280	57	46	366	0
Added Vol:	2	0	1	0	0	0	0	4	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	15	263	779	548	0	284	57	46	426	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:	18	0	15	263	779	548	0	284	57	46	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	15	263	779	548	0	284	57	46	426	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.:	18	0	17	289	779	603	0	284	57	51	426	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	2.50	0.50	2.00	3.00	0.00
Final Sat.:	1425	0	2850	1425	2221	2054	0	3560	715	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.20	0.35	0.29	0.00	0.08	0.08	0.02	0.10	0.00
Crit Vol:	18			500			114			25		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.661
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	887	0	383	0	0	0	0	221	326	87	566	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 1.00	1.00	1.00	
Initial Bse:	887	0	383	0	0	0	0	221	326	87	566	0
Added Vol:	63	0	0	0	0	0	0	6	3	3	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	950	0	383	0	0	0	0	227	329	90	612	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 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	950	0	383	0	0	0	0	227	329	90	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	950	0	383	0	0	0	0	227	329	90	612	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 1.00	1.00	1.00	
MLF Adj:	1.10 1.00	1.10	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.10	1.10 1.00	1.00	1.00	
Final Vol.:	1045	0	421	0	0	0	0	227	362	99	612	0
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425	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 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	2.00 2.00	0.00		
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.37 0.00	0.15	0.00 0.00	0.00	0.00	0.08	0.13	0.03	0.21	0.00		
Crit Vol:	522			0			114			306		
Crit Moves:	****						****			****		

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RSA North2 EIR

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):	0.236
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	212	0	27	0	0	0	0	247	205	0	567	607
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	212	0	27	0	0	0	0	247	205	0	567	607
Added Vol:	4	0	0	0	0	0	0	0	4	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	0	27	0	0	0	0	247	209	0	614	607
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:	216	0	27	0	0	0	0	247	0	0	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	0	27	0	0	0	0	247	0	0	614	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.:	238	0	27	0	0	0	0	247	0	0	614	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.:	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 0.06	0.00		0.00 0.14	0.00	
Crit Vol:	132			0			0			205		
Crit Moves:	****						****			****		

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RSA North2 EIR

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): 0.254
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.						LENNOX BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	1 0	2	1 0	0 0	0	0 0	1 1	0	0 1
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	0	364	33	18	202	36	0	0	0	74	0	137
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Initial Bse:	0	364	33	18	202	36	0	0	0	74	0	137
Added Vol:	0	17	0	0	6	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	381	33	18	208	36	0	0	0	75	0	137
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Volume:	0	381	33	18	208	36	0	0	0	75	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	381	33	18	208	36	0	0	0	75	0	137
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	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	1.10 1.00	1.00		
Final Vol.:	0	381	33	18	208	36	0	0	0	83	0	137
Saturation Flow Module:												
Sat/Lane:	1425 1425	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 1.00	1.00		
Lanes:	0.00 1.84	0.16	1.00	2.56	0.44	0.00 0.00	0.00	2.00	0.00 1.00			
Final Sat.:	0 2623	227	1425	3644	631	0	0	0	2850	0	1425	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.15	0.15	0.01 0.06	0.06	0.00 0.00	0.00	0.03	0.00	0.10			
Crit Vol:	207		18			0			137			
Crit Moves:	****		****						****			

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.220
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 0
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	145	376	0	0	191	99	40	0	55	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:	145	376	0	0	191	99	40	0	55	0	0	0
Added Vol:	5	17	0	0	7	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	393	0	0	198	99	40	0	64	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:	150	393	0	0	198	99	40	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	393	0	0	198	99	40	0	64	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.:	150	393	0	0	198	99	44	0	64	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	0.14	0.00	0.00	0.07	0.07	0.02	0.00	0.04	0.00	0.00	0.00
Crit Vol:	150				99				64		0	
Crit Moves:	****				****				****			

RSA North2 EIR

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): 0.487
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	2	376	75	97	170	0	0	0	0	694	0	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:	2	376	75	97	170	0	0	0	0	694	0	47
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	376	75	97	173	0	0	0	0	694	0	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:	2	376	75	97	173	0	0	0	0	694	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	376	75	97	173	0	0	0	0	694	0	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	2	376	83	97	173	0	0	0	0	763	0	52
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	1.87	0.00	0.13
Final Sat.:	18	2832	1425	1425	2850	0	0	0	0	2668	0	182
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.06	0.07	0.06	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Vol:	189			97			0			408		
Crit Moves:	****			****						****		

RSA North2 EIR

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): 0.229
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:	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	316	29	229	238	13	0	0	1	0	0	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	316	29	229	238	13	0	0	1	0	0	62
Added Vol:	0	13	0	17	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	329	29	246	241	13	0	0	1	0	0	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	329	29	246	241	13	0	0	1	0	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	329	29	246	241	13	0	0	1	0	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	0	329	29	271	241	13	0	0	1	0	0	68
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	1.84	0.16	2.00	1.90	0.10	0.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	0	2527	223	2750	2609	141	0	0	1375	0	0	2750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.10	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.02
Crit Vol:		179		135					1		0	
Crit Moves:		****		****					****		****	

RSA North2 EIR

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): 0.228
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.						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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	6	473	98	31	223	0	0	0	1	79	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	473	98	31	223	0	0	0	1	79	0	57
Added Vol:	0	17	0	4	12	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	490	98	35	235	0	0	0	1	79	0	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	490	98	35	235	0	0	0	1	79	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	490	98	35	235	0	0	0	1	79	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	6	490	98	35	235	0	0	0	1	87	0	62
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	0.17	0.07	0.02	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Vol:		245			35					1	43	
Crit Moves:		****			****					****	****	

RSA North2 EIR

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):	0.435
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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:	21 1044		70	23	785	32	42	57	44	178	77	17
Growth Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21 1044		70	23	785	32	42	57	44	178	77	17
Added Vol:	0	4	0	0	231	0	6	0	15	2	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21 1048		70	23	1016	32	48	57	59	180	81	17
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21 1048		70	23	1016	32	48	57	59	180	81	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21 1048		70	23	1016	32	48	57	59	180	81	17
PCE Adj:	1.00 1.00		1.00	1.00	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.:	21 1048		70	23	1016	32	48	57	59	180	81	17
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	1.65	0.35
Final Sat.:	1375 4125		1375	1375	4125	1375	1375	2750	1375	1375	2273	477
Capacity Analysis Module:												
Vol/Sat:	0.02 0.25		0.05	0.02	0.25	0.02	0.03	0.02	0.04	0.13	0.04	0.04
Crit Vol:	21				339				59	180		
Crit Moves:	****				****				****	****		

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RSA North2 EIR

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): 0.571
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	1276	1288	106	0	1020	8	0	0	687	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:	1276	1288	106	0	1020	8	0	0	687	0	0	4
Added Vol:	28	150	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1304	1438	106	0	1055	8	0	0	687	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:	1304	1438	106	0	1055	8	0	0	687	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1304	1438	106	0	1055	8	0	0	687	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.:	1434	1438	106	0	1055	8	0	0	756	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	2.79	0.21	0.00	3.97	0.03	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3982	293	0	5657	43	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.00	0.19	0.19	0.00	0.00	0.13	0.00	0.00	0.00
Crit Vol:	359				266				189	0		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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): 0.505
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	64	1024	34	63	835	30	82	167	45	44	311	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1024	34	63	835	30	82	167	45	44	311	148
Added Vol:	0	10	0	0	231	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1034	34	63	1066	30	82	167	45	44	311	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1034	34	63	1066	30	82	167	45	44	311	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1034	34	63	1066	30	82	167	45	44	311	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1034	34	63	1066	30	90	167	45	44	311	148
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	1863	887
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.02	0.05	0.26	0.02	0.03	0.06	0.03	0.03	0.17	0.17
Crit Vol:	64				355		45				230	
Crit Moves:	****				****		****				****	

RSA North2 EIR

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): 0.479
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pershing Drive						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	360	195	48	277	0	0	0	0	164	0	17
Growth Adj:	1.00	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	360	195	48	277	0	0	0	0	164	0	17
Added Vol:	0	0	284	0	0	0	0	0	0	118	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	479	48	277	0	0	0	0	282	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	360	479	48	277	0	0	0	0	282	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	479	48	277	0	0	0	0	282	0	17
PCE Adj:	1.00	1.00	1.00	1.00	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	360	479	48	277	0	0	0	0	310	0	17
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	0.34	0.03	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.01
Crit Vol:			479	48					0	155		
Crit Moves:			****	****						****		

RSA North2 EIR

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): 0.517
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	136	1129	25	66	916	59	14	54	44	63	100	84
Growth Adj:	1.00	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	1129	25	66	916	59	14	54	44	63	100	84
Added Vol:	146	4	0	6	35	206	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1133	25	72	951	265	14	54	44	63	102	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	1133	25	72	951	265	14	54	44	63	102	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1133	25	72	951	265	14	54	44	63	102	84
PCE Adj:	1.00	1.00	1.00	1.00	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.:	282	1133	25	72	951	265	14	54	44	63	102	84
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	1.10	0.90	1.00	1.10	0.90
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1515	1235	1375	1508	1242
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.02	0.05	0.23	0.19	0.01	0.04	0.04	0.05	0.07	0.07
Crit Vol:	282				317			49		63		
Crit Moves:	****				****			****		****		

RSA North2 EIR

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):	0.435
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	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:	18	1281	8	14	815	39	254	14	25	11	4	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1281	8	14	815	39	254	14	25	11	4	68
Added Vol:	0	10	0	0	231	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1291	8	14	1046	39	254	14	25	11	4	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:	18	1291	8	14	1046	39	254	14	25	11	4	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1291	8	14	1046	39	254	14	25	11	4	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	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	1291	8	14	1046	39	279	14	25	11	4	68
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	0.29	0.01	0.01	0.23	0.03	0.09	0.01	0.02	0.01	0.00	0.05
Crit Vol:		430			14			140				68
Crit Moves:		****			****			****				****

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RSA North2 EIR

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): 0.345
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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:	25	1151	4	5	780	45	68	15	42	14	18	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1151	4	5	780	45	68	15	42	14	18	38
Added Vol:	0	10	0	0	231	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1161	4	5	1011	45	68	15	42	14	18	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1161	4	5	1011	45	68	15	42	14	18	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1161	4	5	1011	45	68	15	42	14	18	38
PCE Adj:	1.00	1.00	1.00	1.00	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.:	25	1161	4	5	1011	45	68	15	42	14	18	38
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	482	1018
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.00	0.22	0.03	0.05	0.01	0.03	0.01	0.04	0.04
Crit Vol:		388			5			68			56	
Crit Moves:		****			****			****			****	

RSA North2 EIR

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): 0.299
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 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 1099		4	5 790		13	41	6	12	8	7	25
Growth Adj:	1.00 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 1099		4	5 790		13	41	6	12	8	7	25
Added Vol:	0 10		0	0 231		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	12 1109		4	5 1021		13	41	6	12	8	7	25
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 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 1109		4	5 1021		13	41	6	12	8	7	25
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	12 1109		4	5 1021		13	41	6	12	8	7	25
PCE Adj:	1.00 1.00		1.00	1.00 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 1109		4	5 1021		13	41	6	12	8	7	25
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 2.96		0.04	0.70 0.10		0.20	1.00 0.22		0.78
Final Sat.:	1500 4484		16	1500 4443		57	1042 153		305	1500 328		1172
Capacity Analysis Module:												
Vol/Sat:	0.01 0.25		0.25	0.00 0.23		0.23	0.04 0.04		0.04	0.01 0.02		0.02
Crit Vol:	371			5			41			32		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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): 0.195
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: >> Count Date: 3 Aug 2004 << Employee A.M.												
Base Vol:	131	328	6	7	201	46	10	1	60	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:	131	328	6	7	201	46	10	1	60	1	0	6
Added Vol:	0	13	0	0	3	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	341	6	7	204	46	10	1	62	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:	131	341	6	7	204	46	10	1	62	1	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	341	6	7	204	46	10	1	62	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.:	131	341	6	7	204	46	10	1	62	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	1.97	0.03	1.00	2.45	0.55	1.00	1.00	1.00	0.14	0.00	0.86
Final Sat.:	1425	2801	49	1425	3488	787	1425	1425	1425	204	0	1221
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.00	0.06	0.06	0.01	0.00	0.04	0.00	0.00	0.00
Crit Vol:	131				83				62	1		
Crit Moves:	****			****					****	****		

RSA North2 EIR

Scenario Report
Scenario: Future 2016-PM Peak-with Proj

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

RSA North2 EIR

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): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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:	358	411	112	94	454	103	152	1503	386	73	894	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	411	112	94	454	103	152	1503	386	73	894	111
Added Vol:	0	6	0	53	47	0	1	88	29	0	2	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	417	112	147	501	103	153	1591	415	73	896	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	417	112	147	501	103	153	1591	415	73	896	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	417	112	147	501	103	153	1591	415	73	896	124
PCE Adj:	1.00	1.00	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.:	394	417	112	162	501	103	153	1591	415	73	896	124
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	3.17	0.83	1.00	3.51	0.49
Final Sat.:	2750	2168	582	2750	2750	1375	1375	4362	1138	1375	4831	669
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.06	0.18	0.07	0.11	0.36	0.36	0.05	0.19	0.19
Crit Vol:	197			251			501			73		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.660
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name:	AVIATION BL.						IMPERIAL HWY.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	117	345	270	453	485	134	145	840	156	174	381	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	345	270	453	485	134	145	840	156	174	381	447
Added Vol:	1	0	0	71	4	7	6	43	15	0	7	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	345	270	524	489	141	151	883	171	174	388	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	345	270	524	489	141	151	883	171	174	388	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	345	270	524	489	141	151	883	171	174	388	457
PCE Adj:	1.00	1.00	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.:	130	345	270	576	489	155	166	883	171	191	388	457
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	2.51	0.49	2.00	3.00	1.00
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3456	669	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.20	0.21	0.18	0.11	0.06	0.26	0.26	0.07	0.09	0.33
Crit Vol:		173		288				351		96		
Crit Moves:		****		****				****		****		

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 AVIATION BLVD. @ 111TH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	28	746	96	75	921	79	70	58	31	75	28	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	746	96	75	921	79	70	58	31	75	28	109
Added Vol:	0	11	5	0	76	0	0	2	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	757	101	75	997	79	70	60	36	75	28	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	757	101	75	997	79	70	60	36	75	28	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	757	101	75	997	79	70	60	36	75	28	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	757	101	75	997	79	70	60	36	75	28	111
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	1.76	0.24	1.00	1.85	0.15	1.00	0.62	0.38	1.00	1.00	1.00
Final Sat.:	1375	2426	324	1375	2548	202	1375	859	516	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.05	0.39	0.39	0.05	0.07	0.07	0.05	0.02	0.08
Crit Vol:	28			538			96			75		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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):	0.955
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	La CIENEGA BLVD.						CENTURY BLVD.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	2	1 0	2 0	2	1 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	104	285	444	429	588	356	127	1126	645	85	1204	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	285	444	429	588	356	127	1126	645	85	1204	140
Added Vol:	0	0	0	0	1	0	1	41	99	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	285	444	429	589	356	128	1167	744	85	1219	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:	104	285	444	429	589	356	128	1167	744	85	1219	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	285	444	429	589	356	128	1167	744	85	1219	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:	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	285	488	429	589	392	128	1167	744	85	1219	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:	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00	3.59	0.41
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4933	567
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.18	0.31	0.21	0.14	0.09	0.28	0.54	0.06	0.25	0.25
Crit Vol:			244	429					744	0		
Crit Moves:			****	****					****	****		

RSA North2 EIR

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):	0.709
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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	2946	25	0	2457	65	0	0	0	502	77	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:	0	2946	25	0	2457	65	0	0	0	502	77	200
Added Vol:	0	45	0	0	180	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2991	25	0	2637	65	0	0	0	504	77	200
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	2991	0	0	2637	65	0	0	0	504	77	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2991	0	0	2637	65	0	0	0	504	77	200
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	2991	0	0	2637	65	0	0	0	554	77	220
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	2634	366	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.44	0.04	0.00	0.00	0.00	0.21	0.21	0.07
Crit Vol:		748			0			0			316	
Crit Moves:		****			****						****	

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RSA North2 EIR

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):	0.499
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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: >> Count Date: 4 Aug 2004 << Employee PM												
Base Vol:	403	0	259	0	0	4	5	1365	608	0	1025	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:	403	0	259	0	0	4	5	1365	608	0	1025	0
Added Vol:	13	0	0	0	0	0	0	28	13	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	0	259	0	0	4	5	1393	621	0	1027	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:	416	0	259	0	0	4	5	1393	621	0	1027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	0	259	0	0	4	5	1393	621	0	1027	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.:	458	0	259	0	0	4	5	1393	683	0	1027	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 4026		1974	0	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.15 0.00		0.17	0.00 0.00		0.00	0.00 0.35		0.35	0.00 0.23		0.00
Crit Vol:	229			0			519			0		
Crit Moves:	****			****			****			****		

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RSA North2 EIR

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):	0.486
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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:	132	18	255	93	35	32	45	801	105	82	369	63
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	132	18	255	93	35	32	45	801	105	82	369	63
Added Vol:	0	0	0	0	0	0	0	64	2	1	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	18	255	93	35	32	45	865	107	83	384	63
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	132	18	255	93	35	32	45	865	107	83	384	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	18	255	93	35	32	45	865	107	83	384	63
PCE Adj:	1.00 1.00	1.00		1.00 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.:	132	18	281	102	35	35	45	865	107	91	384	63
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 2.67	0.33		2.00 2.58	0.42	
Final Sat.:	1375 1375	2750		2446 304	1375		1375 3671	454		2750 3544	581	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.01	0.10		0.04 0.12	0.03		0.03 0.24	0.24		0.03 0.11	0.11	
Crit Vol:		140			158			324			46	
Crit Moves:		****			****			****			****	

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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): 0.531
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 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	1280	476	380	1474	0	0	0	0	680	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	476	380	1474	0	0	0	0	680	0	215
Added Vol:	0	56	206	0	3	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1336	682	380	1477	0	0	0	0	691	0	215
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	1336	0	380	1477	0	0	0	0	691	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1336	0	380	1477	0	0	0	0	691	0	215
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	1336	0	418	1477	0	0	0	0	760	0	215
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	6000	1500	3000	4500	0	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.14	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.14
Crit Vol:		334		209				0		253		
Crit Moves:		****		****						****		

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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):	0.568
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	101	170	528	290	348	291	178	867	121	44	309	198
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	101	170	528	290	348	291	178	867	121	44	309	198
Added Vol:	0	0	0	3	0	9	5	49	1	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	170	528	293	348	300	183	916	122	44	316	198
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	101	170	528	293	348	300	183	916	122	44	316	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	170	528	293	348	300	183	916	122	44	316	198
PCE Adj:	1.00 1.00	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.:	111	170	581	322	348	330	201	916	134	48	316	218
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 1.54	1.46		2.00 3.00	2.00		2.00 3.00	2.00	
Final Sat.:	2750 1375	2750		2750 2117	2008		2750 4125	2750		2750 4125	2750	
Capacity Analysis Module:												
Vol/Sat:	0.04 0.12	0.21		0.12 0.16	0.16		0.07 0.22	0.05		0.02 0.08	0.08	
Crit Vol:		290		161				305			24	
Crit Moves:		****		****				****			****	

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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): 0.703
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

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:	155	1	409	4	0	0	0	830	263	482	531	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	1.00 1.00	1.00	1.00
Initial Bse:	155	1	409	4	0	0	0	830	263	482	531	0
Added Vol:	0	0	0	0	0	0	0	464	1	0	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	1	409	4	0	0	0	1294	264	482	656	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	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	1.00 1.00	1.00	1.00
PHF Volume:	155	1	0	4	0	0	0	1294	264	482	656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1	0	4	0	0	0	1294	264	482	656	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	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 1.00	1.00	1.00	1.10 1.00	1.00	1.00
Final Vol.:	171	1	0	4	0	0	0	1294	264	530	656	0
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425	1425	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	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.:	2833 17	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	0.00	0.45	0.19	0.19	0.23	0.00	
Crit Vol:	86			4			647		265			
Crit Moves:	****			****			****		****			

RSA North2 EIR

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: 58 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	2 0	0	1 0	2 0	2
Volume Module:												
Base Vol:	2	0	8	710	0	160	115	377	0	0	239	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:	2	0	8	710	0	160	115	377	0	0	239	465
Added Vol:	0	0	0	465	0	0	0	0	0	0	0	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	8	1175	0	160	115	377	0	0	239	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1175	0	160	115	377	0	0	239	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	8	1175	0	160	115	377	0	0	239	590
PCE Adj:	1.00	1.00	1.00	1.00	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	1293	0	160	127	377	0	0	239	649
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	0.45	0.00	0.11	0.04	0.13	0.00	0.00	0.08	0.23
Crit Vol:			10	646				189			120	
Crit Moves:			****	****				****			****	

RSA North2 EIR

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): 1.148
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	SEPULVEDA BL.						IMPERIAL HWY					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.												
Base Vol:	123	1376	963	337	2052	20	132	243	151	141	161	346
Growth Adj:	1.00	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	1376	963	337	2052	20	132	243	151	141	161	346
Added Vol:	3	0	0	13	42	0	7	55	0	5	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1376	963	350	2094	20	139	298	151	146	170	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1376	963	350	2094	20	139	298	151	146	170	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1376	963	350	2094	20	139	298	151	146	170	346
PCE Adj:	1.00	1.00	1.00	1.00	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.:	126	1376	963	385	2094	20	153	298	151	161	170	346
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	5448	52	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.70	0.14	0.38	0.38	0.06	0.07	0.11	0.06	0.04	0.25
Crit Vol:			963	193			76					346
Crit Moves:			****	****			****					****

RSA North2 EIR

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): 0.344
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 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:	74	0	138	100	181	137	0	728	52	38	574	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:	74	0	138	100	181	137	0	728	52	38	574	0
Added Vol:	0	0	0	0	0	0	0	66	2	1	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	138	100	181	137	0	794	54	39	589	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:	74	0	138	100	181	137	0	794	54	39	589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	138	100	181	137	0	794	54	39	589	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.:	74	0	152	110	181	151	0	794	54	43	589	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 2.81		0.19	2.00 3.00		0.00
Final Sat.:	1425	0	2850	1425 2334		1941	0	4003	272	2850 4275		0
Capacity Analysis Module:												
Vol/Sat:	0.05 0.00		0.05	0.08 0.08		0.08	0.00 0.20		0.20	0.02 0.14		0.00
Crit Vol:			76			111		283		21		
Crit Moves:			****			****		****		****		

RSA North2 EIR

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): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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	2	0 0	0	0	0 0	2	1 1	2 0	2	0 0
Volume Module:												
Base Vol:	411	0	212	0	0	0	0	1018	659	283	523	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:	411	0	212	0	0	0	0	1018	659	283	523	0
Added Vol:	6	0	0	0	0	0	0	54	60	4	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	0	212	0	0	0	0	1072	719	287	535	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:	417	0	212	0	0	0	0	1072	719	287	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	0	212	0	0	0	0	1072	719	287	535	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.:	459	0	233	0	0	0	0	1072	791	316	535	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 2.30	1.70		2.00 2.00	0.00	
Final Sat.:	2850	0	2850	0	0	0	0	3280	2420	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.08		0.00 0.00	0.00		0.00 0.33	0.33		0.11 0.19	0.00	
Crit Vol:	229			0			466			158		
Crit Moves:	****						****			****		

RSA North2 EIR

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):	0.522
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	206	0	226	0	0	0	0	1497	200	0	352	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 1.00	1.00	1.00	
Initial Bse:	206	0	226	0	0	0	0	1497	200	0	352	224
Added Vol:	4	0	0	0	0	0	0	47	5	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	0	226	0	0	0	0	1544	205	0	355	224
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00		
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00		
PHF Volume:	210	0	226	0	0	0	0	1544	0	0	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	226	0	0	0	0	1544	0	0	355	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00		
MLF Adj:	1.10 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00		
Final Vol.:	231	0	226	0	0	0	0	1544	0	0	355	0
Saturation Flow Module:												
Sat/Lane:	1425 1425	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 1.00	1.00		
Lanes:	1.01 0.00	0.99	0.00 0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00		
Final Sat.:	1441	0	1409	0	0	0	0	4275	1425	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.16	0.00 0.00	0.00	0.00	0.36	0.00	0.00	0.08	0.00		
Crit Vol:	229		0			515		0				
Crit Moves:	****					****		****				

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RSA North2 EIR

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): 0.401
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.						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	475	190	156	655	8	0	0	0	77	0	80
Growth Adj:	1.00	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	475	190	156	655	8	0	0	0	77	0	80
Added Vol:	0	4	1	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	479	191	156	687	8	0	0	0	77	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	479	191	156	687	8	0	0	0	77	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	479	191	156	687	8	0	0	0	77	0	80
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	479	191	156	687	8	0	0	0	85	0	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	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	2035	811	1425	4226	49	0	0	0	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.11	0.16	0.16	0.00	0.00	0.00	0.03	0.00	0.06
Crit Vol:	335			156			0					80
Crit Moves:	****			****								****

RSA North2 EIR

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La CIENEGA BLVD. @ 111TH STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: La CIENEGA BLVD. / 111TH STREET

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 0			0 0 2 1 0			2 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	129	458	0	0	639	114	176	0	196	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:	129	458	0	0	639	114	176	0	196	0	0	0
Added Vol:	4	5	0	0	31	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	463	0	0	670	114	176	0	205	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:	133	463	0	0	670	114	176	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	463	0	0	670	114	176	0	205	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.:	133	463	0	0	670	114	194	0	205	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	2.56	0.44	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	2850	0	0	3653	622	2850	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.18	0.18	0.07	0.00	0.14	0.00	0.00	0.00
Crit Vol:	133				261				205		0	
Crit Moves:	****				****				****			

RSA North2 EIR

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): 0.512
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:	1	549	79	181	600	0	0	0	0	625	0	163
Growth Adj:	1.00	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	549	79	181	600	0	0	0	0	625	0	163
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	550	79	181	601	0	0	0	0	625	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	550	79	181	601	0	0	0	0	625	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	550	79	181	601	0	0	0	0	625	0	168
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	550	87	181	601	0	0	0	0	688	0	168
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	1.61	0.00	0.39
Final Sat.:	7	2843	1425	1425	2850	0	0	0	0	2290	0	560
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.06	0.13	0.21	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Vol:	1			301			0			428		
Crit Moves:	****			****						****		

RSA North2 EIR

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): 0.405
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	La CIENEGA BLVD.						405 S/B RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	522	42	416	710	7	0	0	5	0	0	259
Growth Adj:	1.00	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	522	42	416	710	7	0	0	5	0	0	259
Added Vol:	0	0	0	75	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	522	42	491	735	7	0	0	5	0	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	522	42	491	735	7	0	0	5	0	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	42	491	735	7	0	0	5	0	0	259
PCE Adj:	1.00	1.00	1.00	1.00	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	522	42	540	735	7	0	0	5	0	0	285
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	2545	205	2750	2724	26	0	0	1375	0	0	2750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.20	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.10
Crit Vol:		282		270					5		0	
Crit Moves:		****		****					****		****	

RSA North2 EIR

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): 0.330
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	La CIENEGA BLVD.						405 S/B RAMP					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	8	497	44	73	764	0	0	0	0	180	0	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:	8	497	44	73	764	0	0	0	0	180	0	114
Added Vol:	0	5	0	28	12	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	502	44	101	776	0	0	0	0	180	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:	8	502	44	101	776	0	0	0	0	180	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	502	44	101	776	0	0	0	0	180	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.:	8	502	44	101	776	0	0	0	0	198	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	0.07 0.18		0.00	0.00 0.00		0.00	0.07 0.00		0.08
Crit Vol:	251			101			0			118		
Crit Moves:	****			****						****		

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RSA North2 EIR

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): 0.792
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Street Name:	Sepulveda Boulevard						La Tijera Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	135	1202	236	94	1327	109	92	327	110	257	216	97
Growth Adj:	1.00	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	1202	236	94	1327	109	92	327	110	257	216	97
Added Vol:	0	209	0	0	14	0	53	8	140	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1411	236	94	1341	109	145	335	250	257	216	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1411	236	94	1341	109	145	335	250	257	216	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1411	236	94	1341	109	145	335	250	257	216	97
PCE Adj:	1.00	1.00	1.00	1.00	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.:	135	1411	236	94	1341	109	145	335	250	257	216	97
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	1898	852
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.17	0.07	0.33	0.08	0.11	0.12	0.18	0.19	0.11	0.11
Crit Vol:	135				447				250	257		
Crit Moves:	****				****				****	****		

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RSA North2 EIR

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): 0.903
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	SEPULVEDA BOULEVARD						LINCOLN BOULEVARD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	4 0 2	1 0		0 0 3	1 0		0 0 0	0 4		0 0 0	0 1	
Volume Module:												
Base Vol:	1335	1585	256	0	1815	30	0	0	1499	0	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1335	1585	256	0	1815	30	0	0	1499	0	0	23
Added Vol:	0	45	0	0	140	0	0	0	40	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1335	1630	256	0	1955	30	0	0	1539	0	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1335	1630	256	0	1955	30	0	0	1539	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1335	1630	256	0	1955	30	0	0	1539	0	0	23
PCE Adj:	1.00	1.00	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.:	1469	1630	256	0	1955	30	0	0	1693	0	0	23
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	2.59	0.41	0.00	3.94	0.06	0.00	0.00	4.00	0.00	0.00	1.00
Final Sat.:	5700	3695	580	0	5614	86	0	0	5700	0	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.26	0.44	0.44	0.00	0.35	0.35	0.00	0.00	0.30	0.00	0.00	0.02
Crit Vol:	367				496				423	0		
Crit Moves:	****				****				****	****		

RSA North2 EIR

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):	0.892
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Sepulveda Boulevard						Manchester Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	1228	97	257	1260	186	206	716	119	90	508	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	1228	97	257	1260	186	206	716	119	90	508	212
Added Vol:	0	262	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1490	97	257	1274	186	206	716	119	90	508	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1490	97	257	1274	186	206	716	119	90	508	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1490	97	257	1274	186	206	716	119	90	508	212
PCE Adj:	1.00	1.00	1.00	1.00	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.:	133	1490	97	257	1274	186	227	716	119	90	508	212
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	0.36	0.07	0.19	0.31	0.14	0.08	0.26	0.09	0.07	0.26	0.26
Crit Vol:		497			257			113			360	
Crit Moves:		****			****			****			****	

RSA North2 EIR

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):	0.508
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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:	0 405		263	58 419		0	0	0	0	193	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:	0 405		263	58 419		0	0	0	0	193	0	83
Added Vol:	0	0	132	0	0	0	0	0	0	299	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0 405		395	58 419		0	0	0	0	492	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:	0 405		395	58 419		0	0	0	0	492	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 405		395	58 419		0	0	0	0	492	0	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	1.10 1.00		1.00
Final Vol.:	0 405		395	58 419		0	0	0	0	541	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:	0.00 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 0.14		0.28	0.04 0.15		0.00	0.00 0.00		0.00	0.19 0.00		0.06
Crit Vol:			395	58				0		271		
Crit Moves:			****	****						****		

RSA North2 EIR

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): 0.869
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: D

Street Name:	Sepulveda Boulevard						Westchester Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	191	1354	64	198	1503	60	66	241	94	190	242	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:	191	1354	64	198	1503	60	66	241	94	190	242	154
Added Vol:	21	24	0	0	140	14	157	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1378	64	198	1643	74	223	241	94	190	242	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1378	64	198	1643	74	223	241	94	190	242	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1378	64	198	1643	74	223	241	94	190	242	182
PCE Adj:	1.00	1.00	1.00	1.00	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.:	212	1378	64	198	1643	74	223	241	94	190	242	182
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.44	0.56	1.00	1.14	0.86
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1978	772	1375	1570	1180
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.05	0.14	0.40	0.05	0.16	0.12	0.12	0.14	0.15	0.15
Crit Vol:	212			548			223			212		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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:	41	1504	36	122	1827	275	206	67	79	38	48	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1504	36	122	1827	275	206	67	79	38	48	50
Added Vol:	0	262	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1766	36	122	1841	275	206	67	79	38	48	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1766	36	122	1841	275	206	67	79	38	48	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1766	36	122	1841	275	206	67	79	38	48	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	1766	36	122	1841	275	227	67	79	38	48	50
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	0.39	0.02	0.08	0.41	0.18	0.08	0.04	0.05	0.03	0.03	0.03
Crit Vol:		589		122			113				48	
Crit Moves:		****		****			****				****	

RSA North2 EIR

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):	0.622
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Sepulveda Boulevard						79th/80th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	103	1357	22	39	1869	179	123	98	111	28	45	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1357	22	39	1869	179	123	98	111	28	45	34
Added Vol:	0	262	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1619	22	39	1883	179	123	98	111	28	45	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1619	22	39	1883	179	123	98	111	28	45	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1619	22	39	1883	179	123	98	111	28	45	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	1619	22	39	1883	179	123	98	111	28	45	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.57	0.43
Final Sat.:	1500	4440	60	1500	4500	1500	1500	1500	1500	1500	854	646
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.03	0.42	0.12	0.08	0.07	0.07	0.02	0.05	0.05
Crit Vol:	103				628		123				79	
Crit Moves:	****				****		****				****	

RSA North2 EIR

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): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	41	1415	15	45	1900	63	52	47	39	6	37	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1415	15	45	1900	63	52	47	39	6	37	23
Added Vol:	0	262	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1677	15	45	1914	63	52	47	39	6	37	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1677	15	45	1914	63	52	47	39	6	37	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1677	15	45	1914	63	52	47	39	6	37	23
PCE Adj:	1.00	1.00	1.00	1.00	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.:	41	1677	15	45	1914	63	52	47	39	6	37	23
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	0.62	0.38
Final Sat.:	1500	4460	40	1500	4357	143	565	511	424	1500	925	575
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.03	0.44	0.44	0.09	0.09	0.09	0.00	0.04	0.04
Crit Vol:	41			659			138			6		
Crit Moves:	****			****			****			****		

RSA North2 EIR

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): 0.374
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	La CIENEGA BLVD.						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:	97	463	7	44	636	60	79	1	184	12	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:	97	463	7	44	636	60	79	1	184	12	2	8
Added Vol:	0	0	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	463	7	44	661	60	79	1	184	12	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:	97	463	7	44	661	60	79	1	184	12	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	463	7	44	661	60	79	1	184	12	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.:	97	463	7	44	661	60	79	1	184	12	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 2.75	0.25		1.00 1.00	1.00		0.55 0.09	0.36	
Final Sat.:	1425 2808	42		1425 3919	356		1425 1425	1425		777	130	518
Capacity Analysis Module:												
Vol/Sat:	0.07 0.16	0.16		0.03 0.17	0.17		0.06 0.00	0.13		0.02 0.02	0.02	
Crit Vol:	97			240				184		12		
Crit Moves:	****			****				****		****		

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

Attachment G.4

Construction Vehicle Haul Routes and Distributions

- Construction Vehicle Routes – Staging Lot A
- Construction Vehicle Routes – Staging Lot G
- Construction Vehicle Routes – Staging Lot C
- Construction Vehicle Routes – Staging Lot E

Table G.4-1: Project Related Construction Vehicle Routes (Construction Staging Lot A)

FROM	TO	ROUTE [1/]	PERCENTAGE OF TRIPS [2/]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot [3/]	I-405 NB to Century WB to La Cienega SB	23%
I-405 North	Construction Employee Lot [3/]	I-405 SB to La Cienega SB	21%
I-105 East	Construction Employee Lot [3/]	I-105 WB to Imperial Hwy WB to Aviation NB to 104th EB to La Cienega SB	32%
North Sepulveda [4/]	Construction Employee Lot [3/]	North Sepulveda SB to Century EB to La Cienega SB	6%
South Sepulveda	Construction Employee Lot [3/]	South Sepulveda NB to Imperial Hwy EB to Aviation NB to 104th EB to La Cienega SB	5%
East Century	Construction Employee Lot [3/]	Century WB to La Cienega SB	3%
North La Cienega	Construction Employee Lot [3/]	La Cienega SB	1%
South La Cienega	Construction Employee Lot [3/]	La Cienega NB to Imperial Hwy WB to Aviation NB to 104th EB to La Cienega SB	0.1%
East Imperial	Construction Employee Lot [3/]	Imperial WB to Aviation NB to 104th EB to La Cienega SB	5%
West Imperial	Construction Employee Lot [3/]	Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.03%
South Main	Construction Employee Lot [3/]	Main NB to W. Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.1%
South Nash	Construction Employee Lot [3/]	Nash NB to W. Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.3%
South Douglas	Construction Employee Lot [3/]	Douglas NB to W. Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.3%
North Aviation	Construction Employee Lot [3/]	Aviation SB to Century EB to La Cienega SB	1%
South Aviation	Construction Employee Lot [3/]	Aviation NB to 104th EB to La Cienega SB	2%
East Lennox	Construction Employee Lot [3/]	Lennox WB to La Cienega SB to 111th WB to Aviation NB to 104th EB to La Cienega SB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot [3/]	I-405 South	La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot [3/]	I-405 North	La Cienega SB to Imperial EB to I-405 NB Ramp	21%
Construction Employee Lot [3/]	I-105 East	La Cienega SB to Imperial WB to I-105 EB Ramp	32%
Construction Employee Lot [3/]	North Sepulveda [4/]	La Cienega SB to 111th WB to Aviation NB to Century WB to Sepulveda NB	6%
Construction Employee Lot [3/]	South Sepulveda	La Cienega SB to Imperial WB to Sepulveda SB	5%
Construction Employee Lot [3/]	East Century	La Cienega SB to 111th WB to Aviation NB to Century EB	3%
Construction Employee Lot [3/]	North La Cienega	La Cienega SB to 111th WB to Aviation NB to Century EB to La Cienega NB	1%
Construction Employee Lot [3/]	South La Cienega	La Cienega SB	0.1%
Construction Employee Lot [3/]	East Imperial	La Cienega SB to Imperial EB	5%
Construction Employee Lot [3/]	West Imperial	La Cienega SB to Imperial WB	0.03%
Construction Employee Lot [3/]	South Main	La Cienega SB to Imperial WB to Main SB	0.1%
Construction Employee Lot [3/]	South Nash	La Cienega SB to Imperial WB to Nash SB	0.3%
Construction Employee Lot [3/]	South Douglas	La Cienega SB to Imperial WB to Douglas SB	0.3%
Construction Employee Lot [3/]	North Aviation	La Cienega SB to 111th WB to Aviation NB	1%
Construction Employee Lot [3/]	South Aviation	La Cienega SB to 111th WB to Aviation SB	2%
Construction Employee Lot [3/]	East Lennox	La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
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			

Table G.4-1: Project Related Construction Vehicle Routes (Construction Staging Lot A)

FROM	TO	ROUTE [1/]	PERCENTAGE OF TRIPS [2/]
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	30%
I-405 North	Construction Site	I-405 SB to I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Pershing Dr. NB to Westchester Pkwy EB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Westchester Pkwy WB to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 SB	30%
Construction Site	I-405 North	Westchester Pkwy WB to Pershing Dr. SB to Imperial EB to I-105 EB to I-405 NB	28%
Construction Site	I-105 East	Westchester Pkwy WB to Pershing Dr. SB to Imperial EB to I-105 EB	42%

NOTES:

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 western end of Westchester Parkway. Vehicles enter and exit this location via Westchester Parkway.

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.

SOURCE: LAWA Staff and Ricondo & Associates, Inc., March 2015.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

Table G.4-2: Project Related Construction Vehicle Routes (Construction Staging Lot G)

FROM	TO	ROUTE [1/]	PERCENTAGE OF TRIPS [2/]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot [3/]	I-405 NB to Century WB to La Cienega SB	23%
I-405 North	Construction Employee Lot [3/]	I-405 SB to La Cienega SB	21%
I-105 East	Construction Employee Lot [3/]	I-105 WB to Imperial Hwy WB to Aviation NB to 104th EB to La Cienega SB	32%
North Sepulveda [4/]	Construction Employee Lot [3/]	North Sepulveda SB to Century EB to La Cienega SB	6%
South Sepulveda	Construction Employee Lot [3/]	South Sepulveda NB to Imperial Hwy EB to Aviation NB to 104th EB to La Cienega SB	5%
East Century	Construction Employee Lot [3/]	Century WB to La Cienega SB	3%
North La Cienega	Construction Employee Lot [3/]	La Cienega SB	1%
South La Cienega	Construction Employee Lot [3/]	La Cienega NB to Imperial Hwy WB to Aviation NB to 104th EB to La Cienega SB	0.1%
East Imperial	Construction Employee Lot [3/]	Imperial WB to Aviation NB to 104th EB to La Cienega SB	5%
West Imperial	Construction Employee Lot [3/]	Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.03%
South Main	Construction Employee Lot [3/]	Main NB to W. Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.1%
South Nash	Construction Employee Lot [3/]	Nash NB to W. Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.3%
South Douglas	Construction Employee Lot [3/]	Douglas NB to W. Imperial EB to Aviation NB to 104th EB to La Cienega SB	0.3%
North Aviation	Construction Employee Lot [3/]	Aviation SB to Century EB to La Cienega SB	1%
South Aviation	Construction Employee Lot [3/]	Aviation NB to 104th EB to La Cienega SB	2%
East Lennox	Construction Employee Lot [3/]	Lennox WB to La Cienega SB to 111th WB to Aviation NB to 104th EB to La Cienega SB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot [3/]	I-405 South	La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot [3/]	I-405 North	La Cienega SB to Imperial EB to I-405 NB Ramp	21%
Construction Employee Lot [3/]	I-105 East	La Cienega SB to Imperial WB to I-105 EB Ramp	32%
Construction Employee Lot [3/]	North Sepulveda [4/]	La Cienega SB to 111th WB to Aviation NB to Century WB to Sepulveda NB	6%
Construction Employee Lot [3/]	South Sepulveda	La Cienega SB to Imperial WB to Sepulveda SB	5%
Construction Employee Lot [3/]	East Century	La Cienega SB to 111th WB to Aviation NB to Century EB	3%
Construction Employee Lot [3/]	North La Cienega	La Cienega SB to 111th WB to Aviation NB to Century EB to La Cienega NB	1%
Construction Employee Lot [3/]	South La Cienega	La Cienega SB	0.1%
Construction Employee Lot [3/]	East Imperial	La Cienega SB to Imperial EB	5%
Construction Employee Lot [3/]	West Imperial	La Cienega SB to Imperial WB	0.03%
Construction Employee Lot [3/]	South Main	La Cienega SB to Imperial WB to Main SB	0.1%
Construction Employee Lot [3/]	South Nash	La Cienega SB to Imperial WB to Nash SB	0.3%
Construction Employee Lot [3/]	South Douglas	La Cienega SB to Imperial WB to Douglas SB	0.3%
Construction Employee Lot [3/]	North Aviation	La Cienega SB to 111th WB to Aviation NB	1%
Construction Employee Lot [3/]	South Aviation	La Cienega SB to 111th WB to Aviation SB	2%
Construction Employee Lot [3/]	East Lennox	La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot [3/]	Construction Site	La Cienega SB to Imperial WB to Pershing NB to Westchester EB	100%
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot [3/]	Westchester WB to Pershing SB to Imperial EB to Aviation NB to 104th EB to La Cienega SB	100%

NOTES:

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 between 104th Street and 111th Street. Vehicles enter and exit this location via La Cienega Boulevard.

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

SOURCE: LAWA Staff and Ricondo & Associates, Inc., March 2015.

PREPARED BY: Ricondo & Associates, Inc., March 2015.

Table G.4-3: Project Related Construction Vehicle Routes (Construction Staging Lot C)

FROM	TO	ROUTE [1/]	PERCENTAGE OF TRIPS [2/]
Deliveries Entering the Staging Site			
I-405 South	Staging Site [3/]	I-405 NB to I-105 WB to Sepulveda NB to Westchester Pkwy WB	30%
I-405 North	Staging Site [3/]	I-405 NB to I-105 WB to Sepulveda NB to Westchester Pkwy WB	28%
I-105 East	Staging Site [3/]	I-105 WB to Sepulveda NB to Westchester Pkwy WB	42%
Deliveries Exiting the Staging Site			
Staging Site [3/]	I-405 South	Westchester WB to La Tijera EB to Sepulveda SB to I-105 EB	30%
Staging Site [3/]	I-405 North	Westchester WB to La Tijera EB to Sepulveda SB to I-105 EB to I-405 NB	28%
Staging Site [3/]	I-105 East	Westchester WB to La Tijera EB to Sepulveda SB to I-105 EB to I-405 SB	42%

NOTES:

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 Staging Site is located near La Tijera Boulevard and Westchester Parkway. Vehicles enter and exit this location via Westchester Parkway.

SOURCE: LAWA Staff and Ricondo & Associates, Inc., March 2015.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

Table G.4-4: Project Related Construction Vehicle Routes (Construction Staging Lot E)

FROM	TO	ROUTE [1/]	PERCENTAGE OF TRIPS [2/]
Deliveries Entering the Staging Site			
I-405 South	Staging Site [3/]	I-405 NB to Imperial WB to Aviation NB to 111th EB	30%
I-405 North	Staging Site [3/]	I-405 SB to La Cienega NB to 111th WB	28%
I-105 East	Staging Site [3/]	I-105 WB to Imperial WB to Aviation NB to 111th EB	42%
Deliveries Exiting the Staging Site			
Staging Site [3/]	I-405 South	111th EB to La Cienega SB to 1-405 SB	30%
Staging Site [3/]	I-405 North	111th EB to La Cienega SB to Imperial EB to I-405 NB	28%
Staging Site [3/]	I-105 East	111th EB to La Cienega SB to Imperial WB to I-105 EB	42%

NOTES:

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 Staging Site is located near Aviation Boulevard and 111th Street. Vehicles enter and exit this location via 111th Street.

SOURCE: LAWA Staff and Ricondo & Associates, Inc., March 2015.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

Appendix H

Taxicab Staging Lot Relocation Analysis

Table of Contents

List of Attachments

List of Tables

List of Exhibits

1. Background

The analysis presented in this document addresses the potential traffic impacts resulting from the relocation of the Taxi Staging Lot at Los Angeles International Airport (LAX) from its current location north of 96th Street between Sepulveda Boulevard and Alverstone Avenue to a portion of a surface parking lot east of Vicksburg Avenue between W. 98th Street and W. 96th Street. This analysis has been prepared by Los Angeles World Airports (LAWA) as lead agency in conformance with the California Environmental Quality Act (CEQA).[1]

The primary objective of this analysis is to evaluate the changes in existing (baseline) and future traffic conditions associated with the relocation of the Taxi Staging Lot. This analysis is consistent with the methodologies and guidelines presented in the City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures Manual (LADOT Manual).[2]

The proposed relocation of the Taxi Staging Lot would not change existing roads (with the exception of striping improvements to Vicksburg Avenue as explained in Section 1.1.1) would not include new public streets, and would not remove existing public streets. Furthermore, the proposed relocation of the Taxi Staging Lot would not change existing bicycle or pedestrian facilities, and would not create new demand for bicycle, pedestrian, or transit facilities and services.

1.1 Methodology

1.1.1 OVERVIEW

As noted above, this analysis focuses on impacts of the proposed relocation of the Taxi Staging Lot at LAX (Project). The traffic study area as shown in **Figure 1** includes intersections anticipated to be directly or indirectly affected by the Project. The procedures are also consistent with the information and requirements defined in City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures. Figure 1 also shows the existing Taxi Staging Lot location adjacent to Alverstone Avenue and the location of the relocated staging lot to the east of Vicksburg Avenue between W. 98th street and W. 96th Street.

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1 California Environmental Quality Act, Public Resources Code Section 21000, et seq.

2 Traffic Study Policies and Procedures, City of Los Angeles Department of Transportation, June 2013

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SOURCE: Ricondo & Associates, Inc., December, 2014.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

Figure 1

Study Area

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The following steps and assumptions were used to develop the analysis methodology:

- The traffic study area was defined according to the travel paths that would be used by taxis to access and egress the existing and relocated staging lots. The taxi travel paths would be consistent with the path of least resistance (lowest travel time) to access the staging lot as well as to travel from the staging lot to the Central Terminal Area (CTA). Traffic effects of the proposed Project would occur east of Vicksburg Avenue on W. 98th Street and on W. 96th Street, with access for the taxis on W. 96th Street and W 98th Street and egress only on W. 98th Street.
- Intersection turning movement traffic volume data were collected at the key traffic study area intersections from 6:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 6:00 p.m. The analysis was conducted during the a.m. and p.m. commuter peak hours within the above mentioned data collection hours. The intersection turning movement data for the W. 98th Street and Avion Drive, Vicksburg Avenue and W. 98th Street intersection as well as the Vicksburg Avenue and Century Boulevard intersection was collected on January 28, 2014; data for the Sepulveda Boulevard and Century Boulevard intersection was collected on July 23, 2014; data for the Vicksburg Avenue and W. 96th Street Bridge intersection was collected on July 24, 2014; and data for the Sky Way and World Way North intersection was collected on August 8, 2014.
- Key off-Airport intersections in the proposed traffic study area were analyzed. The affected roadway links are not residential streets and because of the nature of the development, cut through traffic is not expected. Therefore based on the LADOT Manual Section G, Subsection 3, roadway links were not required to be analyzed.
- Annual Growth rate for non-project related traffic was assumed to be 2 percent per year.
- Project related traffic (taxis) was linearly grown to the horizon years on the basis of forecasted growth in airport passengers.
- Northbound Vicksburg Avenue between W. 96th Street and W. 98th Street was assumed to be restriped for two lanes.
- Taxicabs accessing the relocated staging lot were assumed to originate as follows. This origination was based on existing turning movement volumes and the taxi travel paths that are needed to access the staging lot.
    - 15 percent from east side of the airport using various roadways between Century Boulevard and W. 96th Street
    - 30 percent from the south side of the airport using northbound Sepulveda Boulevard
    - 5 percent from the Central Terminal Area
    - 50 percent from the north side of the airport using southbound Sepulveda Boulevard

- Taxicabs exiting the relocated staging lot were assumed to access the CTA as follows.
  - 25 percent traveling southbound on Vicksburg Avenue, then westbound on Century Boulevard/Little Century Boulevard
  - 75 percent traveling northbound on Vicksburg Avenue, then over the 96th Street Bridge

The following describes the methodology and assumptions underlying the various traffic conditions considered in this traffic analysis, and how the proposed Project's direct and indirect (cumulative) impacts were identified relative to those conditions. As per the requirements and guidelines set forth in the LADOT manual, the following scenarios were analyzed in this study.

1.1.2 BASELINE (2014) WITHOUT PROJECT

This scenario represents the existing traffic conditions as observed in July 2014. The most current traffic data available for the study area was collected in 2014 and therefore this year served as the basis for the baseline conditions (Baseline [2014]).

1.1.2.1 Prepare Model of Study Area Roadways and Intersections

A model of traffic study area roadways and intersections was developed to assist with intersection capacity analysis (i.e., geometric configuration, quantitative delineation of capacity, and operational characteristics of intersections likely to be affected by the proposed Project's traffic). The model was developed using TRAFFIX,[3] a traffic analysis software program designed for developing traffic forecasts and analyzing intersection and roadway capacities. The model uses widely accepted traffic engineering methodologies and procedures, including the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning Method,[4] which is the required intersection analysis methodology for traffic impact studies conducted within the City of Los Angeles.

1.1.2.2 Calculate Baseline Levels of Service

Intersection Levels of Service (LOS) were calculated using the 2014 intersection traffic volumes coinciding with the a.m. commuter peak hour (8:00 a.m. to 9:00 a.m.) and the p.m. peak hour (5:00 p.m. to 6:00 p.m.). These levels of service defined existing baseline conditions which served as a basis of comparison for assessing potential impacts generated by the proposed Project.

1.1.3 BASELINE (2014) WITH PROJECT

This scenario represents the existing traffic conditions as affected by the relocation of the taxi staging lot. This traffic analysis was designed to assess the direct impacts associated with the proposed Project, as well as the effects of future cumulative conditions. For purposes of determining direct Project-related impacts, a traffic

[3] Dowling Associates, TRAFFIX Version 7.7

[4] Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

scenario was developed consisting of baseline traffic described above plus the additional traffic that would be the traffic relocated as a result of the proposed Project during the peak periods. The following steps were conducted to determine the Baseline with Project traffic volumes.

1.1.3.1 Estimate Project Traffic Volumes

Inbound taxi trips to the existing staging lot were assumed to originate from southbound Sepulveda Boulevard, northbound Sepulveda Boulevard, and various streets on the east side of the airport primarily culminating on W. 96th Street to access the staging lot. These trips were calculated on the basis of assumptions listed in the previous section. It was assumed that 90% of taxi trips exiting the existing staging lot accessed the CTA using Alverstone Avenue to Davidson Street (an airport-owned street parallel to and north of 96th Street) and Sky Way. The remaining taxis used southbound Sepulveda Boulevard to Little Century Boulevard to reach the CTA. All taxi trips were then reassigned to the proposed new staging lot. For conservative analysis, 25 percent of the exiting trips from the new staging lot bound to the CTA were assumed to use southbound Vicksburg Avenue and then turn right on westbound Century Boulevard and enter the CTA through Little Century Boulevard.

1.1.3.2 Estimate Baseline with Project Peak Traffic Volumes

The estimated Baseline Plus proposed Project traffic volumes were estimated by adding the reassigned taxi volumes and removing the existing taxi volumes from the peak period baseline volumes.

1.1.4 CUMULATIVE CONDITIONS

In addition to the Baseline With Project condition described above, future cumulative traffic conditions were analyzed. In accordance with Section 15355 of the CEQA Guidelines, cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

In accordance with CEQA Guidelines Section 15130(b), there are essentially two options for delineating cumulative development for evaluating potential impacts:

a. List past, present, and reasonably foreseeable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

b. Summarize projections contained in an adopted general plan or related planning document, or in a prior adopted or certified environmental document, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

For purposes of the proposed Project, the first of the two options, commonly referred to as "the list approach," was used to delineate cumulative projects. For this analysis, the background traffic was increased to reflect additional growth from non-specific projects, and taxi traffic was grown on the basis of forecast airport passengers. Cumulative conditions were determined using a process that requires the development of the two sets of future cumulative traffic volume conditions for the horizon year, as described below.

1.1.4.1 Cumulative Base Future (2016) Without Project Scenario

This scenario combines baseline traffic volumes with growth from all sources other than the Project to determine the overall peak cumulative traffic conditions. The following steps were taken to develop the traffic volumes for this scenario. To develop these volumes, the baseline condition traffic volume was grown at an assumed annual rate of two percent per year to account for local background traffic growth and the taxi proportion of the baseline traffic volume was grown based on the airport growth rate to 2016.

1.1.4.2 Project Future (2016) With Project Scenario

Project related traffic reassignments as explained in Section 1.1.3 were performed under 2016 traffic conditions to determine the traffic volumes during the peak hours in the horizon year. The future traffic condition was determined by growing the non-project background traffic at an assumed annualized growth rate and growing the taxi volumes based on the forecast growth in airport passengers for the horizon year.

1.1.5 DELINEATION OF IMPACTS AND MITIGATION MEASURES

The following steps were conducted to calculate intersection levels of service, identify impacts, and identify potential mitigation measures, if necessary.

Analyze Intersection and Roadway Levels of Service - the levels of service on the traffic study area intersections and roadways were analyzed using TRAFFIX. Intersection LOS was estimated using the CMA planning level methodology, as defined in Transportation Research Board Circular 212,[5] in accordance with LADOT Traffic Studies Policies and Procedures guidelines,[6] and the L.A. CEQA Thresholds Guide.[7] Intersection LOS was analyzed for the following conditions:

- Baseline (2014) (Existing Traffic);
- Baseline 2014 With Project (Existing Plus Project Traffic);
- Future Cumulative Traffic (2016) Without Project; and
- Future Cumulative Traffic (2016) With Project.

1.1.5.1 Identify Project Impact

Project-related impacts associated with the proposed Project were identified. Intersections that were anticipated to be significantly affected by Project-related traffic were identified according to the criteria established in the LADOT Traffic Studies Policies and Procedures guidelines. Impacts were determined by comparing the LOS results for the following:

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5 Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

6 Los Angeles Department of Transportation, Traffic Study Policies and Procedures, June 2013.

7 City of Los Angeles, Department of City Planning, *L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analysis in Los Angeles*, 2006.

Baseline with Project Compared with Baseline: This comparison is utilized to isolate the potential impacts of the proposed Project.

Cumulative Impacts: Cumulative impacts were determined using a two-step process. Initially, the Cumulative Traffic (2016) With Project conditions were compared to the baseline condition to determine if a cumulative impact would occur relative to baseline. An impact was deemed significant if it would exceed the allowable threshold of significance defined in the LADOT Guidelines. If a cumulative impact were determined, then a second comparison of the With Project vs. the Without Project LOS conditions was made to determine if the project's contribution to the cumulative impact was determined to be "cumulatively considerable" in accordance with the impact thresholds defined in Section 1.6 below.

Identify Potential Mitigation Measures: The traffic analysis methodology included provisions to identify mitigation measures, as necessary, for intersections determined to be significantly affected by Project related traffic. The identification of appropriate mitigation measures includes integration of the applicable LAX Master Plan commitments intended to address potential Project related impacts.

1.2 Existing Conditions

1.2.1 REGULATORY CONTEXT

The LADOT Traffic Study Policies and Procedures Manual require that a Traffic Study be prepared if the following criteria are met:

- A project is likely to add 500 or more daily trips
- A project is likely to add 43 or more a.m. or p.m. peak hour trips

Although the Project does not generate any new trips from the regional context, the relocation of the Taxi Staging Lot would add trips to roadways adjacent to the proposed new lot while removing trips from the roadways that are serving the existing staging lot. Local traffic patterns also change with the relocation of the staging lot. The Project would add more than 43 a.m. or p.m. Peak hour trips to roadways in the immediate vicinity of the new lot and therefore, this traffic study was prepared.

1.2.2 TRAFFIC STUDY AREA

The traffic study area is depicted on Figure 1. The scope of the traffic study area was determined by identifying the intersections most likely to be used by taxis accessing the proposed relocated Taxi Staging Lot. As per the LADOT manual, the extents of the study area were established by identifying the roadway segments and intersections that were anticipated to be affected as a result of the Project.

1.2.2.1 Study Area Roadways and Intersections

The following roadways and intersections were considered in this study:

Roadways

- ***Vicksburg Avenue*** - a north-south street that is west of the Project site. This roadway is currently a two way street with one lane in each direction. The stretch of Vicksburg Avenue between W. 96th Street and W. 98th Street is anticipated to be improved by eliminating parking on the east side of the street and restriping the northbound approach to two lanes.
- ***W. 96th Street*** - an east-west street on the north side of the Project site. This is currently a five-lane roadway with two lanes in each direction plus a center turn lane. This street has bike lanes in each direction. There is no parking allowed on either side of this street.
- ***W. 98th Street*** - an east-west street on the north side of the Project site. This street is striped with one lane in each direction plus a center turn lane.
- ***Century Boulevard*** - an east-west major arterial one block south of the Project site. This is currently an eight-lane roadway with four lanes in each direction and left turn lanes.
- ***Sky Way*** - located west of the Project site, this on-airport roadway serves the majority of the Project traffic seeking to enter the CTA. This is currently a four-lane roadway with two lanes in each direction.
- ***Sepulveda Boulevard*** - a north-south major arterial one block west of the Project site with four lanes in each direction

Intersections

As shown on Figure 1, the following intersections were analyzed as a part of this analysis.

- Vicksburg Avenue and W. 96th Street
- W. 98th Street and Avion Drive
- Vicksburg Avenue and Century Boulevard
- Sepulveda Boulevard and Century Boulevard
- Sky Way and World Way North (on-airport intersection)

Table 1 shows the existing intersection control and geometry. All signalized intersections are part of LADOT's Automated Traffic Surveillance and Control (ATSAC) system and Adaptive Traffic Control System (ATCS) for traffic signal operation.

Table 1: Intersection Geometry and Control

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES	**CONTROL**	**NL**	**NT**	**NR**	**SL**	**ST**	**SR**	**EL**	**ET**	**ER**	**WL**	**WT**	**WR**
Vicksburg and 96th Lanes	Signal	0	1	0	1	1	1	1	2	0	1	1	1
W. 98th Street and Avion Drive	Stop	0	1	0	0	1	0	1	1	0	1	1	0
Vicksburg and Century Lanes	Signal	0	1	X	X	1	0	X	X	X	X	2	0
Sepulveda and Century Lanes	Signal	X	4	1	X	4	1	X	X	X	1.5	0.5	2
Sky Way and World Way North	Signal	2	1	X	X	2	1	X	X	X	X	5.5	0.5

NOTES:

X represents prohibited or movement not possible

0 represents no specific lane is assigned

Fractions represent the shared lanes

SOURCE: Pacific Data Services through Raju Associates, July 2014; NDS, LAWA Data Collection August, 2014.
PREPARED BY: Ricondo & Associates, December 2014.

1.2.3 BASELINE INTERSECTION VOLUMES

Baseline traffic volumes consist of the traffic volumes that represent the latest available traffic activity at the time of this analysis (between January and August 2014). Baseline volumes are based on actual 2014 data collected during the a.m. and p.m. peak hours. Baseline intersection traffic volumes are provided in **Table 2**.

1.2.4 BASELINE INTERSECTION ANALYSES

Intersection LOS was analyzed using the CMA methodology to assess the estimated operating conditions during baseline conditions for the a.m. and p.m. peak hours. LOS is a qualitative measure that describes traffic operating conditions (e.g., delay, queue lengths, congestion). Intersection level of service ranges from A (i.e., excellent conditions with little or no vehicle delay) to F (i.e., excessive vehicle delays and queue lengths). LOS definitions for the CMA methodology are presented in **Table 3**.

In accordance with LADOT analysis procedures, the volume/capacity (V/C) ratio calculated using the CMA methodology is reduced by 0.07 for those intersections included within the ATSAC system and a further reduction of 0.03 for those intersections with both ATSAC and ATCS to account for the improved operation and increased efficiency that is not captured as part of the CMA methodology. Application of the ATSAC/ATCS reduction is described in Attachment D of the LADOT Manual.

Table 2: Baseline Intersection Volumes

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
PEAK HOUR	**NL**	**NT**	**NR**	**SL**	**ST**	**SR**	**EL**	**ET**	**ER**	**WL**	**WT**	**WR**
Vicksburg Avenue and W. 96th Street												
A.M.	14	42	30	135	59	109	86	144	6	58	108	386
P.M.	28	88	56	161	43	108	100	212	17	72	121	469
Avion Drive and W.98th Street												
A.M.	35	57	49	11	33	10	25	115	32	30	74	40
P.M.	50	26	76	24	58	12	10	115	25	31	129	11
Sepulveda Boulevard and Century Boulevard												
A.M.	0	4152	2	0	2116	34	0	1	0	340	68	406
P.M.	0	3629	0	0	2777	37	0	1	0	452	65	219
Vicksburg Avenue and Century Boulevard												
A.M.	5	17	0	0	0	90	0	0	0	0	906	75
P.M.	1	16	0	0	0	144	0	0	0	0	562	50
Sky Way and World Way North												
A.M.	281	159	0	0	390	100	0	0	0	0	908	5
P.M.	321	240	0	0	672	232	0	0	0	0	1350	2

SOURCE: Pacific Data Services through Raju Associates, July 2014; NDS, LAWA Data Collection August, 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

Table 3: Level of Service Thresholds and Definitions for Signalized Intersections

LEVEL OF SERVICE (LOS)	VOLUME/ CAPACITY RATIO THRESHOLD (SIGNALIZED)	DELAY (SECONDS) UNSIGNALIZED	DEFINITION
A	0 - 0.6	<10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.7	>10- 20	VERY GOOD. An occasional approach phase is fully used; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.8	>20-35	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.9	>35-55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.0	>55-80	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than - 1.0	>80	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: Transportation Research Board, Transportation Research Circular No. 212, *Interim Materials on Highway Capacity*, January 1980., Highway Capacity Manual, 2010.

PREPARED BY: Ricondo & Associates, Inc. December 2014.

The estimated intersection LOS for baseline conditions is provided in **Table 4**. As shown in Table 4, all of the intersections operated at LOS A during the baseline a.m. and p.m. commuter peak periods analyzed for the proposed project. The level of service results from the TRAFFIX program, including the volume, geometry and other inputs used to produce these results are provided in **Attachment H.1**.

Table 4: Baseline Level of Service (LOS)

				A.M.		P.M.	
INTERSECTION NUMBER	INTERSECTION	ATSAC	ATCS	V/C OR DELAY	LOS[4/]	V/C OR DELAY	LOS
1	Vicksburg Avenue and W. 96th Street	X	X	0.040	A	0.113	A
2	Avion Drive and W.98th Street	Stop Control (Delay)		8.4	A	8.7	A
3	Vicksburg Avenue and Century Boulevard	X	X	0.237	A	0.161	A
4	Sepulveda Boulevard and Century Boulevard	X	X	0.599	A	0.560	A
5	Sky Way and World Way North	X	X	0.322	A	0.551	A

NOTES:

V/C ratios include the ATSAC and ATCS credits where appropriate

SOURCE: Ricondo & Associates, Inc. December 2014.

PREPARED BY: Ricondo & Associates, Inc. March 2015.

1.3 Project-Generated Traffic

As a result of the relocation of the Taxi Staging Lot from its current location to the new location as shown on Figure 1, no new additional trips on the regional roadway network in the immediate vicinity of the airport are anticipated to be generated. However, the Project would result in taxi trips changing travel paths and as a result the roadways in the immediate vicinity of the new Taxi Staging Lot will gain these relocated trips. The proposed staging lot is currently used as a staging lot by a company that operates consolidated bus service shuttles, a company that repairs and maintains those shuttles, and Easy Park shuttles. Trip credits as a result of these companies vacating the Project location were not taken to provide for a more conservative analysis.

1.3.1 PROJECT TRIPS

Table 5 presents the existing taxi volumes entering and exiting the existing taxi staging lot. These volumes were obtained from data recorded by the LAX Automatic Vehicle Identification System (AVI). This system is in place at the entrances and exits to the CTA and provides data for commercial vehicles, including taxis, entering and exiting the airport. All taxis entering the CTA to pick up passengers must first stop at the taxi staging lot to receive a way bill and terminal assignment. Therefore, the volumes recorded by the AVI system on the lower level entry roadways into the CTA represent the taxi volumes that have exited the existing staging lot. It was assumed that the taxis entering the staging lot will be equal to the taxis exiting the staging lot.

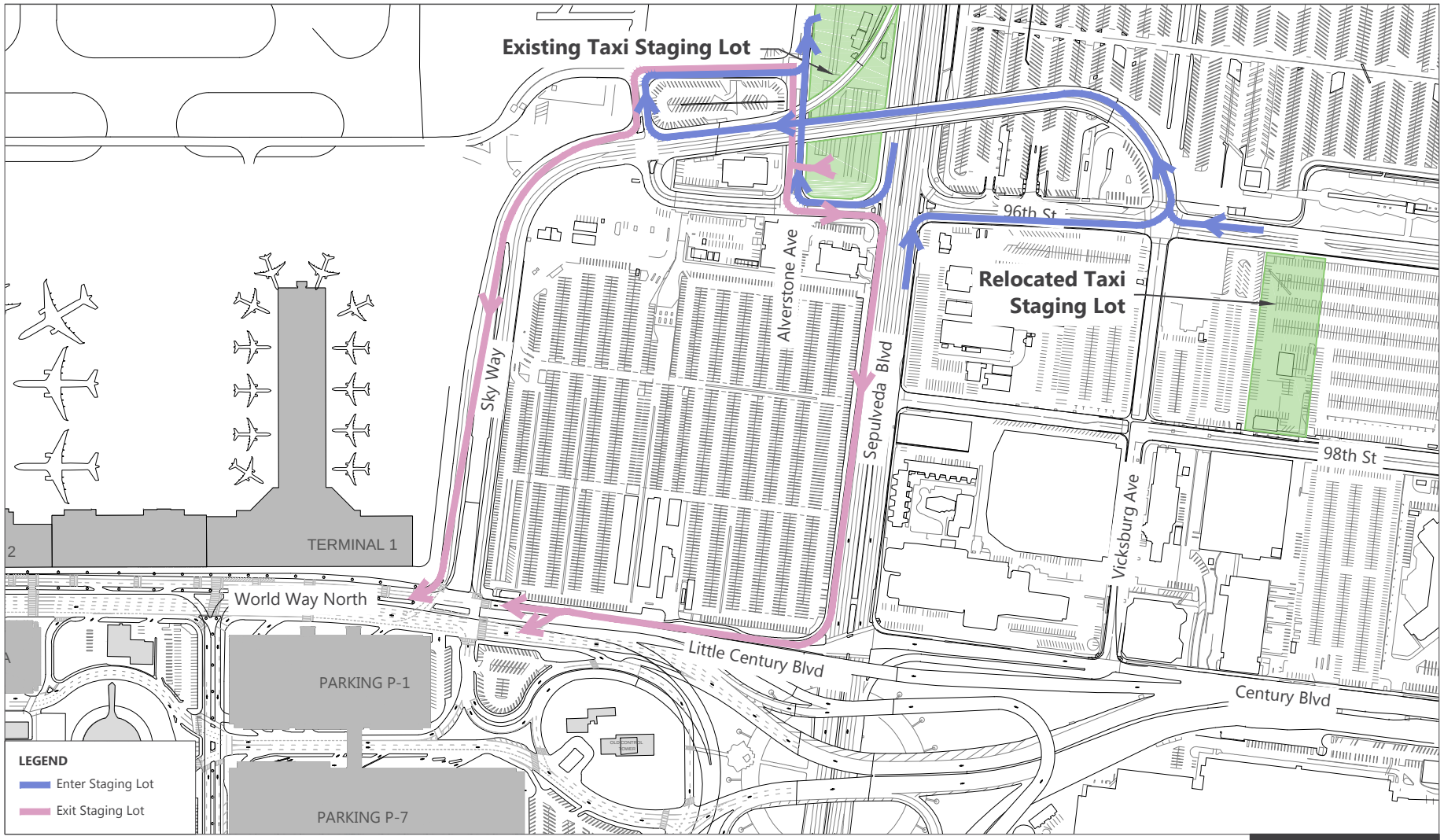
Table 5: Existing (2014) Taxi Staging Lot Inbound and Outbound Volumes

PEAK HOUR	ENTER STAGING LOT	EXIT STAGING LOT
A.M.	149	149
P.M.	286	286

SOURCE: Los Angeles International Airport Automatic Vehicle Identification System Data.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

1.3.2 EXISTING TAXI TRIP DISTRIBUTION

Figure 2 shows the current travel path of taxis to the existing staging lot on the north side of the W. 96th Street Bridge. The travel paths shown in blue represent the inbound travel paths of taxis entering the staging lot. The travel paths shown in purple represent the inbound travel paths of taxis exiting the staging lot on their way to pick up passengers on the lower (arrivals) level of the LAX CTA.



SOURCE: Ricondo & Associates, Inc., December, 2014.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

FIGURE 2

Taxi Travel Path
From/To Existing Taxi Staging Lot

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Table 6 presents the existing Taxi Staging Lot entering and exiting traffic distributed to the study area intersections. For the entering taxi trips, it was assumed that 15 percent of the taxis originate east of the airport, 5 percent originate on-airport after dropping off passengers in the CTA, 30 percent of the trips were assumed to originate from south of the airport, and the remaining 50 percent were assumed to originate north of the airport. Trips originating from the west were assumed to turn right onto Vicksburg Avenue from westbound Century Boulevard and use the W. 96th Street Bridge to access the staging lot. Trips originating from within the CTA were assumed to use northbound Sepulveda Boulevard, turn right onto W 96th Street, and turn left to use the W. 96th Street Bridge to access the staging lot. Trips originating from south of LAX were assumed to use northbound Sepulveda Boulevard and turn right onto W. 96th Street to access the staging lot from the W. 96th Street Bridge. All trips originating from the north are assumed to travel southbound on Sepulveda Boulevard, turn right onto westbound W. 96th Street and access the staging lot from Alverstone Avenue. Trips originating north of the airport currently do not access the study area intersections.

1.3.3 RELOCATED TAXI TRIP DISTRIBUTION

Figure 3 shows the travel path the taxis are anticipated to take to the proposed relocated Taxi Staging Lot. The travel paths shown in blue represent the inbound travel paths of taxis entering the staging lot. The travel paths shown in purple represent the inbound travel paths of taxis exiting the staging lot on their way to pick up passengers on the lower (arrivals) level of the CTA.

Table 7 presents the proposed relocated Taxi Staging Lot entering and exiting traffic distributed to the study area intersections. For the entering taxi trips, it was assumed that 15 percent of the taxis would originate east of the airport, 5 percent would originate on-airport after dropping off passengers in the CTA, 30 percent of the trips were assumed to originate south of the airport, and the remaining 50 percent were assumed to originate north of the airport. Trips originating on the west side would turn right onto Vicksburg Avenue from westbound Century Boulevard and use W. 96th Street to access the staging lot. Trips originating within the CTA are anticipated to use northbound Sepulveda Boulevard and turn right onto W. 96th Street to access the staging lot. Trips originating south of the airport are anticipated to use northbound Sepulveda Boulevard and turn right onto W. 96th Street to access the staging lot. All trips originating north of the airport are anticipated to use the W. 96th Street Bridge, then turn left onto W. 96th Street to access the staging lot. Taxis originating east of the project site are expected to use westbound 98th Street and turn right into the staging lot. To provide for a conservative analysis, it was assumed that 75 percent of the taxi trips exiting the proposed staging lot would turn right onto Vicksburg Avenue and access the CTA using the W. 96th Street Bridge and 25 percent of the taxi trips would turn left onto Vicksburg Avenue, then turn right onto Century Boulevard and access the CTA from World Way North.

Table 6: Existing Taxi Trip Distribution

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
PEAK HOUR	**NL**	**NT**	**NR**	**SL**	**ST**	**SR**	**EL**	**ET**	**ER**	**WL**	**WT**	**WR**
Vicksburg Avenue and W. 96th Street												
A.M.							52					22
P.M.							100					43
Avion Drive and W. 98th Street												
A.M.												
P.M.												
Sepulveda Boulevard and Century Boulevard												
A.M.					15							
P.M.					29							
Vicksburg Avenue and Century Boulevard												
A.M.												
P.M.												
Sky Way and World Way North												
A.M.					134						15	
P.M.					257						29	

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

[Draft]

SOURCE: Ricondo & Associates, Inc., December, 2014.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

FIGURE 3

Taxi Travel Path
From/To Relocated Taxi Staging Lot

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Table 7: Relocated Taxi Trip Distribution

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
PEAK HOUR	**NL**	**NT**	**NR**	**SL**	**ST**	**SR**	**EL**	**ET**	**ER**	**WL**	**WT**	**WR**
Vicksburg Avenue and W. 96th Street												
A.M.		112		75				52				
P.M.		215		143				100				
Avion Drive and W. 98th Street												
A.M.											22	
P.M.											43	
Sepulveda Boulevard and Century Boulevard												
A.M.											37	
P.M.											72	
Vicksburg Avenue and Century Boulevard												
A.M.					37							
P.M.					72							
Sky Way and World Way North												
A.M.					112						37	
P.M.					215						72	

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

1.4 Baseline With Project

1.4.1 BASELINE WITH PROJECT TRAFFIC VOLUMES

The estimated Baseline Plus proposed Project traffic volumes were estimated by adding the reassigned taxi volumes and removing the existing taxi volumes from the peak period baseline volumes. **Table 8** shows the Baseline With Project traffic volumes under this condition.

Table 8: Baseline With Project Traffic Volumes

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
PEAK HOUR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Vicksburg Avenue and W. 96th Street												
A.M.	14	154	30	210	59	109	34	196	6	58	108	364
P.M.	28	303	56	304	43	108	0	312	17	72	121	426
Avion Drive and W. 98th Street												
A.M.	35	57	49	11	33	10	25	115	32	30	96	40
P.M.	50	26	76	24	58	12	10	115	25	31	172	11
Sepulveda Boulevard and Century Boulevard												
A.M.	0	4152	2	0	2116	19	0	1	0	340	105	406
P.M.	0	3629	0	0	2777	8	0	1	0	452	137	219
Vicksburg Avenue and Century Boulevard												
A.M.	5	17	0	0	0	127	0	0	0	0	906	75
P.M.	1	16	0	0	0	216	0	0	0	0	562	50
Sky Way and World Way North												
A.M.	281	159	0	0	368	100	0	0	0	0	930	5
P.M.	321	240	0	0	629	232	0	0	0	0	1393	2

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

1.5 Cumulative Conditions

The components of traffic for the future cumulative traffic condition are described in this section. The future cumulative traffic condition takes into consideration past, present, and reasonably foreseeable projects and includes growth in ambient background traffic and both airport and non-airport developments in the vicinity of the airport. Given that approval, construction, and operation of local area development projects is a continuous process, the traffic associated with the construction and operation of many past and current local area developments are represented in the traffic volume data used as a basis for the traffic study; any new projects were assumed to be captured in the assumed ambient growth rate.

1.5.1 PLANNED TRANSPORTATION NETWORK IMPROVEMENT

Figure 4 shows the proposed improvement to Vicksburg Avenue. The existing northbound lanes of the roadway would be restriped to two lanes. In order to accomplish this capacity improvement, an existing taxi zone and six parking meters on the east side of Vicksburg Avenue between W. 96th Street and W. 98th Street would be eliminated. This would change the northbound lane configuration at the intersection of Vicksburg Avenue and W. 96th Street to one shared left-through lane and one shared through/right lane.

1.5.2 GROWTH RATES

The baseline traffic was separated into airport related as well as non-airport related traffic. The airport related traffic was grown linearly with the growth in passenger activity represented in terms of million annual passengers (MAP). Historical passenger activity levels from the year 2009 to year 2013 were used to linearly forecast the MAP levels to the 2016 horizon year. The resulting growth rates were used to estimate the airport related traffic volumes. The airport related traffic volumes are estimated to grow by 7.2 percent between the baseline (2014) and horizon year 2016.

The ambient non-airport related growth was assumed to be 2 percent per year; the resulting growth rate for the horizon year 2016 as compared to baseline conditions was 4 percent.

1.5.3 CUMULATIVE BASE FUTURE TRAFFIC (2016 AND 2020) WITHOUT PROJECT

The traffic volumes for the Future Cumulative Without Project conditions were calculated by growing the baseline traffic volumes to 2016 by applying the growth rates as explained in Section 1.5.2. **Table 9** shows the traffic volumes at the study area intersections for the Future 2016 cumulative conditions.

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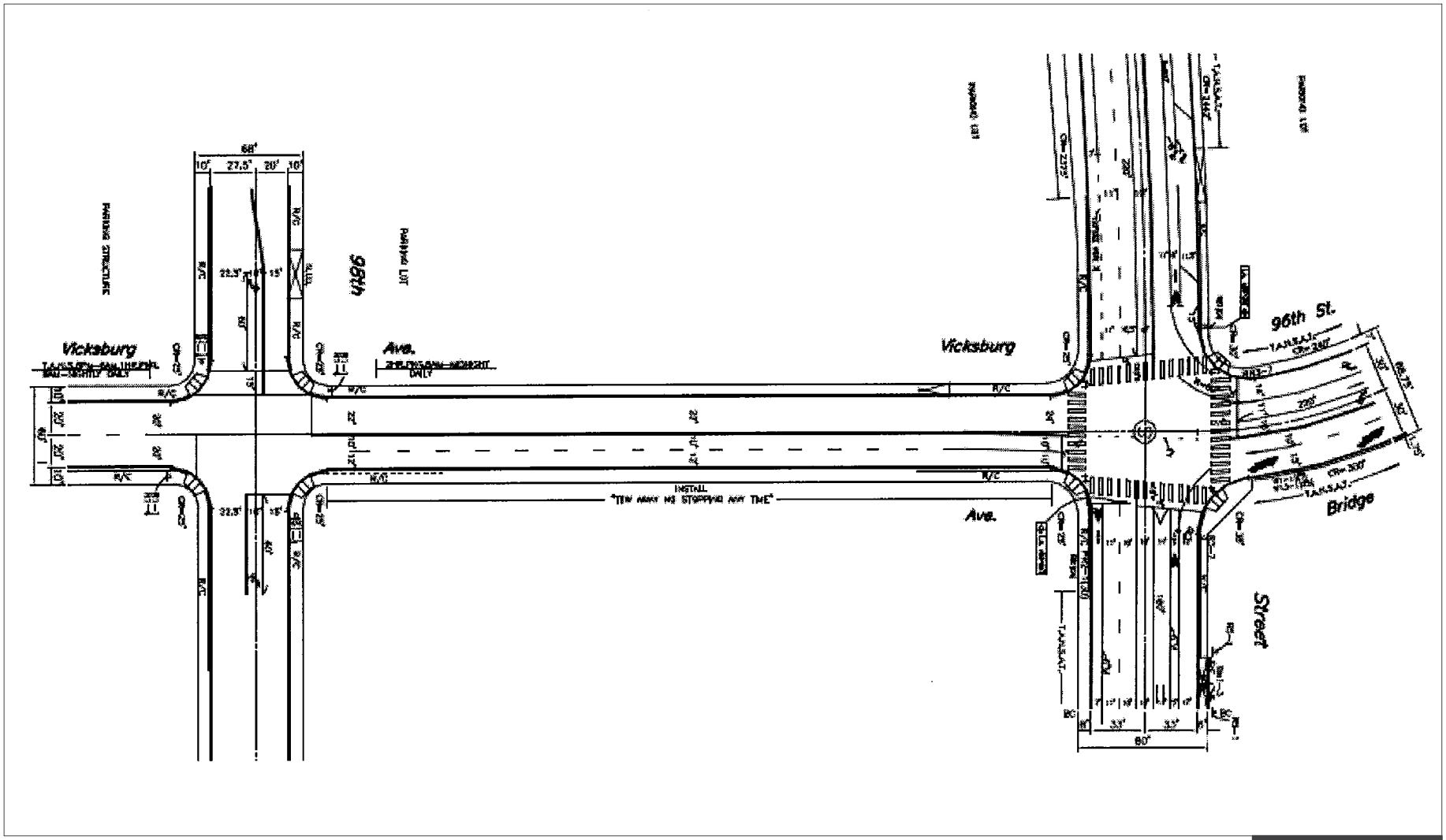

SOURCE: Los Angeles World Airports, November, 2014.
PREPARED BY: Ricondo & Associates, Inc., March 2015.

FIGURE 4

NORTH 0 NTS

Vicksburg Avenue Proposed Improvements

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Table 9: Cumulative Base Future (2016) Traffic Volumes

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
PEAK HOUR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
Vicksburg Avenue and W. 96th Street												
A.M.	15	44	31	140	61	113	91	150	6	60	112	402
P.M.	29	92	58	168	45	112	107	221	18	75	126	489
Avion Drive and W. 98th Street												
A.M.	36	59	51	11	34	10	26	120	33	31	77	42
P.M.	52	27	79	25	60	12	10	120	26	32	134	11
Sepulveda Boulevard and Century Boulevard												
A.M.	0	4320	2	0	2201	36	0	1	0	354	71	422
P.M.	0	3776	0	0	2889	39	0	1	0	470	68	228
Vicksburg Avenue and Century Boulevard												
A.M.	5	18	0	0	0	94	0	0	0	0	943	78
P.M.	1	17	0	0	0	150	0	0	0	0	585	52
Sky Way and World Way North												
A.M.	301	170	0	0	418	107	0	0	0	0	974	5
P.M.	344	257	0	0	720	249	0	0	0	0	1447	2

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

1.5.4 PROJECT (2016) CONDITIONS (CUMULATIVE WITH PROJECT)

The traffic volumes for the future Cumulative Conditions With Project were calculated by growing the baseline traffic volumes to 2016 by applying the growth rates specified in Section 1.5.2. Taxi travel paths were then adjusted to reflect the travel paths with the proposed Project and the resulting traffic volumes at the study area intersections were calculated. **Table 10** shows the traffic volumes at the study area intersections for the Project (2016) cumulative conditions.

Table 10: Project (2016) Cumulative Conditions Traffic Volumes

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
PEAK HOUR	**NL**	**NT**	**NR**	**SL**	**ST**	**SR**	**EL**	**ET**	**ER**	**WL**	**WT**	**WR**
Vicksburg Avenue and W. 96th Street												
A.M.	15	164	31	220	61	113	35	206	6	60	112	378
P.M.	29	322	58	321	45	112	0	328	18	75	126	443
Avion Drive and W. 98th Street												
A.M.	36	59	51	11	34	10	26	120	33	31	101	42
P.M.	52	27	79	25	60	12	10	120	26	32	180	11
Sepulveda Boulevard and Century Boulevard												
A.M.	0	4320	2	0	2201	20	0	1	0	354	111	422
P.M.	0	3776	0	0	2889	9	0	1	0	470	144	228
Vicksburg Avenue and Century Boulevard												
A.M.	5	18	0	0	0	134	0	0	0	0	943	78
P.M.	1	17	0	0	0	226	0	0	0	0	585	52
Sky Way and World Way North												
A.M.	301	170	0	0	394	107	0	0	0	0	997	5
P.M.	344	257	0	0	675	249	0	0	0	0	1493	2

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

1.6 Thresholds of Significance

The traffic study area intersections fall entirely within the City of Los Angeles. Thus, these intersections were evaluated for potential traffic impacts using the LADOT significant traffic impact criteria.

1.6.1 CITY OF LOS ANGELES IMPACT CRITERIA

In accordance with LADOT criteria defined in its Traffic Study Policy and Procedures Manual,[8] an impact is considered to be significant if one of the following thresholds is exceeded:

V/C Methodology

- The LOS is C, its final V/C ratio is 0.701 to 0.80, and the project-related increase in V/C is 0.040 or greater, or
- The LOS is D, its final V/C ratio is 0.801 to 0.90, and the project-related increase in V/C is 0.020 or greater, or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the project-related increase in V/C is 0.010 or greater.

Delay Methodology

- The LOS is C, its final delay is between 20 to 35 seconds, and the project-related increase in delay is six seconds or greater, or
- The LOS is D, final delay is between 35 to 55 seconds, and the project-related increase in delay is four seconds or greater, or
- The LOS is E or F, final delay is greater than 55, and the project-related increase in delay is 2.5 seconds or greater.

The "final V/C ratio" as defined by LADOT consists of the future V/C ratio at an intersection that includes volume from the project, baseline, ambient background growth, and other related projects, but without proposed intersection traffic mitigation as potentially required by the project.

The "project-related increase" is defined as the change in the unmitigated LOS condition between the (a) future V/C "with" the project, baseline, ambient background growth (for the cumulative analysis), and other related project growth, and (b) the future V/C without the project, but with baseline, ambient background growth, and other related project growth. For purposes of this analysis and in accordance with CEQA,

[8] Los Angeles Department of Transportation, Traffic Study Policies and Procedures, Revised June 2013.

proposed Project impacts were determined by comparing the level of service results for the following conditions:

- Project Impacts - The direct impacts of the proposed Project were determined by calculating the difference in LOS for the Baseline With Project LOS and the Baseline LOS. This comparison is required to isolate the direct impacts of the proposed Project. The difference in LOS was compared to the thresholds identified earlier in this section to determine if the proposed Project would result in a significant impact.
- Cumulative Impacts - The cumulative impacts analysis is intended to provide a comparison of future traffic conditions, consisting of traffic generated by all anticipated sources described previously in this document. Cumulative impacts were analyzed using a two-step process. Initially, the cumulative With Project LOS condition was compared with the baseline condition to determine if a cumulative impact would occur relative to the baseline. A cumulative impact was deemed significant if it exceeded the allowable threshold of significance defined earlier in this section. If a cumulative impact was determined, then a second comparison was conducted by calculating the difference in V/C for the With Project and Without Project LOS to determine the proposed Project's contribution. If the calculated differences in V/C exceed the threshold guidelines defined in this section, then it was determined that the proposed Project component would represent a cumulatively considerable contribution (significant impact).

1.7 Impact Analysis

1.7.1 IMPACT COMPARISON 1: PEAK TRAFFIC WITH BASELINE TRAFFIC MEASURED AGAINST BASELINE

This comparison provides the basis for determining Project-related impacts. The comparison is based on Project-specific traffic redistribution during the a.m. and p.m. periods added to baseline traffic volumes (during peak times). The resulting levels of service were compared to the levels of service associated with the baseline condition. A significant impact would be realized if/when the thresholds of significance are met or exceeded. Impact comparisons between the proposed Project's traffic added to the baseline compared to the baseline is depicted in **Table 11**. As shown in Table 11, there were no significant impacts under the baseline conditions with the proposed Project trips.

At the intersection of Sky Way and World Way North, the change in V/C ratio was negative or in other words the intersection LOS improved marginally as compared to the Without Project conditions. This is because, in the Without Project conditions, 90 percent of taxis would be using the 3-lane Sky Way with lower green time, and turn right onto World Way North to access the CTA, leading to a higher V/C. In the With Project condition, Sky Way would have 15 percent fewer taxi trips with these trips assumed to use the 7-lane (2 inner and 5 outer lanes) World Way North, which has higher green times.

Table 11: Impact Comparison 1: Peak Traffic with Baseline Traffic Measured Against Baseline

				BASELINE (2014) WITHOUT PROJECT		BASELINE (2014) WITH PROJECT			
INTERSECTION	ATSAC[1/5/]	ATCS[2/5/]		V/C[3/] OR DELAY	LOS[4/]	V/C[3/] OR DELAY	LOS[4/]	CHANGE	SIGNIFICANT IMPACT?
1 Vicksburg Avenue and W. 96th Street	X	X	A.M.	0.04	A	0.102	A	0.062	No
			P.M.	0.113	A	0.222	A	0.109	No
2 Avion Drive and W. 98th Street	STOP CONTROL		A.M.	8.4	A	8.5	A	0.1	No
			P.M.	8.7	A	9	A	0.3	No
3 Vicksburg Avenue and Century Boulevard	X	X	A.M.	0.237	A	0.258	A	0.021	No
			P.M.	0.161	A	0.203	A	0.042	No
4 Sepulveda Boulevard and Century Boulevard	X	X	A.M.	0.599	A	0.609	B	0.01	No
			P.M.	0.56	A	0.58	A	0.02	No
5 Sky Way and World Way North	X	X	A.M.	0.322	A	0.311	A	-0.011	No
			P.M.	0.551	A	0.529	A	-0.022	No

NOTES:

1/ Automated Traffic Surveillance and Control (ATSAC)

2/ Adaptive Traffic Control System (ATCS)

3/ Volume to Capacity Ratio (V/C)

4/ Level of Service (LOS)

5/ For intersections with ATSAC, V/C ratios is reduced by 0.07; for intersections included in the ATSAC and ATCS, V/C ratios were further reduced by 0.03

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

1.7.2 IMPACT COMPARISON 2: CUMULATIVE TRAFFIC (PROJECT [2016]) MEASURED AGAINST BASELINE

This comparison was conducted in two steps, which is consistent with CEQA Guidelines Section 15130. An initial comparison was conducted by comparing the level of service associated with peak cumulative traffic volumes with the baseline levels of service. This initial comparison was conducted to determine if there would be a significant cumulative impact. If a significant cumulative impact was determined, then an additional comparison was conducted to determine if the proposed Project would produce a cumulatively considerable contribution to the significant cumulative impact. This second comparison was conducted by comparing cumulative conditions both with and without the proposed Project. Cumulatively considerable contributions are realized when the thresholds of significance defined in Section 1.6 are met or exceeded.

The impact comparison for this condition under horizon year 2016 traffic conditions is depicted in **Table 12**. At the intersection of Sky Way and World Way North, the change in V/C ratio was negative or in other words the intersection LOS improved marginally as compared to the Without Project conditions. This is because, in the Without Project conditions, 90 percent of taxis would be using the 3-lane Sky Way with lower green time, and turn right onto World Way North to access the CTA, leading to a higher V/C. In the With Project condition, Sky Way would have 15 percent fewer taxi trips with these trips assumed to use the 7-lane (2 inner and 5 outer lanes) World Way North, which has higher green times.

As shown in the table, it is anticipated that the study area intersections do not cause a cumulative impact and therefore do not have a cumulatively significant contribution to the traffic at the study area intersections.

1.8 Mitigation Measures

As described above in Section 1.7 and shown in Tables 11 and 12, the relocation of the Taxi Staging Lot from its current location on Alverstone Avenue to the proposed location on the east side of Vicksburg Avenue between W. 96th Street and W. 98th Street would not cause any significant impacts and therefore, no mitigation measures are required.

Table 12: Impact Comparison 2: Cumulative Traffic (Project [2016]) Measured against Baseline

				CUMULATIVE PEAK (2016)							
		BASELINE [A]		WITHOUT PROJECT [B]		WITH PROJECT [C]		CUMULATIVE IMPACT DETERMINATION [C]-[A]		CUMULATIVE CONSIDERABLE DETERMINATION/ SIGNIFICANT IMPACT [C]-[B]	
INTERSECTION	PEAK HOUR	V/C[1/] OR DELAY	LOS[2/]	V/C[1/] OR DELAY	LOS[2/]	V/C[1/] OR DELAY	LOS[2/]	CHANGE	CUMULATIVE IMPACT?	CHANGE IN V/C	CUMULATIVELY CONSIDERABLE CONTRIBUTION?
1 Vicksburg Avenue and W. 96th Street	A.M.	0.04	A	0.046	A	0.054	A	0.014	No	0.008	No
	P.M.	0.113	A	0.122	A	0.125	A	0.012	No	0.003	No
2 Avion Drive and W. 98th Street	A.M.	8.4	A	8.5	A	8.6	A	0.2	No	0.1	No
	P.M.	8.7	A	8.8	A	9.1	A	0.4	No	0.3	No
3 Vicksburg Avenue and Century Boulevard	A.M.	0.237	A	0.25	A	0.274	A	0.037	No	0.024	No
	P.M.	0.161	A	0.172	A	0.216	A	0.055	No	0.044	No
4 Sepulveda Boulevard and Century Boulevard	A.M.	0.599	A	0.628	B	0.639	B	0.04	No	0.011	No
	P.M.	0.56	A	0.586	A	0.608	B	0.048	No	0.022	No
5 Sky Way and World Way North	A.M.	0.322	A	0.353	A	0.34	A	0.018	No	-0.013	No
	P.M.	0.551	A	0.597	A	0.575	A	0.024	No	-0.022	No

NOTES:

1/ Volume to Capacity Ratio (V/C)

2/ Level of Service (LOS)

3/ Vicksburg Avenue and 98th Street is a Stop Controlled Intersection and the Level of Service was calculated using delays based on Highway Capacity Manual 2010 Methodology.

4/ V/C ratio at Sky Way and World Way North improved because of the change in project related traffic access pattern as explained in Section 1.7.2

SOURCE: Ricondo & Associates, Inc. December 2014.
PREPARED BY: Ricondo & Associates, Inc. December 2014.

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Runway 6R-24L Runway Safety Area Improvements Project Initial Study

Appendix H

Taxicab Staging Lot Relocation Analysis

Traffic Analysis Worksheets

Provided by Ricondo & Associates

March 2015

H.1 Traffic Analysis Worksheets

Attachment H.1

Study Area Intersection Capacity Analysis

- TRAFFIX Intersection Volume Report – Baseline (2014) AM Peak
- TRAFFIX Intersection Volume Report – Baseline (2014) PM Peak
- TRAFFIX Intersection Volume Report – Baseline (2014) Relocation AM Peak
- TRAFFIX Intersection Volume Report – Baseline (2014) Relocation PM Peak
- TRAFFIX Intersection Volume Report – 2016 Without Relocation AM Peak
- TRAFFIX Intersection Volume Report – 2016 Without Relocation PM Peak
- TRAFFIX Intersection Volume Report – 2016 With Project AM Peak
- TRAFFIX Intersection Volume Report – 2016 With Project PM Peak

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.140
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	5.3
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	42	30	135	59	109	86	144	6	58	108	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	42	30	135	59	109	86	144	6	58	108	386
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:	14	42	30	135	59	109	86	144	6	58	108	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	42	30	135	59	109	86	144	6	58	108	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	42	30	135	59	109	86	144	6	58	108	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.36	1.00	1.00	1.48	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.:	14	42	30	135	59	109	117	144	6	86	108	386
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.49	0.35	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.65	1.00
Final Sat.:	293	879	628	1800	1800	1800	1800	1800	1800	629	1171	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.03	0.06	0.05	0.08	0.00	0.09	0.09	0.21
Crit Moves:		****									****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.14	0.14	0.14	0.22	0.10	0.18	0.07	0.12	0.01	0.14	0.14	0.33
Delay/Veh:	10.6	10.5	10.5	10.9	10.4	10.7	2.8	2.9	2.7	3.0	3.0	3.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.5	10.5	10.9	10.4	10.7	2.8	2.9	2.7	3.0	3.0	3.5
DesignQueue:	0	1	1	3	1	2	1	2	0	1	1	5

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.214
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	26	70	37	55	42	3	20	117	31	33	72	25
Growth Adj:	1.00	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	70	37	55	42	3	20	117	31	33	72	25
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:	26	70	37	55	42	3	20	117	31	33	72	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	37	55	42	3	20	117	31	33	72	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	37	55	42	3	20	117	31	33	72	25
PCE Adj:	1.00	1.00	1.00	1.00	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	70	37	55	42	3	20	117	31	33	72	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.53	0.28	0.55	0.42	0.03	1.00	0.79	0.21	0.25	0.56	0.19
Final Sat.:	144	389	206	384	293	21	614	545	145	186	406	141
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.14	0.14	0.14	0.03	0.21	0.21	0.18	0.18	0.18
Crit Moves:	****				****				****		****	
Delay/Veh:	8.6	8.6	8.6	8.6	8.6	8.6	8.5	9.0	9.0	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.6	8.6	8.6	8.5	9.0	9.0	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.6			8.6			9.0			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.6			9.0			8.6		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.2
Optimal Cycle: 120 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4	0	1	0 0 4	0	1	0 0 1	0	0	1 1	0 0	2
Volume Module:												
Base Vol:	0	4152	0	0	2116	34	0	1	0	340	68	406
Growth Adj:	1.00	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	4152	0	0	2116	34	0	1	0	340	68	406
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	4152	0	0	2116	34	0	1	0	340	68	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	4152	0	0	2116	34	0	1	0	340	68	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4152	0	0	2116	34	0	1	0	340	68	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10
Final Vol.:	0	4152	0	0	2116	34	0	1	0	375	68	447
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.00	0.00	1.69	0.31	2.00
Final Sat.:	0	7200	1800	0	7200	1800	0	1800	0	3045	555	3600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.29	0.02	0.00	0.00	0.00	0.12	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.70	0.00	0.30	0.00	0.30	0.30	0.30
Volume/Cap:	0.00	0.82	0.00	0.00	0.42	0.03	0.00	0.00	0.00	0.41	0.41	0.41
Delay/Veh:	0.0	10.7	0.0	0.0	5.9	4.2	0.0	22.7	0.0	26.0	26.7	26.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	0.0	0.0	5.9	4.2	0.0	22.7	0.0	26.0	26.7	26.0
DesignQueue:	0	97	0	0	46	1	0	0	0	18	3	22

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 6.6
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	5	17	0	0	0	90	0	0	0	0	906	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:	5	17	0	0	0	90	0	0	0	0	906	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:	5	17	0	0	0	90	0	0	0	0	906	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:	5	17	0	0	0	90	0	0	0	0	906	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	17	0	0	0	90	0	0	0	0	906	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.:	5	17	0	0	0	90	0	0	0	0	906	75
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.77	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15
Final Sat.:	392	1333	0	0	0	1725	0	0	0	0	3186	264
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.28
Crit Moves:						****					****	
Green/Cycle:	0.16	0.16	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.84
Volume/Cap:	0.08	0.08	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.34	0.34
Delay/Veh:	50.1	50.1	0.0	0.0	0.0	52.5	0.0	0.0	0.0	0.0	2.4	2.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	50.1	0.0	0.0	0.0	52.5	0.0	0.0	0.0	0.0	2.4	2.7
DesignQueue:	0	1	0	0	0	8	0	0	0	0	15	1

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 21.1
Optimal Cycle: 74 Level Of Service: A

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	281	159	0	0	390	100	0	0	0	0	908	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	159	0	0	390	100	0	0	0	0	908	5
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:	281	159	0	0	390	100	0	0	0	0	908	5
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:	281	159	0	0	390	100	0	0	0	0	908	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	159	0	0	390	100	0	0	0	0	908	5
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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	159	0	0	390	110	0	0	0	0	908	5
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.97	0.03
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9846	54
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.24	0.03	0.00	0.00	0.00	0.00	0.09	0.09
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.32	0.13	0.00	0.00	0.50	0.07	0.00	0.00	0.00	0.00	0.38	0.38
Delay/Veh:	21.5	2.5	0.0	0.0	14.6	11.2	0.0	0.0	0.0	0.0	24.6	32.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	2.5	0.0	0.0	14.6	11.2	0.0	0.0	0.0	0.0	24.6	32.4
DesignQueue:	12	2	0	0	12	3	0	0	0	0	39	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec):	100	Critical Vol./Cap. (X):	0.220		
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.4		
Optimal Cycle:	0	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	35	57	49	11	33	10	25	115	32	30	74	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:	35	57	49	11	33	10	25	115	32	30	74	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	57	49	11	33	10	25	115	32	30	74	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:	35	57	49	11	33	10	25	115	32	30	74	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	57	49	11	33	10	25	115	32	30	74	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.:	35	57	49	11	33	10	25	115	32	30	74	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.40	0.35	0.20	0.61	0.19	0.14	0.67	0.19	0.21	0.51	0.28
Final Sat.:	188	306	263	146	438	133	114	524	146	163	402	217
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.22	0.22	0.22	0.18	0.18	0.18
Crit Moves:	****					****		****			****	
Delay/Veh:	8.5	8.5	8.5	8.0	8.0	8.0	8.6	8.6	8.6	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.0	8.0	8.0	8.6	8.6	8.6	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.0			8.6			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.0			8.6			8.3		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.213
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	6.1
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	28	88	56	161	43	108	100	212	17	72	121	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	88	56	161	43	108	100	212	17	72	121	469
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:	28	88	56	161	43	108	100	212	17	72	121	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	88	56	161	43	108	100	212	17	72	121	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	88	56	161	43	108	100	212	17	72	121	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.40	1.00	1.00	1.71	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	88	56	161	43	108	140	212	17	123	121	469
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.51	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.63	1.00
Final Sat.:	293	921	586	1800	1800	1800	1800	1800	1800	672	1128	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.02	0.06	0.06	0.12	0.01	0.11	0.11	0.26
Crit Moves:		****						****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.21	0.21	0.21	0.20	0.05	0.13	0.10	0.21	0.02	0.19	0.19	0.47
Delay/Veh:	7.9	7.8	7.8	7.7	7.2	7.5	4.9	5.3	4.7	5.2	5.2	6.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.8	7.8	7.7	7.2	7.5	4.9	5.3	4.7	5.2	5.2	6.5
DesignQueue:	1	2	1	3	1	2	2	3	0	2	2	7

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	7	31	47	25	49	2	10	64	19	65	104	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:	7	31	47	25	49	2	10	64	19	65	104	40
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:	7	31	47	25	49	2	10	64	19	65	104	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:	7	31	47	25	49	2	10	64	19	65	104	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	31	47	25	49	2	10	64	19	65	104	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.:	7	31	47	25	49	2	10	64	19	65	104	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.36	0.56	0.33	0.64	0.03	1.00	0.77	0.23	0.31	0.50	0.19
Final Sat.:	64	283	428	236	463	19	631	551	164	246	394	151
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.12	0.12	0.26	0.26	0.26
Crit Moves:	****					****		****			****	
Delay/Veh:	7.9	7.9	7.9	8.3	8.3	8.3	8.3	8.2	8.2	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.3	8.3	8.3	8.3	8.2	8.2	8.9	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.3			8.2			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.3			8.2			8.9		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 11.6
Optimal Cycle: 120 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4 0 1			0 0 4 0 1			0 0 1 0 0			1 1 0 0 2		
Volume Module:												
Base Vol:	0	3629	0	0	2777	37	0	1	0	452	65	219
Growth Adj:	1.00	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	3629	0	0	2777	37	0	1	0	452	65	219
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	3629	0	0	2777	37	0	1	0	452	65	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	3629	0	0	2777	37	0	1	0	452	65	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3629	0	0	2777	37	0	1	0	452	65	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10
Final Vol.:	0	3629	0	0	2777	37	0	1	0	499	65	241
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.00	0.00	1.77	0.23	2.00
Final Sat.:	0	7200	1800	0	7200	1800	0	1800	0	3183	417	3600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.39	0.02	0.00	0.00	0.00	0.16	0.16	0.07
Crit Moves:		****									****	
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.70	0.00	0.30	0.00	0.30	0.30	0.30
Volume/Cap:	0.00	0.72	0.00	0.00	0.55	0.03	0.00	0.00	0.00	0.52	0.52	0.22
Delay/Veh:	0.0	8.7	0.0	0.0	6.9	4.2	0.0	22.7	0.0	27.3	29.8	24.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	6.9	4.2	0.0	22.7	0.0	27.3	29.8	24.3
DesignQueue:	0	83	0	0	61	1	0	0	0	24	3	11

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.1
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	1	16	0	0	0	144	0	0	0	0	562	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	16	0	0	0	144	0	0	0	0	562	50
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	16	0	0	0	144	0	0	0	0	562	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	16	0	0	0	144	0	0	0	0	562	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	16	0	0	0	144	0	0	0	0	562	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	16	0	0	0	144	0	0	0	0	562	50
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.94	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.84	0.16
Final Sat.:	101	1624	0	0	0	1725	0	0	0	0	3168	282
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.18	0.18
Crit Moves:						****					****	
Green/Cycle:	0.22	0.22	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.78	0.78
Volume/Cap:	0.05	0.05	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.23	0.23
Delay/Veh:	43.0	42.9	0.0	0.0	0.0	46.7	0.0	0.0	0.0	0.0	4.0	4.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	42.9	0.0	0.0	0.0	46.7	0.0	0.0	0.0	0.0	4.0	4.0
DesignQueue:	0	1	0	0	0	12	0	0	0	0	13	1

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 25.3
Optimal Cycle: 74 Level Of Service: B

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	321	240	0	0	672	232	0	0	0	0	1350	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	240	0	0	672	232	0	0	0	0	1350	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	240	0	0	672	232	0	0	0	0	1350	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	240	0	0	672	232	0	0	0	0	1350	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	240	0	0	672	232	0	0	0	0	1350	2
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	353	240	0	0	672	255	0	0	0	0	1350	2
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.99	0.01
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9885	15
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.41	0.08	0.00	0.00	0.00	0.00	0.14	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.37	0.19	0.00	0.00	0.87	0.16	0.00	0.00	0.00	0.00	0.57	0.57
Delay/Veh:	21.8	2.6	0.0	0.0	25.5	11.7	0.0	0.0	0.0	0.0	26.0	95.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	2.6	0.0	0.0	25.5	11.7	0.0	0.0	0.0	0.0	26.0	95.0
DesignQueue:	14	3	0	0	22	8	0	0	0	0	59	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.231
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	50	26	76	24	58	12	10	115	25	31	129	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	26	76	24	58	12	10	115	25	31	129	11
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:	50	26	76	24	58	12	10	115	25	31	129	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	26	76	24	58	12	10	115	25	31	129	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	26	76	24	58	12	10	115	25	31	129	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	26	76	24	58	12	10	115	25	31	129	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.17	0.50	0.25	0.62	0.13	0.06	0.77	0.17	0.18	0.76	0.06
Final Sat.:	247	128	376	180	435	90	50	573	125	134	559	48
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.13	0.13	0.13	0.20	0.20	0.20	0.23	0.23	0.23
Crit Moves:		****			****			****				****
Delay/Veh:	8.6	8.6	8.6	8.5	8.5	8.5	8.7	8.7	8.7	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.5	8.5	8.5	8.7	8.7	8.7	8.9	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.6			8.5			8.7			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.5			8.7			8.9	
LOS by Appr:		A			A			A			A	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.140
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	5.3
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	42	30	135	59	109	86	144	6	58	108	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	42	30	135	59	109	86	144	6	58	108	386
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:	14	42	30	135	59	109	86	144	6	58	108	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	42	30	135	59	109	86	144	6	58	108	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	42	30	135	59	109	86	144	6	58	108	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.36	1.00	1.00	1.48	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.:	14	42	30	135	59	109	117	144	6	86	108	386
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.49	0.35	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.65	1.00
Final Sat.:	293	879	628	1800	1800	1800	1800	1800	1800	629	1171	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.03	0.06	0.05	0.08	0.00	0.09	0.09	0.21
Crit Moves:		****									****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.14	0.14	0.14	0.22	0.10	0.18	0.07	0.12	0.01	0.14	0.14	0.33
Delay/Veh:	10.6	10.5	10.5	10.9	10.4	10.7	2.8	2.9	2.7	3.0	3.0	3.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.5	10.5	10.9	10.4	10.7	2.8	2.9	2.7	3.0	3.0	3.5
DesignQueue:	0	1	1	3	1	2	1	2	0	1	1	5

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0	1	0	0 1	0	0 1!	0
Volume Module:												
Base Vol:	26	70	37	55	42	3	20	117	31	70	72	137
Growth Adj:	1.00	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	70	37	55	42	3	20	117	31	70	72	137
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:	26	70	37	55	42	3	20	117	31	70	72	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	70	37	55	42	3	20	117	31	70	72	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	37	55	42	3	20	117	31	70	72	137
PCE Adj:	1.00	1.00	1.00	1.00	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	70	37	55	42	3	20	117	31	70	72	137
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.53	0.28	0.55	0.42	0.03	1.00	0.79	0.21	0.25	0.26	0.49
Final Sat.:	132	354	187	350	268	19	594	525	139	191	197	374
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.16	0.16	0.16	0.03	0.22	0.22	0.37	0.37	0.37
Crit Moves:			****		****			****			****	
Delay/Veh:	9.1	9.1	9.1	9.1	9.1	9.1	8.7	9.3	9.3	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	9.1	9.1	9.1	8.7	9.3	9.3	10.0	10.0	10.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	9.1			9.1			9.2			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			9.1			9.2			10.0		
LOS by Appr:	A			A			A			B		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.4
Optimal Cycle: 120 Level Of Service: C

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				Ignore				Include			
Min. Green:	0	84	0		0	84	0		0	36	0		0	36	0	
Lanes:	0 0	4 0	1		0 0	4 0	1		0 0	1 0	0		1 1	0 0	2	
Volume Module:																
Base Vol:	0	4152	2		0	2116	19		0	1	0		340	105	406	
Growth Adj:	1.00	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	4152	2		0	2116	19		0	1	0		340	105	406	
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	4152	2		0	2116	19		0	1	0		340	105	406	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	4152	2		0	2116	19		0	1	0		340	105	406	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	4152	2		0	2116	19		0	1	0		340	105	406	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.10	1.00	1.10	
Final Vol.:	0	4152	2		0	2116	19		0	1	0		375	105	447	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	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	1.00	0.00		1.56	0.44	2.00	
Final Sat.:	0	7200	1800		0	7200	1800		0	1800	0		2809	791	3600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.58	0.00		0.00	0.29	0.01		0.00	0.00	0.00		0.13	0.13	0.12	
Crit Moves:		****												****		
Green/Cycle:	0.00	0.70	0.70		0.00	0.70	0.70		0.00	0.30	0.00		0.30	0.30	0.30	
Volume/Cap:	0.00	0.82	0.00		0.00	0.42	0.02		0.00	0.00	0.00		0.44	0.44	0.41	
Delay/Veh:	0.0	10.7	4.2		0.0	5.9	4.2		0.0	22.7	0.0		26.4	27.0	26.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	10.7	4.2		0.0	5.9	4.2		0.0	22.7	0.0		26.4	27.0	26.0	
DesignQueue:	0	97	0		0	46	0		0	0	0		18	5	22	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.1
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0	0 0	0	0	0 0 1	0	0	0 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	5	17	0	0	0	127	0	0	0	0	906	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:	5	17	0	0	0	127	0	0	0	0	906	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:	5	17	0	0	0	127	0	0	0	0	906	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:	5	17	0	0	0	127	0	0	0	0	906	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	17	0	0	0	127	0	0	0	0	906	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.:	5	17	0	0	0	127	0	0	0	0	906	75
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.77	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15
Final Sat.:	392	1333	0	0	0	1725	0	0	0	0	3186	264
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.28	0.28
Crit Moves:						****					****	
Green/Cycle:	0.21	0.21	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.79	0.79
Volume/Cap:	0.06	0.06	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.36	0.36
Delay/Veh:	44.3	44.3	0.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	4.1	4.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	44.3	0.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	4.1	4.6
DesignQueue:	0	1	0	0	0	10	0	0	0	0	20	2

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 21.2
Optimal Cycle: 74 Level Of Service: A

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	281	159	0	0	368	100	0	0	0	0	930	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	159	0	0	368	100	0	0	0	0	930	5
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:	281	159	0	0	368	100	0	0	0	0	930	5
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:	281	159	0	0	368	100	0	0	0	0	930	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	159	0	0	368	100	0	0	0	0	930	5
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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	159	0	0	368	110	0	0	0	0	930	5
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.97	0.03
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9847	53
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.22	0.03	0.00	0.00	0.00	0.00	0.09	0.09
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.32	0.13	0.00	0.00	0.47	0.07	0.00	0.00	0.00	0.00	0.39	0.39
Delay/Veh:	21.5	2.5	0.0	0.0	14.3	11.2	0.0	0.0	0.0	0.0	24.6	33.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	2.5	0.0	0.0	14.3	11.2	0.0	0.0	0.0	0.0	24.6	33.2
DesignQueue:	12	2	0	0	11	3	0	0	0	0	40	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	35	57	49	11	33	10	25	115	32	30	96	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:	35	57	49	11	33	10	25	115	32	30	96	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	57	49	11	33	10	25	115	32	30	96	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:	35	57	49	11	33	10	25	115	32	30	96	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	57	49	11	33	10	25	115	32	30	96	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.:	35	57	49	11	33	10	25	115	32	30	96	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.40	0.35	0.20	0.61	0.19	0.14	0.67	0.19	0.18	0.58	0.24
Final Sat.:	185	302	259	144	431	131	113	519	145	141	451	188
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.22	0.22	0.22	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.6	8.6	8.6	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.6	8.6	8.6	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.1			8.6			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.1			8.6			8.6		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.322
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	7.2
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 0	2 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	28	303	56	304	43	108	0	312	17	72	121	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	303	56	304	43	108	0	312	17	72	121	426
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:	28	303	56	304	43	108	0	312	17	72	121	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	303	56	304	43	108	0	312	17	72	121	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	303	56	304	43	108	0	312	17	72	121	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.08	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	303	56	304	43	108	0	312	17	150	121	426
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.79	0.14	1.00	1.00	1.00	0.00	2.00	1.00	0.37	0.63	1.00
Final Sat.:	130	1409	260	1800	1800	1800	0	3600	1800	672	1128	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.17	0.02	0.06	0.00	0.09	0.01	0.11	0.11	0.24
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.43	0.43	0.43	0.34	0.05	0.12	0.00	0.17	0.02	0.21	0.21	0.47
Delay/Veh:	10.1	7.6	8.8	7.0	5.9	6.1	0.0	6.3	5.8	6.5	6.5	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	7.6	8.8	7.0	5.9	6.1	0.0	6.3	5.8	6.5	6.5	7.9
DesignQueue:	0	5	1	5	1	2	0	5	0	3	2	8

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.566
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	7	31	47	25	49	2	10	64	19	137	104	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	31	47	25	49	2	10	64	19	137	104	225
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:	7	31	47	25	49	2	10	64	19	137	104	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	31	47	25	49	2	10	64	19	137	104	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	31	47	25	49	2	10	64	19	137	104	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	31	47	25	49	2	10	64	19	137	104	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.36	0.56	0.33	0.64	0.03	1.00	0.77	0.23	0.29	0.22	0.49
Final Sat.:	55	242	366	204	399	16	602	522	155	242	184	398
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.12	0.02	0.12	0.12	0.57	0.57	0.57
Crit Moves:	****					****			****	****		
Delay/Veh:	8.6	8.6	8.6	9.0	9.0	9.0	8.6	8.5	8.5	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	9.0	9.0	9.0	8.6	8.5	8.5	12.5	12.5	12.5
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.6			9.0			8.5			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			9.0			8.5			12.5		
LOS by Appr:	A			A			A			B		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 11.9
Optimal Cycle: 120 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4	0	1	0 0 4	0	1	0 0 1	0	0	1 1 0	0	2
Volume Module:												
Base Vol:	0	3629	2	0	2777	8	0	1	0	452	137	219
Growth Adj:	1.00	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	3629	2	0	2777	8	0	1	0	452	137	219
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	3629	2	0	2777	8	0	1	0	452	137	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	3629	2	0	2777	8	0	1	0	452	137	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3629	2	0	2777	8	0	1	0	452	137	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10
Final Vol.:	0	3629	2	0	2777	8	0	1	0	499	137	241
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.00	0.00	1.57	0.43	2.00
Final Sat.:	0	7200	1800	0	7200	1800	0	1800	0	2820	780	3600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.18	0.18	0.07
Crit Moves:		****									****	
Green/Cycle:	0.00	0.70	0.70	0.00	0.70	0.70	0.00	0.30	0.00	0.30	0.30	0.30
Volume/Cap:	0.00	0.72	0.00	0.00	0.55	0.01	0.00	0.00	0.00	0.59	0.59	0.22
Delay/Veh:	0.0	8.7	4.2	0.0	6.9	4.2	0.0	22.7	0.0	28.3	30.2	24.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	4.2	0.0	6.9	4.2	0.0	22.7	0.0	28.3	30.2	24.3
DesignQueue:	0	83	0	0	61	0	0	0	0	24	7	11

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.0
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	1	16	0	0	0	216	0	0	0	0	562	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	16	0	0	0	216	0	0	0	0	562	50
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	16	0	0	0	216	0	0	0	0	562	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	16	0	0	0	216	0	0	0	0	562	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	16	0	0	0	216	0	0	0	0	562	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	16	0	0	0	216	0	0	0	0	562	50
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.94	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.84	0.16
Final Sat.:	101	1624	0	0	0	1725	0	0	0	0	3168	282
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.18	0.18
Crit Moves:						****					****	
Green/Cycle:	0.22	0.22	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.78	0.78
Volume/Cap:	0.05	0.05	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.23	0.23
Delay/Veh:	43.0	42.9	0.0	0.0	0.0	50.3	0.0	0.0	0.0	0.0	4.0	4.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	42.9	0.0	0.0	0.0	50.3	0.0	0.0	0.0	0.0	4.0	4.0
DesignQueue:	0	1	0	0	0	17	0	0	0	0	13	1

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 24.2
Optimal Cycle: 74 Level Of Service: B

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	321	240	0	0	629	232	0	0	0	0	1393	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	240	0	0	629	232	0	0	0	0	1393	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	240	0	0	629	232	0	0	0	0	1393	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	240	0	0	629	232	0	0	0	0	1393	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	240	0	0	629	232	0	0	0	0	1393	2
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	353	240	0	0	629	255	0	0	0	0	1393	2
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.99	0.01
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9886	14
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.38	0.08	0.00	0.00	0.00	0.00	0.14	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.37	0.19	0.00	0.00	0.81	0.16	0.00	0.00	0.00	0.00	0.59	0.59
Delay/Veh:	21.8	2.6	0.0	0.0	22.0	11.7	0.0	0.0	0.0	0.0	26.2	103.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	2.6	0.0	0.0	22.0	11.7	0.0	0.0	0.0	0.0	26.2	103.4
DesignQueue:	14	3	0	0	20	8	0	0	0	0	61	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.289
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	50	26	76	24	58	12	10	115	25	31	172	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	26	76	24	58	12	10	115	25	31	172	11
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:	50	26	76	24	58	12	10	115	25	31	172	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	26	76	24	58	12	10	115	25	31	172	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	26	76	24	58	12	10	115	25	31	172	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	26	76	24	58	12	10	115	25	31	172	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.17	0.50	0.25	0.62	0.13	0.06	0.77	0.17	0.14	0.81	0.05
Final Sat.:	240	125	365	175	422	87	49	564	123	107	596	38
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.14	0.14	0.14	0.20	0.20	0.20	0.29	0.29	0.29
Crit Moves:		****		****				****			****	
Delay/Veh:	8.7	8.7	8.7	8.6	8.6	8.6	8.8	8.8	8.8	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.6	8.6	8.6	8.8	8.8	8.8	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.7			8.6			8.8			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			8.6			8.8			9.4	
LOS by Appr:		A			A			A			A	

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.146
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	5.3
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 0	2 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	15	44	31	140	61	113	0	150	6	60	112	402
Growth Adj:	1.00	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	44	31	140	61	113	0	150	6	60	112	402
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:	15	44	31	140	61	113	0	150	6	60	112	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	44	31	140	61	113	0	150	6	60	112	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	44	31	140	61	113	0	150	6	60	112	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.50	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	44	31	140	61	113	0	150	6	90	112	402
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.49	0.34	1.00	1.00	1.00	0.00	2.00	1.00	0.35	0.65	1.00
Final Sat.:	300	880	620	1800	1800	1800	0	3600	1800	628	1172	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.03	0.06	0.00	0.04	0.00	0.10	0.10	0.22
Crit Moves:		****									****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.00	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.15	0.15	0.15	0.23	0.10	0.18	0.00	0.06	0.01	0.15	0.15	0.34
Delay/Veh:	10.5	10.5	10.5	10.8	10.3	10.6	0.0	2.8	2.7	3.0	3.0	3.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	10.8	10.3	10.6	0.0	2.8	2.7	3.0	3.0	3.6
DesignQueue:	0	1	1	3	1	3	0	2	0	1	1	5

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.225
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	73	38	57	44	3	21	122	32	34	75	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:	27	73	38	57	44	3	21	122	32	34	75	26
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:	27	73	38	57	44	3	21	122	32	34	75	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:	27	73	38	57	44	3	21	122	32	34	75	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	73	38	57	44	3	21	122	32	34	75	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.:	27	73	38	57	44	3	21	122	32	34	75	26
Saturation Flow Module:												
Adjustment:	1.00	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	0.53	0.27	0.55	0.42	0.03	1.00	0.79	0.21	0.25	0.56	0.19
Final Sat.:	143	387	201	379	293	20	611	542	142	183	403	140
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.15	0.15	0.15	0.03	0.22	0.22	0.19	0.19	0.19
Crit Moves:	****				****			****			****	
Delay/Veh:	8.7	8.7	8.7	8.7	8.7	8.7	8.6	9.1	9.1	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.7	8.7	8.7	8.6	9.1	9.1	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			8.7			9.1			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.7			9.1			8.7		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 13.1
Optimal Cycle: 120 Level Of Service: C

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4	0	1	0 0 4	0	1	0 0 1	0	0	1 1 0	0	2
Volume Module:												
Base Vol:	0 4320		2	0 2201		36	0		1	0	354	71	422
Growth Adj:	1.00 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 4320		2	0 2201		36	0		1	0	354	71	422
Added Vol:	0	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	0
Initial Fut:	0 4320		2	0 2201		36	0		1	0	354	71	422
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	0 4320		2	0 2201		36	0		1	0	354	71	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 4320		2	0 2201		36	0		1	0	354	71	422
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.10 1.00		1.10
Final Vol.:	0 4320		2	0 2201		36	0		1	0	391	71	464
Saturation Flow Module:												
Sat/Lane:	1800 1800		1800	1800 1800		1800	1800 1800		1800	1800 1800		1800
Adjustment:	1.00 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 1.00		0.00	1.69 0.31		2.00
Final Sat.:	0 7200		1800	0 7200		1800	0 1800		0	3043	557	3600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.60		0.00	0.00 0.31		0.02	0.00 0.00		0.00	0.13 0.13		0.13
Crit Moves:	****										****	
Green/Cycle:	0.00 0.70		0.70	0.00 0.70		0.70	0.00 0.30		0.00	0.30 0.30		0.30
Volume/Cap:	0.00 0.86		0.00	0.00 0.44		0.03	0.00 0.00		0.00	0.43 0.43		0.43
Delay/Veh:	0.0 11.6		4.2	0.0 6.0		4.2	0.0 22.7		0.0	26.2 27.0		26.2
Delay Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	0.0 11.6		4.2	0.0 6.0		4.2	0.0 22.7		0.0	26.2 27.0		26.2
DesignQueue:	0 102		0	0 48		1	0 0		0	19	3	22

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 6.6
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	5	18	0	0	0	94	0	0	0	0	943	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:	5	18	0	0	0	94	0	0	0	0	943	78
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:	5	18	0	0	0	94	0	0	0	0	943	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:	5	18	0	0	0	94	0	0	0	0	943	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	18	0	0	0	94	0	0	0	0	943	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	1.00	1.00	1.00
Final Vol.:	5	18	0	0	0	94	0	0	0	0	943	78
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15
Final Sat.:	375	1350	0	0	0	1725	0	0	0	0	3186	264
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.30	0.30
Crit Moves:						****					****	
Green/Cycle:	0.16	0.16	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.84
Volume/Cap:	0.09	0.09	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.35
Delay/Veh:	50.1	50.1	0.0	0.0	0.0	52.6	0.0	0.0	0.0	0.0	2.4	2.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	50.1	0.0	0.0	0.0	52.6	0.0	0.0	0.0	0.0	2.4	2.8
DesignQueue:	0	2	0	0	0	8	0	0	0	0	16	1

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 21.4
Optimal Cycle: 74 Level Of Service: A

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	301	170	0	0	418	107	0	0	0	0	974	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	170	0	0	418	107	0	0	0	0	974	5
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:	301	170	0	0	418	107	0	0	0	0	974	5
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:	301	170	0	0	418	107	0	0	0	0	974	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	170	0	0	418	107	0	0	0	0	974	5
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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	331	170	0	0	418	118	0	0	0	0	974	5
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.97	0.03
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9849	51
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.25	0.04	0.00	0.00	0.00	0.00	0.10	0.10
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.35	0.14	0.00	0.00	0.54	0.08	0.00	0.00	0.00	0.00	0.41	0.41
Delay/Veh:	21.7	2.5	0.0	0.0	15.1	11.2	0.0	0.0	0.0	0.0	24.7	35.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	2.5	0.0	0.0	15.1	11.2	0.0	0.0	0.0	0.0	24.7	35.1
DesignQueue:	13	2	0	0	13	3	0	0	0	0	42	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	59	51	11	34	10	26	120	33	31	77	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	59	51	11	34	10	26	120	33	31	77	42
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:	36	59	51	11	34	10	26	120	33	31	77	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	59	51	11	34	10	26	120	33	31	77	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	59	51	11	34	10	26	120	33	31	77	42
PCE Adj:	1.00	1.00	1.00	1.00	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.:	36	59	51	11	34	10	26	120	33	31	77	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.40	0.35	0.20	0.62	0.18	0.15	0.67	0.18	0.21	0.51	0.28
Final Sat.:	185	303	262	142	439	129	113	522	143	161	399	218
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.23	0.23	0.23	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.7	8.7	8.7	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.7	8.7	8.7	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.1			8.7			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.1			8.7			8.4		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.222
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 6.1
Optimal Cycle: 48 Level Of Service: A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	29	92	58	168	45	112	107	221	18	75	126	489
Growth Adj:	1.00	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	92	58	168	45	112	107	221	18	75	126	489
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:	29	92	58	168	45	112	107	221	18	75	126	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	92	58	168	45	112	107	221	18	75	126	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	92	58	168	45	112	107	221	18	75	126	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.42	1.00	1.00	1.74	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	92	58	168	45	112	152	221	18	130	126	489
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.52	0.32	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.63	1.00
Final Sat.:	292	925	583	1800	1800	1800	1800	1800	1800	672	1128	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.03	0.06	0.06	0.12	0.01	0.11	0.11	0.27
Crit Moves:		****						****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.22	0.22	0.22	0.21	0.06	0.14	0.11	0.22	0.02	0.20	0.20	0.49
Delay/Veh:	8.0	7.9	7.9	7.8	7.2	7.5	4.9	5.3	4.7	5.2	5.2	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	7.9	7.9	7.8	7.2	7.5	4.9	5.3	4.7	5.2	5.2	6.7
DesignQueue:	1	2	1	3	1	2	2	3	0	2	2	8

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	7	32	49	26	51	2	10	67	20	68	108	42
Growth Adj:	1.00	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	32	49	26	51	2	10	67	20	68	108	42
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:	7	32	49	26	51	2	10	67	20	68	108	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	32	49	26	51	2	10	67	20	68	108	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	32	49	26	51	2	10	67	20	68	108	42
PCE Adj:	1.00	1.00	1.00	1.00	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.:	7	32	49	26	51	2	10	67	20	68	108	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.36	0.56	0.33	0.65	0.02	1.00	0.77	0.23	0.31	0.50	0.19
Final Sat.:	61	279	427	234	459	18	629	547	163	245	390	152
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.12	0.12	0.28	0.28	0.28
Crit Moves:			****	****					****		****	
Delay/Veh:	7.9	7.9	7.9	8.3	8.3	8.3	8.3	8.2	8.2	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.3	8.3	8.3	8.3	8.2	8.2	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.3			8.3			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.3			8.3			9.1		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.1
Optimal Cycle: 120 Level Of Service: B

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4	0 1		0 0 4	0 1		0 0 1	0 0		1 1 0	0 2	
Volume Module:												
Base Vol:	0	3776	0	0	2889	39	0	1	0	470	68	228
Growth Adj:	1.00	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	3776	0	0	2889	39	0	1	0	470	68	228
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	3776	0	0	2889	39	0	1	0	470	68	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	3776	0	0	2889	39	0	1	0	470	68	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3776	0	0	2889	39	0	1	0	470	68	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10
Final Vol.:	0	3776	0	0	2889	39	0	1	0	519	68	251
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.00	0.00	1.77	0.23	2.00
Final Sat.:	0	7200	1800	0	7200	1800	0	1800	0	3180	420	3600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.40	0.02	0.00	0.00	0.00	0.16	0.16	0.07
Crit Moves:		****									****	
Green/Cycle:	0.00	0.70	0.00	0.00	0.70	0.70	0.00	0.30	0.00	0.30	0.30	0.30
Volume/Cap:	0.00	0.75	0.00	0.00	0.57	0.03	0.00	0.00	0.00	0.54	0.54	0.23
Delay/Veh:	0.0	9.2	0.0	0.0	7.1	4.3	0.0	22.7	0.0	27.5	30.5	24.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	0.0	0.0	7.1	4.3	0.0	22.7	0.0	27.5	30.5	24.4
DesignQueue:	0	87	0	0	64	1	0	0	0	25	3	12

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.2
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0	0 0	0	0	0 0 1	0	0	0 0 0	0	0 1	1 0
Volume Module:												
Base Vol:	1	17	0	0	0	150	0	0	0	0	585	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:	1	17	0	0	0	150	0	0	0	0	585	52
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	17	0	0	0	150	0	0	0	0	585	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:	1	17	0	0	0	150	0	0	0	0	585	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	17	0	0	0	150	0	0	0	0	585	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	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	17	0	0	0	150	0	0	0	0	585	52
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.94	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.84	0.16
Final Sat.:	96	1629	0	0	0	1725	0	0	0	0	3168	282
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.18	0.18
Crit Moves:						****					****	
Green/Cycle:	0.22	0.22	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.78	0.78
Volume/Cap:	0.05	0.05	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.24	0.24
Delay/Veh:	43.0	43.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	4.0	4.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	4.0	4.1
DesignQueue:	0	1	0	0	0	12	0	0	0	0	13	1

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 27.7
Optimal Cycle: 75 Level Of Service: B

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	344	257	0	0	720	249	0	0	0	0	1447	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	257	0	0	720	249	0	0	0	0	1447	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	257	0	0	720	249	0	0	0	0	1447	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	257	0	0	720	249	0	0	0	0	1447	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	257	0	0	720	249	0	0	0	0	1447	2
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	378	257	0	0	720	274	0	0	0	0	1447	2
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.99	0.01
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9886	14
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.44	0.08	0.00	0.00	0.00	0.00	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.40	0.20	0.00	0.00	0.93	0.18	0.00	0.00	0.00	0.00	0.61	0.61
Delay/Veh:	22.1	2.6	0.0	0.0	31.8	11.8	0.0	0.0	0.0	0.0	26.4	114.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	2.6	0.0	0.0	31.8	11.8	0.0	0.0	0.0	0.0	26.4	114.9
DesignQueue:	15	4	0	0	24	8	0	0	0	0	63	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.241
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	52	27	79	25	60	12	10	120	26	32	134	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	27	79	25	60	12	10	120	26	32	134	11
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:	52	27	79	25	60	12	10	120	26	32	134	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	27	79	25	60	12	10	120	26	32	134	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	27	79	25	60	12	10	120	26	32	134	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	27	79	25	60	12	10	120	26	32	134	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.17	0.50	0.26	0.62	0.12	0.06	0.77	0.17	0.18	0.76	0.06
Final Sat.:	245	127	372	179	431	86	48	570	124	133	556	46
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.14	0.14	0.14	0.21	0.21	0.21	0.24	0.24	0.24
Crit Moves:	****				****		****				****	
Delay/Veh:	8.7	8.7	8.7	8.5	8.5	8.5	8.8	8.8	8.8	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.5	8.5	8.5	8.8	8.8	8.8	9.1	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			8.5			8.8			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.5			8.8			9.1		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.154
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	6.6
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 1	0 1	0	1	0 1	0 1	0	1 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	15	164	31	220	61	113	35	206	6	60	112	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	164	31	220	61	113	35	206	6	60	112	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	164	31	220	61	113	35	206	6	60	112	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:	15	164	31	220	61	113	35	206	6	60	112	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	164	31	220	61	113	35	206	6	60	112	378
PCE Adj:	1.20	1.00	1.00	1.00	1.00	1.00	1.37	1.00	1.00	1.69	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.:	18	164	31	220	61	113	48	206	6	101	112	378
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.57	0.29	1.00	1.00	1.00	0.42	1.58	1.00	0.35	0.65	1.00
Final Sat.:	261	2815	524	1800	1800	1800	759	2841	1800	628	1172	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.03	0.06	0.05	0.07	0.00	0.10	0.10	0.21
Crit Moves:		****									****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.15	0.15	0.16	0.32	0.09	0.17	0.07	0.12	0.01	0.15	0.15	0.34
Delay/Veh:	9.5	9.5	9.5	10.3	9.2	9.5	3.5	3.6	3.3	3.7	3.7	4.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	10.3	9.2	9.5	3.5	3.6	3.3	3.7	3.7	4.3
DesignQueue:	0	3	1	5	1	2	1	3	0	1	1	5

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0	1	0	0 1	0	0 1!	0
Volume Module:												
Base Vol:	27	73	38	57	44	3	21	122	32	74	75	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:	27	73	38	57	44	3	21	122	32	74	75	146
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:	27	73	38	57	44	3	21	122	32	74	75	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:	27	73	38	57	44	3	21	122	32	74	75	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	73	38	57	44	3	21	122	32	74	75	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	73	38	57	44	3	21	122	32	74	75	146
Saturation Flow Module:												
Adjustment:	1.00	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	0.53	0.27	0.55	0.42	0.03	1.00	0.79	0.21	0.25	0.25	0.50
Final Sat.:	130	350	182	343	265	18	588	521	137	189	192	373
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.17	0.17	0.17	0.04	0.23	0.23	0.39	0.39	0.39
Crit Moves:		****			****			****			****	
Delay/Veh:	9.2	9.2	9.2	9.2	9.2	9.2	8.8	9.4	9.4	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	9.2	9.2	9.2	8.8	9.4	9.4	10.4	10.4	10.4
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.2			9.2			9.4			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			9.2			9.4			10.4	
LOS by Appr:		A			A			A			B	

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 13.2
Optimal Cycle: 120 Level Of Service: C

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4	0	1	0 0 4	0	1	0 0 1	0	0	1 1	0 0	2
Volume Module:												
Base Vol:	0 4320		2	0 2201		20	0	1	0	354	111	422
Growth Adj:	1.00 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 4320		2	0 2201		20	0	1	0	354	111	422
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 4320		2	0 2201		20	0	1	0	354	111	422
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
PHF Volume:	0 4320		2	0 2201		20	0	1	0	354	111	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 4320		2	0 2201		20	0	1	0	354	111	422
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.00	1.10 1.00		1.10
Final Vol.:	0 4320		2	0 2201		20	0	1	0	391	111	464
Saturation Flow Module:												
Sat/Lane:	1800 1800		1800	1800 1800		1800	1800 1800		1800	1800 1800		1800
Adjustment:	1.00 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 1.00		0.00	1.56 0.44		2.00
Final Sat.:	0 7200		1800	0 7200		1800	0 1800		0	2799	801	3600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.60		0.00	0.00 0.31		0.01	0.00 0.00		0.00	0.14 0.14		0.13
Crit Moves:	****										****	
Green/Cycle:	0.00 0.70		0.70	0.00 0.70		0.70	0.00 0.30		0.00	0.30 0.30		0.30
Volume/Cap:	0.00 0.86		0.00	0.00 0.44		0.02	0.00 0.00		0.00	0.46 0.46		0.43
Delay/Veh:	0.0 11.6		4.2	0.0 6.0		4.2	0.0 22.7		0.0	26.6 27.3		26.2
Delay Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	0.0 11.6		4.2	0.0 6.0		4.2	0.0 22.7		0.0	26.6 27.3		26.2
DesignQueue:	0 102		0	0 48		0	0 0		0	19 5		22

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec):	180	Critical Vol./Cap. (X):	0.374
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	9.3
Optimal Cycle:	180	Level Of Service:	A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	5	18	0	0	0	134	0	0	0	0	943	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:	5	18	0	0	0	134	0	0	0	0	943	78
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:	5	18	0	0	0	134	0	0	0	0	943	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:	5	18	0	0	0	134	0	0	0	0	943	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	18	0	0	0	134	0	0	0	0	943	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	1.00	1.00	1.00
Final Vol.:	5	18	0	0	0	134	0	0	0	0	943	78
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15
Final Sat.:	375	1350	0	0	0	1725	0	0	0	0	3186	264
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.30	0.30
Crit Moves:						****					****	
Green/Cycle:	0.21	0.21	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.79	0.79
Volume/Cap:	0.06	0.06	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.37	0.37
Delay/Veh:	44.1	44.1	0.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	4.3	4.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	44.1	0.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	4.3	4.8
DesignQueue:	0	1	0	0	0	11	0	0	0	0	21	2

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 21.4
Optimal Cycle: 74 Level Of Service: A

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	301	170	0	0	394	107	0	0	0	0	997	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	170	0	0	394	107	0	0	0	0	997	5
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:	301	170	0	0	394	107	0	0	0	0	997	5
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:	301	170	0	0	394	107	0	0	0	0	997	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	170	0	0	394	107	0	0	0	0	997	5
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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	331	170	0	0	394	118	0	0	0	0	997	5
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.97	0.03
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9851	49
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.24	0.04	0.00	0.00	0.00	0.00	0.10	0.10
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.35	0.14	0.00	0.00	0.51	0.08	0.00	0.00	0.00	0.00	0.42	0.42
Delay/Veh:	21.7	2.5	0.0	0.0	14.7	11.2	0.0	0.0	0.0	0.0	24.8	36.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	2.5	0.0	0.0	14.7	11.2	0.0	0.0	0.0	0.0	24.8	36.2
DesignQueue:	13	2	0	0	12	3	0	0	0	0	43	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.232
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	59	51	11	34	10	26	120	33	31	101	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	59	51	11	34	10	26	120	33	31	101	42
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:	36	59	51	11	34	10	26	120	33	31	101	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	59	51	11	34	10	26	120	33	31	101	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	59	51	11	34	10	26	120	33	31	101	42
PCE Adj:	1.00	1.00	1.00	1.00	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.:	36	59	51	11	34	10	26	120	33	31	101	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.40	0.35	0.20	0.62	0.18	0.15	0.67	0.18	0.18	0.58	0.24
Final Sat.:	182	298	258	140	431	127	112	518	142	138	450	187
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.08	0.08	0.08	0.23	0.23	0.23	0.22	0.22	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	8.6	8.6	8.6	8.2	8.2	8.2	8.8	8.8	8.8	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.2	8.2	8.2	8.8	8.8	8.8	8.7	8.7	8.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.6			8.2			8.8			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.2			8.8			8.7		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #1 Vicksburg and 96th St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.225
Loss Time (sec):	0 (Y+R = 4 sec)	Average Crit Del (sec/veh):	6.5
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Vicksburg Ave						96th St					
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	12	0	0	18	0	0	30	0	0	30	0
Lanes:	0 1	0 1	0	1	0 1	0 1	0	0 2	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	29	322	58	321	45	112	0	328	18	75	126	443
Growth Adj:	1.00	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	322	58	321	45	112	0	328	18	75	126	443
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:	29	322	58	321	45	112	0	328	18	75	126	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	322	58	321	45	112	0	328	18	75	126	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	322	58	321	45	112	0	328	18	75	126	443
PCE Adj:	1.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.19	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.:	33	322	58	321	45	112	0	328	18	164	126	443
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.58	0.28	1.00	1.00	1.00	0.00	2.00	1.00	0.37	0.63	1.00
Final Sat.:	258	2837	505	1800	1800	1800	0	3600	1800	672	1128	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.18	0.03	0.06	0.00	0.09	0.01	0.11	0.11	0.25
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.22	0.23	0.23	0.36	0.05	0.12	0.00	0.18	0.02	0.22	0.22	0.49
Delay/Veh:	6.7	6.5	6.6	7.1	5.9	6.2	0.0	6.4	5.8	6.6	6.5	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.5	6.6	7.1	5.9	6.2	0.0	6.4	5.8	6.6	6.5	8.0
DesignQueue:	1	6	1	6	1	2	0	6	0	3	2	8

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Vicksburg and 98th St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	Vicksburg Ave						98th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0	1	0	0 1	0	0 1!	0
Volume Module:												
Base Vol:	7	32	49	26	51	2	10	67	20	144	108	272
Growth Adj:	1.00	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	32	49	26	51	2	10	67	20	144	108	272
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:	7	32	49	26	51	2	10	67	20	144	108	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	32	49	26	51	2	10	67	20	144	108	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	32	49	26	51	2	10	67	20	144	108	272
PCE Adj:	1.00	1.00	1.00	1.00	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.:	7	32	49	26	51	2	10	67	20	144	108	272
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.36	0.56	0.33	0.65	0.02	1.00	0.77	0.23	0.27	0.21	0.52
Final Sat.:	51	232	356	197	386	15	592	511	153	226	170	428
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.13	0.13	0.02	0.13	0.13	0.64	0.64	0.64
Crit Moves:	****				****				****			****
Delay/Veh:	8.8	8.8	8.8	9.2	9.2	9.2	8.6	8.6	8.6	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.2	9.2	9.2	8.6	8.6	8.6	14.2	14.2	14.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.8			9.2			8.6			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			9.2			8.6			14.2		
LOS by Appr:	A			A			A			B		

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #3

Cycle (sec): 120 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.4
Optimal Cycle: 120 Level Of Service: C

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			Ignore			Include		
Min. Green:	0	84	0	0	84	0	0	36	0	0	36	0
Lanes:	0 0 4	0	1	0 0 4	0	1	0 0 1	0	0	1 1 0	0	2
Volume Module:												
Base Vol:	0	3776	2	0	2889	9	0	1	0	470	144	228
Growth Adj:	1.00	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	3776	2	0	2889	9	0	1	0	470	144	228
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	3776	2	0	2889	9	0	1	0	470	144	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	3776	2	0	2889	9	0	1	0	470	144	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3776	2	0	2889	9	0	1	0	470	144	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10
Final Vol.:	0	3776	2	0	2889	9	0	1	0	519	144	251
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.00	0.00	1.56	0.44	2.00
Final Sat.:	0	7200	1800	0	7200	1800	0	1800	0	2814	786	3600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.40	0.01	0.00	0.00	0.00	0.18	0.18	0.07
Crit Moves:		****									****	
Green/Cycle:	0.00	0.70	0.70	0.00	0.70	0.70	0.00	0.30	0.00	0.30	0.30	0.30
Volume/Cap:	0.00	0.75	0.00	0.00	0.57	0.01	0.00	0.00	0.00	0.61	0.61	0.23
Delay/Veh:	0.0	9.2	4.2	0.0	7.1	4.2	0.0	22.7	0.0	28.7	30.9	24.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	4.2	0.0	7.1	4.2	0.0	22.7	0.0	28.7	30.9	24.4
DesignQueue:	0	87	0	0	64	0	0	0	0	25	7	12

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #4 Vicksburg and Centruy Blvd

Cycle (sec): 180 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.3
Optimal Cycle: 180 Level Of Service: A

Street Name:	Vicksburg Ave						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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	39	0	39	0	0	0	0	0	0	141	0
Lanes:	0 1	0	0 0	0	0 0	0 1	0	0 0	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	1	17	0	0	0	226	0	0	0	0	585	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:	1	17	0	0	0	226	0	0	0	0	585	52
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	17	0	0	0	226	0	0	0	0	585	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:	1	17	0	0	0	226	0	0	0	0	585	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	17	0	0	0	226	0	0	0	0	585	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	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	17	0	0	0	226	0	0	0	0	585	52
Saturation Flow Module:												
Sat/Lane:	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.94	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.84	0.16
Final Sat.:	96	1629	0	0	0	1725	0	0	0	0	3168	282
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.18	0.18
Crit Moves:						****					****	
Green/Cycle:	0.22	0.22	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.78	0.78
Volume/Cap:	0.05	0.05	0.00	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.24	0.24
Delay/Veh:	43.0	43.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0	0.0	4.0	4.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0	0.0	4.0	4.1
DesignQueue:	0	1	0	0	0	18	0	0	0	0	13	1

Level Of Service Computation Report
Circular 212 Operations Method (Future Volume Alternative)

Intersection #5 Skyway and World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 (Y+R = 6 sec) Average Crit Del (sec/veh): 25.7
Optimal Cycle: 74 Level Of Service: B

Street Name:	Skyway						World Way North					
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:	Ignore			Include			Include			Ovl		
Min. Green:	29	50	0	0	0	15	0	0	0	0	24	0
Lanes:	2 0	1 0	0	0	0 0	1 2	0	0 0	0 0	0	0 5	1 0
Volume Module:												
Base Vol:	344	257	0	0	675	249	0	0	0	0	1493	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	257	0	0	675	249	0	0	0	0	1493	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	257	0	0	675	249	0	0	0	0	1493	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	257	0	0	675	249	0	0	0	0	1493	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	257	0	0	675	249	0	0	0	0	1493	2
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	378	257	0	0	675	274	0	0	0	0	1493	2
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	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	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	5.99	0.01
Final Sat.:	3300	1650	0	0	1650	3300	0	0	0	0	9887	13
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.00	0.00	0.41	0.08	0.00	0.00	0.00	0.00	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.76	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.24	0.24
Volume/Cap:	0.40	0.20	0.00	0.00	0.87	0.18	0.00	0.00	0.00	0.00	0.63	0.63
Delay/Veh:	22.1	2.6	0.0	0.0	25.8	11.8	0.0	0.0	0.0	0.0	26.6	125.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	2.6	0.0	0.0	25.8	11.8	0.0	0.0	0.0	0.0	26.6	125.4
DesignQueue:	15	4	0	0	22	8	0	0	0	0	65	0

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Avion and 98th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.304
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	52	27	79	25	60	12	10	120	26	32	180	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	27	79	25	60	12	10	120	26	32	180	11
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:	52	27	79	25	60	12	10	120	26	32	180	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	27	79	25	60	12	10	120	26	32	180	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	27	79	25	60	12	10	120	26	32	180	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	27	79	25	60	12	10	120	26	32	180	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.17	0.50	0.26	0.62	0.12	0.06	0.77	0.17	0.14	0.81	0.05
Final Sat.:	237	123	361	174	417	83	47	561	121	105	593	36
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.14	0.14	0.14	0.21	0.21	0.21	0.30	0.30	0.30
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	8.9	8.9	8.7	8.7	8.7	8.9	8.9	8.9	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	8.7	8.7	8.7	8.9	8.9	8.9	9.6	9.6	9.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.9			8.7			8.9			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			8.7			8.9			9.6		
LOS by Appr:	A			A			A			A		