Runway 6L-24R and Runway 6R-24L Runway Safety Area and Associated Improvements Draft EIR

Appendix G

Construction Traffic

Attachment 1 **Study Area Intersection Geometries**
Attachment 2 **Study Area Intersection Volumes**
Attachment 3 **Study Area Intersection Capacity Analyses**
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Attachment 1
RUNWAY 6L/24R AND RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) PROJECT AND ASSOCIATED IMPROVEMENTS DRAFT EIR

Study Area Intersection Geometries

April 2014

Prepared for:

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Confidential - Preliminary Draft Deliberative Material

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1. INTERSECTION GEOMETRY

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

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2013)

RSA North EIR

Lane Geometry Report

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

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

Figure 2 TRAFFIX Lane Geometry Report (2015 plus Other)

RSA North EIR

Lane Geometry Report

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

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

Figure 3 TRAFFIX Lane Geometry Report (2015 plus Other plus RSA North)

RSA North EIR

Lane Geometry Report

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

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

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2013 plus RSA North)

RSA North EIR

Lane Geometry Report

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

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

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Attachment 2
RUNWAY 6L/24R AND RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) PROJECT AND ASSOCIATED IMPROVEMENTS DRAFT EIR

Study Area Intersection Volumes

April 2014

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TRAFFIX Intersection Volume Reports

Baseline (2013) AM Peak

Baseline (2013) PM Peak

2015 plus Other (Without Project) AM Peak

2015 plus Other (Without Project) PM Peak

2015 plus Other plus RSA North (With Project) AM Peak

2015 plus Other plus RSA North (With Project) PM Peak

Baseline (2013) plus RSA North AM Peak

Baseline (2013) plus RSA North PM Peak

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1. INTERSECTION VOLUMES

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

LAX RSA North – Baseline (2013)

LAX RSA North – 2015 Without Project

LAX RSA North – 2015 With Project

LAX RSA North – Baseline (2013) plus Project

TRAFFIX Intersection Volume Report

```
Baseline 2013-AM Peak
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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```

Baseline 2013-AM Peak

RSA North EIR

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

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Baseline 2013-PM Peak

```
--------------------------------------------------------------------------------
                                  RSA North EIR
--------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Baseline 2013-PM Peak

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

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Baseline 2013-PM Peak

RSA North EIR

Intersection Volume Report
Base Volume Alternative

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

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```
Future 2018-Without Project AM Peak
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Future 2018-AM Peak

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

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Future 2018-Without Project AM Peak

RSA North EIR

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	469	357	34	70	161	76	77	816	239	69	1403	112
2	IMPERIAL HWY.	160	265	84	216	131	58	47	160	50	195	583	674
3	AVIATION BLVD	16	819	52	43	376	41	24	19	12	25	28	78
4	La CIENEGA BL	106	159	113	55	154	597	60	538	277	254	2013	332
5	CENTURY BLVD.	0	2666	20	0	845	59	0	0	0	208	110	211
6	CENTURY BLVD.	596	0	74	0	0	0	5	321	396	0	2017	0
7	IMPERIAL HWY.	24	8	33	52	46	5	20	251	170	155	452	82
8	SEPULVEDA @ H	0	878	730	47	342	0	0	0	0	753	0	171
9	IMPERIAL HWY.	33	107	97	42	59	181	162	310	67	28	459	325
10	IMPERIAL HWY	208	0	371	3	1	1	0	571	53	282	1478	1
11	IMPERIAL HWY	1	0	1	395	0	42	67	228	1	9	335	1344
12	IMPERIAL HWY	78	1065	461	169	1159	12	112	130	54	75	162	201
13	IMPERIAL HWY	19	0	14	258	764	537	0	277	56	45	423	0
14	IMPERIAL HWY.	886	0	376	0	0	0	0	218	319	85	593	0
15	IMPERIAL HWY.	208	0	26	0	0	0	0	242	201	0	602	595
16	La CIENEGA BL	0	373	32	18	203	35	0	0	0	74	0	134
17	La CIENEGA BL	143	384	0	0	193	97	40	0	54	0	0	0
18	La CIENEGA BL	2	368	74	95	170	0	0	0	0	680	0	46
19	La CIENEGA BL	0	324	28	228	236	12	0	0	1	0	0	60
20	La CIENEGA BL	6	480	96	30	224	0	0	0	1	77	0	56
21	SEPULVEDA BLV	21	1027	69	23	1016	31	45	56	50	177	79	17
22	SEPULVEDA BLV	1277	1437	104	0	1021	8	0	0	673	0	0	4
23	SEPULVEDA BLV	62	1010	33	61	1065	29	80	163	44	43	305	145
24	WESTCHESTER P	0	353	450	47	272	0	0	0	0	292	0	17
25	SEPULVEDA BLV	304	1110	25	65	919	292	14	53	43	61	100	82
26	SEPULVEDA @ 7	18	1262	8	14	1045	38	249	14	25	10	4	67
27	SEPULVEDA BLV	25	1135	4	5	1011	44	67	15	42	14	18	37
28	SEPULVEDA BLV	11	1084	4	5	1020	12	41	6	11	8	7	25
29	La CIENEGA BL	128	335	6	7	200	45	9	1	59	1	0	6

```
Future 2018-Without Project PM Peak
--------------------------------------------------------------------------------
                                RSA North EIR
--------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Future 2018-PM Peak

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

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Future 2018-Without Project PM Peak

RSA North EIR

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	351	409	110	93	446	101	150	1568	399	72	878	109
2	IMPERIAL HWY.	115	338	264	463	476	132	149	870	170	171	380	438
3	AVIATION BLVD	27	737	94	74	924	77	69	57	30	74	27	107
4	La CIENEGA BL	102	280	435	420	577	349	126	1131	700	83	1183	137
5	CENTURY BLVD.	0	2914	25	0	2618	63	0	0	0	494	76	196
6	CENTURY BLVD.	395	0	254	0	0	4	5	1365	596	0	1007	0
7	IMPERIAL HWY.	129	18	250	92	34	31	44	856	106	80	371	61
8	SEPULVEDA @ H	0	1310	664	372	1449	0	0	0	0	682	0	211
9	IMPERIAL HWY.	99	166	518	284	341	288	178	896	120	43	307	195
10	IMPERIAL HWY	152	1	401	4	0	0	0	1312	259	472	657	0
11	IMPERIAL HWY	2	0	8	1195	0	157	112	369	0	0	234	593
12	IMPERIAL HWY	125	1349	944	348	2058	20	138	296	148	138	167	339
13	IMPERIAL HWY	73	0	135	98	178	134	0	786	54	37	572	0
14	IMPERIAL HWY.	403	0	208	0	0	0	0	1047	662	278	519	0
15	IMPERIAL HWY.	202	0	222	0	0	0	0	1514	196	0	349	220
16	La CIENEGA BL	1	468	187	153	645	8	0	0	0	76	0	78
17	La CIENEGA BL	127	452	0	0	629	111	173	0	192	0	0	0
18	La CIENEGA BL	1	539	77	178	589	0	0	0	0	613	0	160
19	La CIENEGA BL	0	512	42	475	697	7	0	0	5	0	0	254
20	La CIENEGA BL	8	490	43	72	752	0	0	0	0	177	0	111
21	SEPULVEDA BLV	132	1366	231	93	1320	107	155	329	276	252	212	95
22	SEPULVEDA BLV	1309	1580	251	0	1947	29	0	0	1511	0	0	23
23	SEPULVEDA BLV	130	1455	95	252	1254	182	202	702	117	88	498	208
24	WESTCHESTER P	0	397	408	57	411	0	0	0	0	467	0	81
25	SEPULVEDA BLV	197	1344	62	195	1641	78	236	236	93	186	237	151
26	SEPULVEDA @ 7	41	1725	35	120	1811	269	202	66	77	37	47	49
27	SEPULVEDA BLV	101	1582	22	38	1851	176	121	96	109	27	44	33
28	SEPULVEDA BLV	41	1638	15	44	1881	61	51	46	38	6	36	23
29	La CIENEGA BL	95	454	7	43	624	59	77	1	180	11	2	8

```
Future 2018-With Project AM Peak
-------------------------------------------------------------------------------
                                 RSA North EIR
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2018-With Project AM Peak

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

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Future 2018-With Project AM Peak

RSA North EIR

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	469	357	34	70	162	76	77	817	239	69	1406	112
2	IMPERIAL HWY.	162	265	84	216	131	59	49	160	50	195	588	716
3	AVIATION BLVD	16	830	86	43	377	41	24	19	12	25	28	83
4	La CIENEGA BL	106	159	113	55	154	597	60	538	279	260	2016	332
5	CENTURY BLVD.	0	2672	20	0	848	59	0	0	0	208	110	214
6	CENTURY BLVD.	601	0	74	0	0	0	5	321	396	0	2021	0
7	IMPERIAL HWY.	24	8	33	52	46	5	20	252	170	155	460	82
8	SEPULVEDA @ H	0	878	730	47	349	0	0	0	0	773	0	171
9	IMPERIAL HWY.	33	107	97	56	59	201	162	310	67	28	479	325
10	IMPERIAL HWY	208	0	371	3	1	1	0	577	53	282	1544	1
11	IMPERIAL HWY	1	0	1	401	0	42	67	228	1	9	335	1410
12	IMPERIAL HWY	78	1070	462	169	1159	12	112	130	54	75	170	201
13	IMPERIAL HWY	19	0	14	258	764	537	0	278	56	45	431	0
14	IMPERIAL HWY.	913	0	376	0	0	0	0	218	319	105	613	0
15	IMPERIAL HWY.	222	0	26	0	0	0	0	242	215	0	607	595
16	La CIENEGA BL	0	373	32	18	203	35	0	0	0	74	0	134
17	La CIENEGA BL	161	384	0	0	193	97	40	0	101	0	0	0
18	La CIENEGA BL	2	368	74	95	170	0	0	0	0	680	0	46
19	La CIENEGA BL	0	324	28	228	244	12	0	0	1	0	0	60
20	La CIENEGA BL	6	480	96	43	258	0	0	0	1	77	0	74
21	SEPULVEDA BLV	21	1027	69	23	1042	31	45	56	52	177	80	17
22	SEPULVEDA BLV	1285	1439	104	0	1024	8	0	0	673	0	0	4
23	SEPULVEDA BLV	62	1010	33	61	1091	29	80	163	44	43	305	145
24	WESTCHESTER P	0	353	516	47	272	0	0	0	0	298	0	17
25	SEPULVEDA BLV	306	1110	25	65	922	318	14	53	43	61	100	82
26	SEPULVEDA @ 7	18	1262	8	14	1071	38	249	14	25	10	4	67
27	SEPULVEDA BLV	25	1135	4	5	1037	44	67	15	42	14	18	37
28	SEPULVEDA BLV	11	1084	4	5	1046	12	41	6	11	8	7	25
29	La CIENEGA BL	128	335	6	7	208	45	9	1	74	1	0	6

```
Future 2018-With Project PM Peak
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018-With Project PM Peak

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

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Future 2018-With Project PM Peak

RSA North EIR

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	352	411	111	93	446	101	150	1571	399	72	878	109
2	IMPERIAL HWY.	115	338	264	463	476	132	150	875	172	171	382	472
3	AVIATION BLVD	27	738	128	74	924	77	69	57	30	74	27	110
4	La CIENEGA BL	102	280	435	420	577	349	126	1135	700	83	1183	137
5	CENTURY BLVD.	0	2914	25	0	2626	63	0	0	0	494	76	197
6	CENTURY BLVD.	395	0	254	0	0	4	5	1369	596	0	1007	0
7	IMPERIAL HWY.	129	18	250	92	34	31	44	864	106	80	372	61
8	SEPULVEDA @ H	0	1317	683	372	1449	0	0	0	0	682	0	211
9	IMPERIAL HWY.	99	166	518	304	341	317	178	900	120	43	321	195
10	IMPERIAL HWY	152	1	401	4	0	0	0	1372	259	472	657	0
11	IMPERIAL HWY	2	0	8	1255	0	157	112	369	0	0	234	593
12	IMPERIAL HWY	125	1349	944	348	2062	20	138	304	148	139	167	339
13	IMPERIAL HWY	73	0	135	98	178	134	0	794	54	37	573	0
14	IMPERIAL HWY.	423	0	208	0	0	0	0	1052	662	305	535	0
15	IMPERIAL HWY.	216	0	222	0	0	0	0	1519	215	0	349	220
16	La CIENEGA BL	1	468	187	153	667	8	0	0	0	76	0	78
17	La CIENEGA BL	140	452	0	0	649	114	173	0	239	0	0	0
18	La CIENEGA BL	1	539	77	178	589	0	0	0	0	613	0	160
19	La CIENEGA BL	0	512	42	475	697	7	0	0	5	0	0	254
20	La CIENEGA BL	8	490	43	90	801	0	0	0	0	177	0	124
21	SEPULVEDA BLV	132	1393	231	93	1320	107	155	330	276	252	212	95
22	SEPULVEDA BLV	1309	1582	251	0	1947	29	0	0	1519	0	0	23
23	SEPULVEDA BLV	130	1482	95	252	1254	182	202	702	117	88	498	208
24	WESTCHESTER P	0	397	408	57	411	0	0	0	0	527	0	81
25	SEPULVEDA BLV	197	1346	62	195	1641	78	261	236	93	186	237	151
26	SEPULVEDA @ 7	41	1752	35	120	1811	269	202	66	77	37	47	49
27	SEPULVEDA BLV	101	1609	22	38	1851	176	121	96	109	27	44	33
28	SEPULVEDA BLV	41	1665	15	44	1881	61	51	46	38	6	36	23
29	La CIENEGA BL	95	454	7	43	624	59	77	1	180	11	2	8

```
Baseline 2013-plus RSA North AM Peak
--------------------------------------------------------------------------------
                                 RSA North EIR
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-plus RSA North

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

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Baseline 2013-plus RSA North AM Peak

RSA North EIR

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	434	343	33	67	151	72	74	783	230	66	1302	108
2	IMPERIAL HWY.	140	255	81	208	126	52	47	154	48	187	534	647
3	AVIATION BLVD	15	789	50	41	358	39	23	18	12	24	27	83
4	La CIENEGA BL	88	153	109	53	145	573	58	517	266	254	1902	319
5	CENTURY BLVD.	0	2409	19	0	810	43	0	0	0	191	73	181
6	CENTURY BLVD.	570	0	71	0	0	0	5	309	381	0	1919	0
7	IMPERIAL HWY.	20	8	32	50	44	5	19	243	163	149	391	79
8	SEPULVEDA @ H	0	844	697	45	288	0	0	0	0	573	0	164
9	IMPERIAL HWY.	31	103	93	40	57	170	156	298	64	27	420	299
10	IMPERIAL HWY	199	0	357	3	1	1	0	485	51	271	1044	1
11	IMPERIAL HWY	1	0	1	316	0	40	64	219	1	9	322	914
12	IMPERIAL HWY	61	1003	445	162	1114	12	108	125	52	72	113	187
13	IMPERIAL HWY	15	0	13	248	734	516	0	268	54	43	360	0
14	IMPERIAL HWY.	849	0	361	0	0	0	0	210	307	82	545	0
15	IMPERIAL HWY.	200	0	25	0	0	0	0	233	193	0	544	572
16	La CIENEGA BL	0	345	31	17	192	34	0	0	0	70	0	129
17	La CIENEGA BL	145	356	0	0	182	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	238	12	0	0	1	0	0	58
20	La CIENEGA BL	6	448	92	29	212	0	0	0	1	74	0	62
21	SEPULVEDA BLV	20	984	66	22	785	30	41	54	44	168	75	16
22	SEPULVEDA BLV	1215	1218	100	0	966	8	0	0	647	0	0	4
23	SEPULVEDA BLV	60	966	32	59	832	28	77	157	42	41	293	139
24	WESTCHESTER P	0	339	303	45	261	0	0	0	0	173	0	16
25	SEPULVEDA BLV	132	1064	24	62	868	99	13	51	41	59	94	79
26	SEPULVEDA @ 7	17	1208	8	13	813	37	239	13	24	10	4	64
27	SEPULVEDA BLV	24	1086	4	5	780	42	64	14	40	13	17	36
28	SEPULVEDA BLV	11	1037	4	5	789	12	39	6	11	8	7	24
29	La CIENEGA BL	123	309	6	7	203	43	9	1	83	1	0	6

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```
Baseline 2013-plus RSA North PM Peak
--------------------------------------------------------------------------------
                                RSA North EIR
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-plus RSA North PM Peak

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

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Baseline 2013-plus RSA North PM Peak

RSA North EIR

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	339	389	108	89	428	97	143	1421	364	69	842	105
2	IMPERIAL HWY.	110	325	254	427	457	126	139	802	150	165	363	421
3	AVIATION BLVD	26	705	90	71	868	74	66	55	29	71	26	107
4	La CIENEGA BL	98	269	418	404	554	335	120	1067	608	80	1135	132
5	CENTURY BLVD.	0	2780	24	0	2331	61	0	0	0	473	73	190
6	CENTURY BLVD.	380	0	244	0	0	4	5	1292	573	0	966	0
7	IMPERIAL HWY.	124	17	240	88	33	30	42	770	99	77	352	59
8	SEPULVEDA @ H	0	1218	483	358	1389	0	0	0	0	641	0	203
9	IMPERIAL HWY.	95	160	498	283	328	292	170	825	114	41	291	187
10	IMPERIAL HWY	146	1	385	4	0	0	0	901	248	454	518	0
11	IMPERIAL HWY	2	0	8	788	0	151	108	355	0	0	225	456
12	IMPERIAL HWY	116	1297	907	318	1942	19	124	245	142	135	154	326
13	IMPERIAL HWY	70	0	130	94	171	129	0	701	49	36	545	0
14	IMPERIAL HWY.	387	0	200	0	0	0	0	969	621	280	498	0
15	IMPERIAL HWY.	194	0	213	0	0	0	0	1421	196	0	332	211
16	La CIENEGA BL	1	450	179	147	658	8	0	0	0	73	0	75
17	La CIENEGA BL	122	434	0	0	639	111	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	470	41	77	748	0	0	0	0	170	0	107
21	SEPULVEDA BLV	127	1178	222	89	1250	103	88	310	107	242	204	91
22	SEPULVEDA BLV	1258	1500	241	0	1713	28	0	0	1426	0	0	22
23	SEPULVEDA BLV	125	1203	91	242	1187	175	194	675	112	85	479	200
24	WESTCHESTER P	0	382	266	55	395	0	0	0	0	301	0	78
25	SEPULVEDA BLV	184	1278	60	187	1419	57	105	227	89	179	228	145
26	SEPULVEDA @ 7	39	1463	34	115	1722	259	194	63	74	36	45	47
27	SEPULVEDA BLV	97	1325	21	37	1761	169	116	92	105	26	42	32
28	SEPULVEDA BLV	39	1379	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

Attachment 3
RUNWAY 6L/24R AND RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) PROJECT AND ASSOCIATED IMPROVEMENTS DRAFT EIR

Study Area Intersection Capacity Analysis

April 2014

Prepared for:

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

Prepared by:

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

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TRAFFIX Analysis Reports

Baseline (2013) AM Peak

Baseline (2013) PM Peak

2015 plus Other (Without Project) AM Peak

2015 plus Other (Without Project) PM Peak

2015 plus Other plus RSA North (With Project) AM Peak

2015 plus Other plus RSA North (With Project) PM Peak

Baseline (2013) plus RSA North AM Peak

Baseline (2013) plus RSA North PM Peak

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1. CAPACITY ANALYSIS RESULTS

Attachment 3 provides the capacity analysis results for each condition and scenario evaluated in the traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, construction a.m. peak hour, and construction p.m. peak hour, for the Baseline With and Without Project (2013), and the Cumulative Traffic With and Without Project (2015).

TRAFFIX Analysis Reports

```
Baseline 2013-AM Peak
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Baseline 2013-AM Peak

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

```
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```

```
Baseline 2013-AM Peak      Mon Mar 31, 2014 14:54:26                 Page 4-1
------------------------------------------------------------------------------
                                RSA North EIR
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.537
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                   A
******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     434  343    33    67  149    72    74  781   230    66 1297   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  434  343    33    67  149    72    74  781   230    66 1297   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   434  343    33    67  149    72    74  781   230    66 1297   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  434  343    33    67  149    72    74  781   230    66 1297   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   477  343    33    74  149    72    74  781   230    66 1297   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.82  0.18  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.69  0.31
Final Sat.:  2750 2509   241  2750 2750  1375  1375 4249  1251  1375 5077   423
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.14  0.14  0.03 0.05  0.05  0.05 0.18  0.18  0.05 0.26  0.26
Crit Vol:     239                  75           74                  351
Crit Moves:  ****                 ****         ****                 ****
******************************************************************************
```

```
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```

```
Baseline 2013-AM Peak      Mon Mar 31, 2014 14:54:26                  Page 5-1
------------------------------------------------------------------------------
                                RSA North EIR
------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53                Level Of Service:                  A
******************************************************************************
Street Name:           AVIATION BL.                      IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  254    81   208  126    50    45  152    48   187  524   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  254    81   208  126    50    45  152    48   187  524   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  254    81   208  126    50    45  152    48   187  524   632
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  254    81   208  126    50    45  152    48   187  524   632
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   151  254    81   229  126    55    50  152    48   206  524   632
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.28  0.72  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2750  1375  2750 3135   990  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.09  0.06  0.08 0.05  0.04  0.02 0.05  0.05  0.07 0.13  0.46
Crit Vol:          127           0               25                        632
Crit Moves:       ****         ****             ****                      ****
******************************************************************************
```

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

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

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

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

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

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

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

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

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

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

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

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

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.234
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                  A
*******************************************************************************
Street Name:          La CIENEGA BLVD.                    LENNOX BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  343    31    17  190    34     0    0     0    70    0   129
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  343    31    17  190    34     0    0     0    70    0   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  343    31    17  190    34     0    0     0    70    0   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  343    31    17  190    34     0    0     0    70    0   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  343    31    17  190    34     0    0     0    77    0   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.54  0.46  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2614   236  1425 3626   649     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.01 0.05  0.05  0.00 0.00  0.00  0.03 0.00  0.09
Crit Vol:          187          17                     0                    129
Crit Moves:       ****         ****                                       ****
*******************************************************************************

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-------------------------------------------------------------------------------
                     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:
Base Vol:     137  354     0     0  180    93    38    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  354     0     0  180    93    38    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  354     0     0  180    93    38    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  354     0     0  180    93    38    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   137  354     0     0  180    93    42    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.00  0.00 0.06  0.07  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     137                       93                52           0
Crit Moves:  ****                      ****              ****
*******************************************************************************

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                                RSA North EIR
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                 A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  354    71    91  160     0     0    0     0   654    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  354    71    91  160     0     0    0     0   654    0    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     2  354    71    91  160     0     0    0     0   654    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  354    71    91  160     0     0    0     0   654    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  354    78    91  160     0     0    0     0   719    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.88 0.00  0.12
Final Sat.:    20 2830  1425  1425 2850     0     0    0     0  2686    0   164
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.13  0.05  0.06 0.06  0.00  0.00 0.00  0.00  0.27 0.00  0.27
Crit Vol:         178          91                       0         382
Crit Moves:      ****         ****                               ****
******************************************************************************
```

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                                RSA North EIR
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.205
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  298    27   216  224    12     0    0     1     0    0    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  298    27   216  224    12     0    0     1     0    0    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  298    27   216  224    12     0    0     1     0    0    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  298    27   216  224    12     0    0     1     0    0    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  298    27   238  224    12     0    0     1     0    0    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  2.00 1.90  0.10  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2522   228  2750 2610   140     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          163         119                           1          0
Crit Moves:       ****        ****                        ****       ****
******************************************************************************
```

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                                RSA North EIR
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.206
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23                Level Of Service:                 A
******************************************************************************
Street Name:          La CIENEGA BLVD.                    405 S/B RAMP
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  446    92    29  210     0     0    0     1    74    0    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  446    92    29  210     0     0    0     1    74    0    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6  446    92    29  210     0     0    0     1    74    0    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  446    92    29  210     0     0    0     1    74    0    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     6  446    92    29  210     0     0    0     1    81    0    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.16  0.06  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          223           29                           1    41
Crit Moves:       ****         ****                         ****  ****
******************************************************************************
```

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                                RSA North EIR
-------------------------------------------------------------------------------
                     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 EIR
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.527
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39                Level Of Service:                 A
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1202 1214   100     0  961     8     0    0   647     0    0     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1202 1214   100     0  961     8     0    0   647     0    0     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1202 1214   100     0  961     8     0    0   647     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1202 1214   100     0  961     8     0    0   647     0    0     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1322 1214   100     0  961     8     0    0   712     0    0     4
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.77  0.23  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3950   325     0 5653    47     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.31  0.31  0.00 0.17  0.17  0.00 0.00  0.12  0.00 0.00  0.00
Crit Vol:     331                242                 178     0
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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                                RSA North EIR
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      60  965    32    59  787    28    77  157    42    41  293   139
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  965    32    59  787    28    77  157    42    41  293   139
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  965    32    59  787    28    77  157    42    41  293   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   60  965    32    59  787    28    77  157    42    41  293   139
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    60  965    32    59  787    28    85  157    42    41  293   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1865   885
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.04 0.19  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:          322          59               42                   216
Crit Moves:       ****         ****             ****                 ****
*******************************************************************************


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-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.221
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                 A
*******************************************************************************
Street Name:          Pershing Drive                 Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  339   184    45  261     0     0    0     0   155    0    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  339   184    45  261     0     0    0     0   155    0    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  339   184    45  261     0     0    0     0   155    0    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  339   184    45  261     0     0    0     0   155    0    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  339   184    45  261     0     0    0     0   171    0    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.13  0.03 0.09  0.00  0.00 0.00  0.00  0.06 0.00  0.01
Crit Vol:                184    45                      0          85
Crit Moves:             ****  ****                            ****
*******************************************************************************
```

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

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

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

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-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                     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:       ****         ****             ****                 ****
*******************************************************************************
```

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

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Baseline 2013-PM Peak      Mon Mar 31, 2014 14:57:12                Page 1-1
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Baseline 2013-PM Peak

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

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Baseline 2013-PM Peak      Mon Mar 31, 2014 14:57:12                 Page 4-1
------------------------------------------------------------------------------
                                RSA North EIR
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #1 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.664
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                  B
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     337  387   106    89  428    97   143 1416   364    69  842   105
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  387   106    89  428    97   143 1416   364    69  842   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337  387   106    89  428    97   143 1416   364    69  842   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337  387   106    89  428    97   143 1416   364    69  842   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   371  387   106    98  428    97   143 1416   364    69  842   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.57  0.43  2.00 2.00  1.00  1.00 3.18  0.82  1.00 3.56  0.44
Final Sat.:  2750 2159   591  2750 2750  1375  1375 4375  1125  1375 4890   610
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.18  0.18  0.04 0.16  0.07  0.10 0.32  0.32  0.05 0.17  0.17
Crit Vol:     185                  214              445          69
Crit Moves:  ****                 ****             ****         ****
******************************************************************************
```

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

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

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

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------------------------------------------------------------------------------
                                RSA North EIR
------------------------------------------------------------------------------
                     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 EIR
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.459
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                Level Of Service:                 A
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     380    0   244     0    0     4     5 1286   573     0  966     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  380    0   244     0    0     4     5 1286   573     0  966     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   380    0   244     0    0     4     5 1286   573     0  966     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380    0   244     0    0     4     5 1286   573     0  966     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   418    0   244     0    0     4     5 1286   630     0  966     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.68  1.32  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4027  1973     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.16  0.00 0.00  0.00  0.00 0.32  0.32  0.00 0.21  0.00
Crit Vol:     209                  0              479            0
Crit Moves:  ****                 ****            ****         ****
*******************************************************************************
```

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

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.489
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
*******************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1206   449   358 1389     0     0    0     0   641    0   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1206   449   358 1389     0     0    0     0   641    0   203
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1206     0   358 1389     0     0    0     0   641    0   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1206     0   358 1389     0     0    0     0   641    0   203
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1206     0   394 1389     0     0    0     0   705    0   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.00  0.13 0.31  0.00  0.00 0.00  0.00  0.16 0.00  0.14
Crit Vol:          302         197                      0         235
Crit Moves:       ****        ****                               ****
*******************************************************************************
```

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                                RSA North EIR
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.523
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      95  160   498   273  328   274   168  817   114    41  291   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  160   498   273  328   274   168  817   114    41  291   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    95  160   498   273  328   274   168  817   114    41  291   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  160   498   273  328   274   168  817   114    41  291   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   104  160   548   300  328   301   185  817   125    45  291   206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.56  1.44  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2150  1975  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.20  0.11 0.15  0.15  0.07 0.20  0.05  0.02 0.07  0.07
Crit Vol:                274   150                  272          23
Crit Moves:             ****  ****                ****         ****
*******************************************************************************
```

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

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                                RSA North EIR
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.074
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 F
*******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     116 1297   907   318 1934    19   124  229   142   133  152   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1297   907   318 1934    19   124  229   142   133  152   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116 1297   907   318 1934    19   124  229   142   133  152   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116 1297   907   318 1934    19   124  229   142   133  152   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   116 1297   907   350 1934    19   136  229   142   146  152   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5446    54  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.31  0.66  0.13 0.36  0.36  0.05 0.06  0.10  0.05 0.04  0.24
Crit Vol:                907   175              68                       326
Crit Moves:             ****  ****            ****                     ****
*******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.309
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
*******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET            IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      70    0   130    94  171   129     0  686    49    36  541     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   70    0   130    94  171   129     0  686    49    36  541     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    70    0   130    94  171   129     0  686    49    36  541     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70    0   130    94  171   129     0  686    49    36  541     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    70    0   143   103  171   142     0  686    49    40  541     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.64  1.36  0.00 2.80  0.20  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2336  1939     0 3990   285  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05  0.07 0.07  0.07  0.00 0.17  0.17  0.01 0.13  0.00
Crit Vol:                72        104              245          20
Crit Moves:             ****      ****             ****         ****
*******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                Level Of Service:                 A
******************************************************************************
Street Name:             / 105 RAMP                      IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     387    0   200     0    0     0     0  959   621   267  493     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  387    0   200     0    0     0     0  959   621   267  493     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   387    0   200     0    0     0     0  959   621   267  493     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  387    0   200     0    0     0     0  959   621   267  493     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   426    0   220     0    0     0     0  959   683   294  493     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.34  1.66  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3329  2371  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.08  0.00 0.00  0.00  0.00 0.29  0.29  0.10 0.17  0.00
Crit Vol:     213                    0              411          147
Crit Moves:  ****                                  ****         ****
******************************************************************************
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
*******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     194    0   213     0    0     0     0 1411   188     0  332   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  194    0   213     0    0     0     0 1411   188     0  332   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   194    0   213     0    0     0     0 1411     0     0  332     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  194    0   213     0    0     0     0 1411     0     0  332     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   213    0   213     0    0     0     0 1411     0     0  332     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 xxxx  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1426    0  1424     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.15  0.00 0.00  0.00  0.00 0.33  0.00  0.00 0.08  0.00
Crit Vol:     213                    0              470           0
Crit Moves:  ****                                  ****         ****
*******************************************************************************

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

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

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

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

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

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                     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 EIR
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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.820
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104                Level Of Service:                 D
*******************************************************************************
Street Name:       SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1258 1494   241     0 1710    28     0    0  1413     0    0    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1258 1494   241     0 1710    28     0    0  1413     0    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1258 1494   241     0 1710    28     0    0  1413     0    0    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1384 1494   241     0 1710    28     0    0  1554     0    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 2.58  0.42  0.00 3.94  0.06  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3681   594     0 5608    92     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.41  0.41  0.00 0.30  0.30  0.00 0.00  0.27  0.00 0.00  0.02
Crit Vol:     346                435                389     0
Crit Moves:  ****                ****                ****  ****
*******************************************************************************
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.781
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      104               Level Of Service:                  C
*******************************************************************************
Street Name:       Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     125 1157    91   242 1187   175   194  675   112    85  479   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  125 1157    91   242 1187   175   194  675   112    85  479   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   125 1157    91   242 1187   175   194  675   112    85  479   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1157    91   242 1187   175   194  675   112    85  479   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   125 1157    91   242 1187   175   213  675   112    85  479   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.28  0.07  0.18 0.29  0.13  0.08 0.25  0.08  0.06 0.25  0.25
Crit Vol:          386         242              107                   340
Crit Moves:       ****        ****             ****                  ****
*******************************************************************************


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

```
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-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                     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:  ****               ****             ****         ****
*******************************************************************************
```

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

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

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Baseline 2013-PM Peak      Mon Mar 31, 2014 14:57:12                Page 32-1
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.346
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  436     7    41  599    57    74    1   173    11    2     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   91  436     7    41  599    57    74    1   173    11    2     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91  436     7    41  599    57    74    1   173    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91  436     7    41  599    57    74    1   173    11    2     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    91  436     7    41  599    57    74    1   173    11    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 2.74  0.26  1.00 1.00  1.00  0.52 0.10  0.38
Final Sat.:  1425 2805    45  1425 3904   371  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.16  0.16  0.03 0.15  0.15  0.05 0.00  0.12  0.01 0.01  0.01
Crit Vol:      91                219                 173    11
Crit Moves:  ****              ****                ****  ****
*******************************************************************************
```

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```
Future 2018-Without Project AM Peak        Mon Mar 31, 2014 14:58:26                Page 1-1
-------------------------------------------------------------------------------
                                RSA North EIR
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Future 2018-Without Project AM Peak

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

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```
Future 2018-Without Project AM Peak        Mon Mar 31, 2014 14:58:27                Page 4-1
-------------------------------------------------------------------------------
                                RSA North 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):        0.578
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
*******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     452  357    34    70  155    75    77  813   239    69 1349   112
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  452  357    34    70  155    75    77  813   239    69 1349   112
Added Vol:     17    0     0     0    6     1     0    3     0     0   54     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  469  357    34    70  161    76    77  816   239    69 1403   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   469  357    34    70  161    76    77  816   239    69 1403   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  469  357    34    70  161    76    77  816   239    69 1403   112
PCE Adj:     1.00 1.00  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.:   516  357    34    77  161    76    77  816   239    69 1403   112
------------|---------------||---------------||---------------||---------------|
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 1.83  0.17  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.70  0.30
Final Sat.:  2750 2511   239  2750 2750  1375  1375 4254  1246  1375 5093   407
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.14  0.14  0.03 0.06  0.06  0.06 0.19  0.19  0.05 0.28  0.28
Crit Vol:     258                  81          77                   379
Crit Moves:  ****                 ****        ****                 ****
*******************************************************************************
```

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******************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.605
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58                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:     143  264    84   216  131    52    47  158    50   195  545   658
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  143  264    84   216  131    52    47  158    50   195  545   658
Added Vol:     17    1     0     0    0     6     0    2     0     0   38    16
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  160  265    84   216  131    58    47  160    50   195  583   674
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  265    84   216  131    58    47  160    50   195  583   674
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  160  265    84   216  131    58    47  160    50   195  583   674
PCE Adj:     1.00 1.00  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  265    84   238  131    64    52  160    50   215  583   674
------------|---------------||---------------||---------------||---------------|
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 3143   982  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  0.49
Crit Vol:          133           0              26                          674
Crit Moves:       ****         ****            ****                        ****
******************************************************************************
```

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*******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.391
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               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:      16  802    52    43  370    41    24   19    12    25   28    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:   16  802    52    43  370    41    24   19    12    25   28    78
Added Vol:      0   17     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16  819    52    43  376    41    24   19    12    25   28    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:    16  819    52    43  376    41    24   19    12    25   28    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16  819    52    43  376    41    24   19    12    25   28    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.:    16  819    52    43  376    41    24   19    12    25   28    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 0.61  0.39  1.00 1.00  1.00
Final Sat.:  1375 2586   164  1375 2480   270  1375  843   532  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.32  0.32  0.03 0.15  0.15  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          435           0              24                        78
Crit Moves:       ****         ****            ****                      ****
*******************************************************************************

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*******************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.742
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       88                Level Of Service:                 C
*******************************************************************************
Street Name:         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:      92  159   113    55  151   596    60  538   274   254 1974   332
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   92  159   113    55  151   596    60  538   274   254 1974   332
Added Vol:     14    0     0     0    3     1     0    0     3     0   39     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  106  159   113    55  154   597    60  538   277   254 2013   332
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  159   113    55  154   597    60  538   277   254 2013   332
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  159   113    55  154   597    60  538   277   254 2013   332
PCE Adj:     1.00 1.00  1.00  1.00 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  159   124    55  154   657    60  538   277   254 2013   332
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.43  0.57
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4721   779
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.06  0.05  0.04 0.06  0.24  0.04 0.13  0.20  0.18 0.43  0.43
Crit Vol:     106                      328     0                  586
Crit Moves:  ****                     ****  ****                 ****
*******************************************************************************
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*******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.557
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 2494    20     0  838    45     0    0     0   199   76   183
Growth Adj:  1.00 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 2494    20     0  838    45     0    0     0   199   76   183
Added Vol:      0  172     0     0    7    14     0    0     0     9   34    28
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2666    20     0  845    59     0    0     0   208  110   211
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 2666     0     0  845    59     0    0     0   208  110   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2666     0     0  845    59     0    0     0   208  110   211
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 2666     0     0  845    59     0    0     0   229  110   232
------------|---------------||---------------||---------------||---------------|
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  1.35 0.65  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2026  974  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.44  0.00  0.00 0.14  0.04  0.00 0.00  0.00  0.11 0.11  0.08
Crit Vol:          667           0                      0          169
Crit Moves:       ****         ****                               ****
*******************************************************************************
```

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*******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.670
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                 B
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     584    0    74     0    0     0     5  321   396     0 1990     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:  584    0    74     0    0     0     5  321   396     0 1990     0
Added Vol:     12    0     0     0    0     0     0    0     0     0   27     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  596    0    74     0    0     0     5  321   396     0 2017     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:   596    0    74     0    0     0     5  321   396     0 2017     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  596    0    74     0    0     0     5  321   396     0 2017     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.:   656    0    74     0    0     0     5  321   436     0 2017     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:     0.22 0.00  0.05  0.00 0.00  0.00  0.00 0.11  0.15  0.00 0.45  0.00
Crit Vol:     328                    0           5                   672
Crit Moves:  ****                             ****                ****
*******************************************************************************
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*******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.282
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:
Base Vol:      21    8    33    52   46     5    20  249   170   155  391    82
Growth Adj:  1.00 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    33    52   46     5    20  249   170   155  391    82
Added Vol:      3    0     0     0    0     0     0    2     0     0   61     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   24    8    33    52   46     5    20  251   170   155  452    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:    24    8    33    52   46     5    20  251   170   155  452    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24    8    33    52   46     5    20  251   170   155  452    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    24    8    36    57   46     6    20  251   170   171  452    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 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.54  0.46
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3492   633
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.13  0.13
Crit Vol:      24                  109                   170    85
Crit Moves:  ****                ****                  ****  ****
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                     Level Of Service Computation Report
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******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.348
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  878   724    47  287     0     0    0     0   562    0   171
Growth Adj:  1.00 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  878   724    47  287     0     0    0     0   562    0   171
Added Vol:      0    0     6     0   55     0     0    0     0   191    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  878   730    47  342     0     0    0     0   753    0   171
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  878     0    47  342     0     0    0     0   753    0   171
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  878     0    47  342     0     0    0     0   753    0   171
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  878     0    52  342     0     0    0     0   828    0   171
------------|---------------||---------------||---------------||---------------|
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  0.11
Crit Vol:          220          26                       0          276
Crit Moves:       ****         ****                               ****
******************************************************************************
```

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*******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.280
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:
Base Vol:      32  107    97    42   59   175   160  310    67    28  427   311
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   32  107    97    42   59   175   160  310    67    28  427   311
Added Vol:      1    0     0     0    0     6     2    0     0     0   32    14
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   33  107    97    42   59   181   162  310    67    28  459   325
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    33  107    97    42   59   181   162  310    67    28  459   325
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33  107    97    42   59   181   162  310    67    28  459   325
PCE Adj:     1.00 1.00  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.:    36  107   107    46   59   199   178  310    74    31  459   358
------------|---------------||---------------||---------------||---------------|
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 2065  2060  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 0.08  0.03  0.01 0.11  0.13
Crit Vol:      18                        100    89                        179
Crit Moves:  ****                      ****  ****                      ****
*******************************************************************************


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******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.803
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:
Base Vol:     207    0   371     3    1     1     0  486    53   282  962     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:  207    0   371     3    1     1     0  486    53   282  962     1
Added Vol:      1    0     0     0    0     0     0   85     0     0  516     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  208    0   371     3    1     1     0  571    53   282 1478     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:   208    0     0     3    1     1     0  571    53   282 1478     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  208    0     0     3    1     1     0  571    53   282 1478     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.:   229    0     0     3    1     1     0  571    53   310 1478     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 0.52  0.00
Crit Vol:     114                  5              286              739
Crit Moves:  ****                ****            ****            ****
******************************************************************************
```

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******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.546
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.             IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   310    0    42    67  228     1     9  335   827
Growth Adj:  1.00 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   310    0    42    67  228     1     9  335   827
Added Vol:      0    0     0    85    0     0     0    0     0     0    0   517
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   395    0    42    67  228     1     9  335  1344
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   395    0    42    67  228     1     9  335  1344
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   395    0    42    67  228     1     9  335  1344
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   435    0    42    74  228     1     9  335  1478
------------|---------------||---------------||---------------||---------------|
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  0.52
Crit Vol:                 2     0              37                          739
Crit Moves:             ****  ****           ****                        ****
******************************************************************************
```

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******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.594
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  A
******************************************************************************
Street Name:          SEPULVEDA BL.                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      63 1035   461   169 1159    12   112  128    54    75  101   195
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63 1035   461   169 1159    12   112  128    54    75  101   195
Added Vol:     15   30     0     0    0     0     0    2     0     0   61     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   78 1065   461   169 1159    12   112  130    54    75  162   201
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78 1065   461   169 1159    12   112  130    54    75  162   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78 1065   461   169 1159    12   112  130    54    75  162   201
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:    78 1065   461   186 1159    12   123  130    54    83  162   201
------------|---------------||---------------||---------------||---------------|
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 5444    56  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.26  0.34  0.07 0.21  0.21  0.04 0.03  0.04  0.03 0.04  0.15
Crit Vol:               461    93              62                        201
Crit Moves:            ****  ****            ****                      ****
******************************************************************************
```

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******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.452
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:
Base Vol:      16    0    14   258  764   537     0  275    56    45  359     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   258  764   537     0  275    56    45  359     0
Added Vol:      3    0     0     0    0     0     0    2     0     0   64     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19    0    14   258  764   537     0  277    56    45  423     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:    19    0    14   258  764   537     0  277    56    45  423     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19    0    14   258  764   537     0  277    56    45  423     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.:    19    0    15   284  764   591     0  277    56    50  423     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 3556   719  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.20 0.34  0.29  0.00 0.08  0.08  0.02 0.10  0.00
Crit Vol:      19                 490              111          25
Crit Moves:  ****                ****             ****         ****
******************************************************************************
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******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.627
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                 B
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     870    0   376     0    0     0     0  216   319    85  555     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:  870    0   376     0    0     0     0  216   319    85  555     0
Added Vol:     16    0     0     0    0     0     0    2     0     0   38     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  886    0   376     0    0     0     0  218   319    85  593     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:   886    0   376     0    0     0     0  218   319    85  593     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  886    0   376     0    0     0     0  218   319    85  593     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.:   975    0   414     0    0     0     0  218   351    94  593     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:     0.34 0.00  0.15  0.00 0.00  0.00  0.00 0.08  0.12  0.03 0.21  0.00
Crit Vol:     487                    0              109              297
Crit Moves:  ****                                 ****             ****
******************************************************************************
```

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******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.230
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     208    0    26     0    0     0     0  242   201     0  556   595
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  208    0    26     0    0     0     0  242   201     0  556   595
Added Vol:      0    0     0     0    0     0     0    0     0     0   46     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  208    0    26     0    0     0     0  242   201     0  602   595
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:   208    0    26     0    0     0     0  242     0     0  602     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  208    0    26     0    0     0     0  242     0     0  602     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.:   229    0    26     0    0     0     0  242     0     0  602     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 0.06  0.00  0.00 0.14  0.00
Crit Vol:     127                    0           0                   201
Crit Moves:  ****                              ****                ****
******************************************************************************
```

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*******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.249
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:
Base Vol:       0  357    32    18  198    35     0    0     0    73    0   134
Growth Adj:  1.00 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  357    32    18  198    35     0    0     0    73    0   134
Added Vol:      0   16     0     0    5     0     0    0     0     1    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  373    32    18  203    35     0    0     0    74    0   134
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  373    32    18  203    35     0    0     0    74    0   134
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  373    32    18  203    35     0    0     0    74    0   134
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  373    32    18  203    35     0    0     0    81    0   134
------------|---------------||---------------||---------------||---------------|
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 2.56  0.44  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2625   225  1425 3646   629     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  0.09
Crit Vol:          203          18                      0                    134
Crit Moves:       ****         ****                                        ****
*******************************************************************************
```

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******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
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.                  / 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:     143  368     0     0  187    97    40    0    54     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:  143  368     0     0  187    97    40    0    54     0    0     0
Added Vol:      0   16     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  143  384     0     0  193    97    40    0    54     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:   143  384     0     0  193    97    40    0    54     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  143  384     0     0  193    97    40    0    54     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.:   143  384     0     0  193    97    44    0    54     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 0.07  0.07  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:     143                97                    54           0
Crit Moves:  ****                ****                  ****
******************************************************************************
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******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.475
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 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  368    74    95  166     0     0    0     0   680    0    46
Growth Adj:  1.00 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  368    74    95  166     0     0    0     0   680    0    46
Added Vol:      0    0     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:    2  368    74    95  170     0     0    0     0   680    0    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  368    74    95  170     0     0    0     0   680    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  368    74    95  170     0     0    0     0   680    0    46
PCE Adj:     1.00 1.00  1.00  1.00 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  368    81    95  170     0     0    0     0   748    0    46
------------|---------------||---------------||---------------||---------------|
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.:    19 2831  1425  1425 2850     0     0    0     0  2685    0   165
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.13  0.06  0.07 0.06  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:          185          95                      0                   397
Crit Moves:       ****         ****                                       ****
******************************************************************************

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******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.220
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  310    28   225  233    12     0    0     1     0    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  310    28   225  233    12     0    0     1     0    0    60
Added Vol:      0   14     0     3    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  324    28   228  236    12     0    0     1     0    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  324    28   228  236    12     0    0     1     0    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  324    28   228  236    12     0    0     1     0    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  324    28   251  236    12     0    0     1     0    0    66
------------|---------------||---------------||---------------||---------------|
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 2531   219  2750 2617   133     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          176         125                          1           0
Crit Moves:       ****        ****                       ****        ****
******************************************************************************
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******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
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.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  464    96    30  218     0     0    0     1    77    0    56
Growth Adj:  1.00 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  464    96    30  218     0     0    0     1    77    0    56
Added Vol:      0   16     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6  480    96    30  224     0     0    0     1    77    0    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  480    96    30  224     0     0    0     1    77    0    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  480    96    30  224     0     0    0     1    77    0    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  480    96    30  224     0     0    0     1    85    0    56
------------|---------------||---------------||---------------||---------------|
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:          240          30                          1    42
Crit Moves:       ****         ****                       ****  ****
******************************************************************************
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******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.427
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 1024    69    23  770    31    42   56    43   175   76    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 1024    69    23  770    31    42   56    43   175   76    17
Added Vol:      0    3     0     0  246     0     3    0     7     2    3     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21 1027    69    23 1016    31    45   56    50   177   79    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 1027    69    23 1016    31    45   56    50   177   79    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21 1027    69    23 1016    31    45   56    50   177   79    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 1027    69    23 1016    31    45   56    50   177   79    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 2263   487
------------|---------------||---------------||---------------||---------------|
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 0.03  0.03
Crit Vol:      21                339                    50   177
Crit Moves:  ****                ****                 ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.557
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               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:    1251 1263   104     0 1000     8     0    0   673     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: 1251 1263   104     0 1000     8     0    0   673     0    0     4
Added Vol:     26  174     0     0   21     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1277 1437   104     0 1021     8     0    0   673     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:  1277 1437   104     0 1021     8     0    0   673     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1277 1437   104     0 1021     8     0    0   673     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.:  1405 1437   104     0 1021     8     0    0   740     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 2.80  0.20  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3986   289     0 5656    44     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.36  0.36  0.00 0.18  0.18  0.00 0.00  0.13  0.00 0.00  0.00
Crit Vol:     351                  257                   185     0
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.499
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:      62 1004    33    61  819    29    80  163    44    43  305   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:   62 1004    33    61  819    29    80  163    44    43  305   145
Added Vol:      0    6     0     0  246     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62 1010    33    61 1065    29    80  163    44    43  305   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:    62 1010    33    61 1065    29    80  163    44    43  305   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62 1010    33    61 1065    29    80  163    44    43  305   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  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    62 1010    33    61 1065    29    88  163    44    43  305   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  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1864   886
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.24  0.02  0.04 0.26  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:      62                355          44                225
Crit Moves:  ****              ****         ****              ****
******************************************************************************

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*******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.461
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35                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  353   191    47  272     0     0    0     0   161    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  353   191    47  272     0     0    0     0   161    0    17
Added Vol:      0    0   259     0    0     0     0    0     0   131    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  353   450    47  272     0     0    0     0   292    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  353   450    47  272     0     0    0     0   292    0    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  353   450    47  272     0     0    0     0   292    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  353   450    47  272     0     0    0     0   321    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 0.12  0.32  0.03 0.10  0.00  0.00 0.00  0.00  0.11 0.00  0.01
Crit Vol:                450    47                      0          161
Crit Moves:             ****  ****                               ****
*******************************************************************************
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******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.520
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               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:     133 1107    25    65  898    58    14   53    43    61   98    82
Growth Adj:  1.00 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 1107    25    65  898    58    14   53    43    61   98    82
Added Vol:    171    3     0     0   21   234     0    0     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  304 1110    25    65  919   292    14   53    43    61  100    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:   304 1110    25    65  919   292    14   53    43    61  100    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  304 1110    25    65  919   292    14   53    43    61  100    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.:   304 1110    25    65  919   292    14   53    43    61  100    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 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 1518  1232  1375 1511  1239
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.27  0.02  0.05 0.22  0.21  0.01 0.03  0.03  0.04 0.07  0.07
Crit Vol:     304                306          14                   91
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

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*******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.426
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 1256     8    14  799    38   249   14    25    10    4    67
Growth Adj:  1.00 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 1256     8    14  799    38   249   14    25    10    4    67
Added Vol:      0    6     0     0  246     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   18 1262     8    14 1045    38   249   14    25    10    4    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1262     8    14 1045    38   249   14    25    10    4    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   18 1262     8    14 1045    38   249   14    25    10    4    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1262     8    14 1045    38   274   14    25    10    4    67
------------|---------------||---------------||---------------||---------------|
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 0.28  0.01  0.01 0.23  0.03  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          421          14              137                          67
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************


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******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.338
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 1129     4     5  765    44    67   15    42    14   18    37
Growth Adj:  1.00 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 1129     4     5  765    44    67   15    42    14   18    37
Added Vol:      0    6     0     0  246     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25 1135     4     5 1011    44    67   15    42    14   18    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1135     4     5 1011    44    67   15    42    14   18    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25 1135     4     5 1011    44    67   15    42    14   18    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1135     4     5 1011    44    67   15    42    14   18    37
------------|---------------||---------------||---------------||---------------|
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 0.33  0.67
Final Sat.:  1500 4484    16  1500 4500  1500  1500 1500  1500  1500  491  1009
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.25  0.00 0.22  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:          380           5              67                   55
Crit Moves:       ****         ****            ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.285
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 1078     4     5  774    12    41    6    11     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:   11 1078     4     5  774    12    41    6    11     8    7    25
Added Vol:      0    6     0     0  246     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11 1084     4     5 1020    12    41    6    11     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:    11 1084     4     5 1020    12    41    6    11     8    7    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11 1084     4     5 1020    12    41    6    11     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.:    11 1084     4     5 1020    12    41    6    11     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 2.97  0.03  0.71 0.10  0.19  1.00 0.22  0.78
Final Sat.:  1500 4483    17  1500 4448    52  1060  155   284  1500  328  1172
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.24  0.00 0.23  0.23  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:      11                  344          41                   32
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.189
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128  321     6     7  197    45     9    1    59     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:  128  321     6     7  197    45     9    1    59     1    0     6
Added Vol:      0   14     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128  335     6     7  200    45     9    1    59     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:   128  335     6     7  200    45     9    1    59     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128  335     6     7  200    45     9    1    59     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.:   128  335     6     7  200    45     9    1    59     1    0     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.45  0.55  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2800    50  1425 3490   785  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:     128                82                  59     1
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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                               Scenario Report
Scenario:             Future 2018-Without Project PM Peak

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

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                                RSA North EIR
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                     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):        0.713
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       79               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:     351  403   110    93  445   101   149 1473   379    72  876   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:  351  403   110    93  445   101   149 1473   379    72  876   109
Added Vol:      0    6     0     0    1     0     1   95    20     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  351  409   110    93  446   101   150 1568   399    72  878   109
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   351  409   110    93  446   101   150 1568   399    72  878   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  351  409   110    93  446   101   150 1568   399    72  878   109
PCE Adj:     1.00 1.00  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.:   386  409   110   102  446   101   150 1568   399    72  878   109
------------|---------------||---------------||---------------||---------------|
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 3.19  0.81  1.00 3.56  0.44
Final Sat.:  2750 2167   583  2750 2750  1375  1375 4384  1116  1375 4893   607
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.19  0.19  0.04 0.16  0.07  0.11 0.36  0.36  0.05 0.18  0.18
Crit Vol:     193                223              492              72
Crit Moves:  ****               ****             ****             ****
*******************************************************************************

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                     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):        0.629
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61                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:     114  338   264   444  475   131   143  824   153   171  374   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:  114  338   264   444  475   131   143  824   153   171  374   438
Added Vol:      1    0     0    19    1     1     6   46    17     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  115  338   264   463  476   132   149  870   170   171  380   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:   115  338   264   463  476   132   149  870   170   171  380   438
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115  338   264   463  476   132   149  870   170   171  380   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:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   127  338   264   509  476   145   164  870   170   188  380   438
------------|---------------||---------------||---------------||---------------|
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 3451   674  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.12  0.19  0.19 0.17  0.11  0.06 0.25  0.25  0.07 0.09  0.32
Crit Vol:          169         255                  347          94
Crit Moves:       ****        ****                 ****        ****
******************************************************************************
```

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*******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.501
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               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:      27  731    94    74  903    77    69   57    30    74   27   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  731    94    74  903    77    69   57    30    74   27   107
Added Vol:      0    6     0     0   21     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  737    94    74  924    77    69   57    30    74   27   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  737    94    74  924    77    69   57    30    74   27   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  737    94    74  924    77    69   57    30    74   27   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    27  737    94    74  924    77    69   57    30    74   27   107
------------|---------------||---------------||---------------||---------------|
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 1.85  0.15  1.00 0.66  0.34  1.00 1.00  1.00
Final Sat.:  1375 2439   311  1375 2538   212  1375  901   474  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.30  0.30  0.05 0.36  0.36  0.05 0.06  0.06  0.05 0.02  0.08
Crit Vol:      27                500              87               74
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
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                     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):        0.914
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:     102  280   435   420  576   349   125 1104   633    83 1181   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:  102  280   435   420  576   349   125 1104   633    83 1181   137
Added Vol:      0    0     0     0    1     0     1   27    67     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  102  280   435   420  577   349   126 1131   700    83 1183   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:   102  280   435   420  577   349   126 1131   700    83 1183   137
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  102  280   435   420  577   349   126 1131   700    83 1183   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  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   102  280   479   420  577   384   126 1131   700    83 1183   137
------------|---------------||---------------||---------------||---------------|
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 4929   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.31 0.21  0.14  0.09 0.27  0.51  0.06 0.24  0.24
Crit Vol:                239   420                      700     0
Crit Moves:             ****  ****                    ****  ****
******************************************************************************
```

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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.692
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               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 2888    25     0 2409    63     0    0     0   492   76   196
Growth Adj:  1.00 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 2888    25     0 2409    63     0    0     0   492   76   196
Added Vol:      0   26     0     0  209     0     0    0     0     2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2914    25     0 2618    63     0    0     0   494   76   196
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 2914     0     0 2618    63     0    0     0   494   76   196
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2914     0     0 2618    63     0    0     0   494   76   196
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 2914     0     0 2618    63     0    0     0   543   76   216
------------|---------------||---------------||---------------||---------------|
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  2632  368  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.49  0.00  0.00 0.44  0.04  0.00 0.00  0.00  0.21 0.21  0.07
Crit Vol:          729           0                      0          310
Crit Moves:       ****         ****                              ****
*******************************************************************************

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*******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.482
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     395    0   254     0    0     4     5 1338   596     0 1005     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:  395    0   254     0    0     4     5 1338   596     0 1005     0
Added Vol:      0    0     0     0    0     0     0   27     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  395    0   254     0    0     4     5 1365   596     0 1007     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:   395    0   254     0    0     4     5 1365   596     0 1007     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  395    0   254     0    0     4     5 1365   596     0 1007     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.:   435    0   254     0    0     4     5 1365   656     0 1007     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 2.70  1.30  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4053  1947     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.17  0.00 0.00  0.00  0.00 0.34  0.34  0.00 0.22  0.00
Crit Vol:     217                  0              505           0
Crit Moves:  ****                ****            ****         ****
*******************************************************************************
```

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******************************************************************************
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:     129   18   250    92   34    31    44  786   103    80  362    61
Growth Adj:  1.00 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   18   250    92   34    31    44  786   103    80  362    61
Added Vol:      0    0     0     0    0     0     0   70     3     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129   18   250    92   34    31    44  856   106    80  371    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:   129   18   250    92   34    31    44  856   106    80  371    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129   18   250    92   34    31    44  856   106    80  371    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   129   18   275   101   34    34    44  856   106    88  371    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.79 0.21  1.00  1.00 2.67  0.33  2.00 2.58  0.42
Final Sat.:  1375 1375  2750  2466  284  1375  1375 3670   455  2750 3543   582
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.01  0.10  0.04 0.12  0.02  0.03 0.23  0.23  0.03 0.10  0.10
Crit Vol:                138        164              321          44
Crit Moves:             ****       ****             ****         ****
******************************************************************************
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*******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.521
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                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 1255   467   372 1445     0     0    0     0   667    0   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:    0 1255   467   372 1445     0     0    0     0   667    0   211
Added Vol:      0   55   197     0    4     0     0    0     0    15    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1310   664   372 1449     0     0    0     0   682    0   211
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 1310     0   372 1449     0     0    0     0   682    0   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1310     0   372 1449     0     0    0     0   682    0   211
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 1310     0   409 1449     0     0    0     0   750    0   211
------------|---------------||---------------||---------------||---------------|
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 0.32  0.00  0.00 0.00  0.00  0.17 0.00  0.14
Crit Vol:          328         205                      0         250
Crit Moves:       ****        ****                               ****
*******************************************************************************
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******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.555
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51                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:      99  166   518   284  341   285   175  850   119    43  303   195
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   99  166   518   284  341   285   175  850   119    43  303   195
Added Vol:      0    0     0     0    0     3     3   46     1     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   99  166   518   284  341   288   178  896   120    43  307   195
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    99  166   518   284  341   288   178  896   120    43  307   195
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   99  166   518   284  341   288   178  896   120    43  307   195
PCE Adj:     1.00 1.00  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.:   109  166   570   312  341   317   196  896   132    47  307   215
------------|---------------||---------------||---------------||---------------|
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 2138  1987  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.21  0.11 0.16  0.16  0.07 0.22  0.05  0.02 0.07  0.08
Crit Vol:                285   156                299          24
Crit Moves:             ****  ****              ****         ****
******************************************************************************
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******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.704
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:     152    1   401     4    0     0     0  814   258   472  520     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:  152    1   401     4    0     0     0  814   258   472  520     0
Added Vol:      0    0     0     0    0     0     0  498     1     0  137     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  152    1   401     4    0     0     0 1312   259   472  657     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:   152    1     0     4    0     0     0 1312   259   472  657     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  152    1     0     4    0     0     0 1312   259   472  657     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.:   167    1     0     4    0     0     0 1312   259   519  657     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 0.46  0.18  0.18 0.23  0.00
Crit Vol:      84               4                  656          260
Crit Moves:  ****             ****                ****         ****
******************************************************************************
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******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.680
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   696    0   157   112  369     0     0  234   456
Growth Adj:  1.00 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   696    0   157   112  369     0     0  234   456
Added Vol:      0    0     0   499    0     0     0    0     0     0    0   137
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     8  1195    0   157   112  369     0     0  234   593
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  1195    0   157   112  369     0     0  234   593
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8  1195    0   157   112  369     0     0  234   593
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1315    0   157   123  369     0     0  234   652
------------|---------------||---------------||---------------||---------------|
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  0.46 0.00  0.11  0.04 0.13  0.00  0.00 0.08  0.23
Crit Vol:                10   657                 185             117
Crit Moves:             ****  ****                ****            ****
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           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.127
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1349   944   331 2012    20   129  238   148   138  158   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:  121 1349   944   331 2012    20   129  238   148   138  158   339
Added Vol:      4    0     0    17   46     0     9   58     0     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125 1349   944   348 2058    20   138  296   148   138  167   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:   125 1349   944   348 2058    20   138  296   148   138  167   339
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1349   944   348 2058    20   138  296   148   138  167   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  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   125 1349   944   383 2058    20   152  296   148   152  167   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 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:     0.09 0.33  0.69  0.14 0.38  0.38  0.06 0.07  0.11  0.06 0.04  0.25
Crit Vol:                944   191              76                        339
Crit Moves:             ****  ****            ****                      ****
******************************************************************************
```

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******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.339
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:      73    0   135    98  178   134     0  714    51    37  563     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:   73    0   135    98  178   134     0  714    51    37  563     0
Added Vol:      0    0     0     0    0     0     0   72     3     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   73    0   135    98  178   134     0  786    54    37  572     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:    73    0   135    98  178   134     0  786    54    37  572     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73    0   135    98  178   134     0  786    54    37  572     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.:    73    0   149   108  178   147     0  786    54    41  572     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 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 2337  1938     0 4000   275  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  0.01 0.13  0.00
Crit Vol:                74        109              280          20
Crit Moves:             ****      ****             ****         ****
******************************************************************************
```

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******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               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:     403    0   208     0    0     0     0  998   646   278  513     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   208     0    0     0     0  998   646   278  513     0
Added Vol:      0    0     0     0    0     0     0   49    16     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  403    0   208     0    0     0     0 1047   662   278  519     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:   403    0   208     0    0     0     0 1047   662   278  519     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  403    0   208     0    0     0     0 1047   662   278  519     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.:   443    0   229     0    0     0     0 1047   728   306  519     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 2.36  1.64  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3362  2338  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00  0.08  0.00 0.00  0.00  0.00 0.31  0.31  0.11 0.18  0.00
Crit Vol:     222                    0              444          153
Crit Moves:  ****                                 ****         ****
******************************************************************************
```

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*******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.510
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               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:     202    0   222     0    0     0     0 1468   196     0  345   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  202    0   222     0    0     0     0 1468   196     0  345   220
Added Vol:      0    0     0     0    0     0     0   46     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  202    0   222     0    0     0     0 1514   196     0  349   220
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:   202    0   222     0    0     0     0 1514     0     0  349     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  202    0   222     0    0     0     0 1514     0     0  349     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.:   222    0   222     0    0     0     0 1514     0     0  349     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  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:     0.16 0.00  0.16  0.00 0.00  0.00  0.00 0.35  0.00  0.00 0.08  0.00
Crit Vol:     222                 0              505           0
Crit Moves:  ****                                ****         ****
*******************************************************************************

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*******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.392
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  466   186   153  642     8     0    0     0    76    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:    1  466   186   153  642     8     0    0     0    76    0    78
Added Vol:      0    2     1     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  468   187   153  645     8     0    0     0    76    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:     1  468   187   153  645     8     0    0     0    76    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  468   187   153  645     8     0    0     0    76    0    78
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  468   187   153  645     8     0    0     0    84    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:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     4 2033   812  1425 4223    52     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.23  0.23  0.11 0.15  0.15  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          328         153                      0                    78
Crit Moves:       ****        ****                                        ****
*******************************************************************************
```

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******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.397
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.                  / 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:     127  449     0     0  626   111   173    0   192     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:  127  449     0     0  626   111   173    0   192     0    0     0
Added Vol:      0    3     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127  452     0     0  629   111   173    0   192     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:   127  452     0     0  629   111   173    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127  452     0     0  629   111   173    0   192     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.:   127  452     0     0  629   111   190    0   192     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 3634   641  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.16  0.00  0.00 0.17  0.17  0.07 0.00  0.13  0.00 0.00  0.00
Crit Vol:     127                247                 192           0
Crit Moves:  ****                ****                ****
******************************************************************************
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******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.500
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               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  538    77   178  588     0     0    0     0   613    0   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  538    77   178  588     0     0    0     0   613    0   160
Added Vol:      0    1     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  539    77   178  589     0     0    0     0   613    0   160
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  539    77   178  589     0     0    0     0   613    0   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  539    77   178  589     0     0    0     0   613    0   160
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  539    85   178  589     0     0    0     0   674    0   160
------------|---------------||---------------||---------------||---------------|
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:     0.15 0.19  0.06  0.12 0.21  0.00  0.00 0.00  0.00  0.29 0.00  0.29
Crit Vol:       1                 295                0                   417
Crit Moves:  ****                ****                                   ****
******************************************************************************

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******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.395
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  512    42   408  696     7     0    0     5     0    0   254
Growth Adj:  1.00 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  512    42   408  696     7     0    0     5     0    0   254
Added Vol:      0    0     0    67    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  512    42   475  697     7     0    0     5     0    0   254
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  512    42   475  697     7     0    0     5     0    0   254
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  512    42   475  697     7     0    0     5     0    0   254
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  512    42   522  697     7     0    0     5     0    0   279
------------|---------------||---------------||---------------||---------------|
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 2542   208  2750 2723    27     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.20  0.19 0.26  0.26  0.00 0.00  0.00  0.00 0.00  0.10
Crit Vol:          277         261                          5          0
Crit Moves:       ****        ****                       ****       ****
******************************************************************************
```

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*******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.300
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                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  487    43    72  749     0     0    0     0   177    0   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:    8  487    43    72  749     0     0    0     0   177    0   111
Added Vol:      0    3     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  490    43    72  752     0     0    0     0   177    0   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:     8  490    43    72  752     0     0    0     0   177    0   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  490    43    72  752     0     0    0     0   177    0   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  1.10 1.00  1.00
Final Vol.:     8  490    43    72  752     0     0    0     0   195    0   111
------------|---------------||---------------||---------------||---------------|
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  0.05 0.18  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          245          72                       0                   111
Crit Moves:       ****         ****                                        ****
*******************************************************************************
```

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******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.800
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      114               Level Of Service:                  D
******************************************************************************
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:     132 1179   231    93 1301   107    91  320   108   252  212    95
Growth Adj:  1.00 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 1179   231    93 1301   107    91  320   108   252  212    95
Added Vol:      0  187     0     0   19     0    64    9   168     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  132 1366   231    93 1320   107   155  329   276   252  212    95
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1366   231    93 1320   107   155  329   276   252  212    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  132 1366   231    93 1320   107   155  329   276   252  212    95
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   132 1366   231    93 1320   107   155  329   276   252  212    95
------------|---------------||---------------||---------------||---------------|
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 1899   851
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.33  0.17  0.07 0.32  0.08  0.11 0.12  0.20  0.18 0.11  0.11
Crit Vol:     132                440                 276   252
Crit Moves:  ****                ****                ****  ****
******************************************************************************
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******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.891
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      170               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:    1309 1554   251     0 1779    29     0    0  1470     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: 1309 1554   251     0 1779    29     0    0  1470     0    0    23
Added Vol:      0   26     0     0  168     0     0    0    41     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1309 1580   251     0 1947    29     0    0  1511     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:  1309 1580   251     0 1947    29     0    0  1511     0    0    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1309 1580   251     0 1947    29     0    0  1511     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.:  1440 1580   251     0 1947    29     0    0  1662     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 3689   586     0 5616    84     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.43  0.43  0.00 0.35  0.35  0.00 0.00  0.29  0.00 0.00  0.02
Crit Vol:     360                494                 416     0
Crit Moves:  ****               ****                ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.874
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:     130 1204    95   252 1235   182   202  702   117    88  498   208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  130 1204    95   252 1235   182   202  702   117    88  498   208
Added Vol:      0  251     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  130 1455    95   252 1254   182   202  702   117    88  498   208
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   130 1455    95   252 1254   182   202  702   117    88  498   208
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  130 1455    95   252 1254   182   202  702   117    88  498   208
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   130 1455    95   252 1254   182   222  702   117    88  498   208
------------|---------------||---------------||---------------||---------------|
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 0.35  0.07  0.18 0.30  0.13  0.08 0.26  0.09  0.06 0.26  0.26
Crit Vol:          485         252              111                  353
Crit Moves:       ****        ****             ****                 ****
******************************************************************************
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******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.507
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  397   258    57  411     0     0    0     0   189    0    81
Growth Adj:  1.00 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  397   258    57  411     0     0    0     0   189    0    81
Added Vol:      0    0   150     0    0     0     0    0     0   278    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  397   408    57  411     0     0    0     0   467    0    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  397   408    57  411     0     0    0     0   467    0    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  397   408    57  411     0     0    0     0   467    0    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  397   408    57  411     0     0    0     0   514    0    81
------------|---------------||---------------||---------------||---------------|
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  0.29  0.04 0.14  0.00  0.00 0.00  0.00  0.18 0.00  0.06
Crit Vol:                408    57                      0          257
Crit Moves:             ****  ****                              ****
******************************************************************************
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******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.854
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      156               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:     187 1328    62   195 1473    59    65  236    93   186  237   151
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  187 1328    62   195 1473    59    65  236    93   186  237   151
Added Vol:     10   16     0     0  168    19   171    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  197 1344    62   195 1641    78   236  236    93   186  237   151
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   197 1344    62   195 1641    78   236  236    93   186  237   151
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  197 1344    62   195 1641    78   236  236    93   186  237   151
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   197 1344    62   195 1641    78   236  236    93   186  237   151
------------|---------------||---------------||---------------||---------------|
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 1.43  0.57  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1973   777  1375 1680  1070
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.33  0.05  0.14 0.40  0.06  0.17 0.12  0.12  0.14 0.14  0.14
Crit Vol:     197                547         236                  194
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.569
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               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 1474    35   120 1792   269   202   66    77    37   47    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   41 1474    35   120 1792   269   202   66    77    37   47    49
Added Vol:      0  251     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41 1725    35   120 1811   269   202   66    77    37   47    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1725    35   120 1811   269   202   66    77    37   47    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41 1725    35   120 1811   269   202   66    77    37   47    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1725    35   120 1811   269   222   66    77    37   47    49
------------|---------------||---------------||---------------||---------------|
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 0.38  0.02  0.08 0.40  0.18  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:          575         120              111                   47
Crit Moves:       ****        ****             ****                  ****
*******************************************************************************
```

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------------------------------------------------------------------------------
                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.611
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               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:     101 1331    22    38 1832   176   121   96   109    27   44    33
Growth Adj:  1.00 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 1331    22    38 1832   176   121   96   109    27   44    33
Added Vol:      0  251     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  101 1582    22    38 1851   176   121   96   109    27   44    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1582    22    38 1851   176   121   96   109    27   44    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  101 1582    22    38 1851   176   121   96   109    27   44    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   101 1582    22    38 1851   176   121   96   109    27   44    33
------------|---------------||---------------||---------------||---------------|
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 4438    62  1500 4500  1500  1500 1500  1500  1500  857   643
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.36  0.36  0.03 0.41  0.12  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:     101                617         121                   77
Crit Moves:  ****                ****        ****                  ****
******************************************************************************
```

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                                RSA North EIR
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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.553
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               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 1387    15    44 1862    61    51   46    38     6   36    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 1387    15    44 1862    61    51   46    38     6   36    23
Added Vol:      0  251     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41 1638    15    44 1881    61    51   46    38     6   36    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 1638    15    44 1881    61    51   46    38     6   36    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41 1638    15    44 1881    61    51   46    38     6   36    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 1638    15    44 1881    61    51   46    38     6   36    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 2.91  0.09  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4459    41  1500 4359   141   567  511   422  1500  915   585
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.37  0.37  0.03 0.43  0.43  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      41                647              135              6
Crit Moves:  ****                ****             ****          ****
*******************************************************************************


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------------------------------------------------------------------------------
                                RSA North 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):        0.360
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.                 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:      95  454     7    43  623    59    77    1   180    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:   95  454     7    43  623    59    77    1   180    11    2     8
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   95  454     7    43  624    59    77    1   180    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:    95  454     7    43  624    59    77    1   180    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  454     7    43  624    59    77    1   180    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.:    95  454     7    43  624    59    77    1   180    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 2807    43  1425 3906   369  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.16  0.16  0.03 0.16  0.16  0.05 0.00  0.13  0.01 0.01  0.01
Crit Vol:      95                228                 180    11
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                                 RSA North EIR
-------------------------------------------------------------------------------
                               Scenario Report
Scenario:             Future 2018-With Project AM Peak

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

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-------------------------------------------------------------------------------
                                RSA North 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):        0.579
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       54               Level Of Service:                  A
*******************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     452  357    34    70  155    75    77  813   239    69 1349   112
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  452  357    34    70  155    75    77  813   239    69 1349   112
Added Vol:     17    0     0     0    7     1     0    4     0     0   57     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  469  357    34    70  162    76    77  817   239    69 1406   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   469  357    34    70  162    76    77  817   239    69 1406   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  469  357    34    70  162    76    77  817   239    69 1406   112
PCE Adj:     1.00 1.00  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.:   516  357    34    77  162    76    77  817   239    69 1406   112
------------|---------------||---------------||---------------||---------------|
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 1.83  0.17  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.70  0.30
Final Sat.:  2750 2511   239  2750 2750  1375  1375 4255  1245  1375 5094   406
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.14  0.14  0.03 0.06  0.06  0.06 0.19  0.19  0.05 0.28  0.28
Crit Vol:     258                  81          77                   379
Crit Moves:  ****                 ****        ****                 ****
*******************************************************************************

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-------------------------------------------------------------------------------
                                RSA North 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):        0.637
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       63                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:     143  264    84   216  131    52    47  158    50   195  545   658
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  143  264    84   216  131    52    47  158    50   195  545   658
Added Vol:     19    1     0     0    0     7     2    2     0     0   43    58
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  162  265    84   216  131    59    49  160    50   195  588   716
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   162  265    84   216  131    59    49  160    50   195  588   716
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162  265    84   216  131    59    49  160    50   195  588   716
PCE Adj:     1.00 1.00  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.:   178  265    84   238  131    65    54  160    50   215  588   716
------------|---------------||---------------||---------------||---------------|
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 3143   982  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  0.52
Crit Vol:          133           0              27                          716
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************
```

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*******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.411
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               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:      16  802    52    43  370    41    24   19    12    25   28    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:   16  802    52    43  370    41    24   19    12    25   28    78
Added Vol:      0   28    34     0    7     0     0    0     0     0    0     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16  830    86    43  377    41    24   19    12    25   28    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  830    86    43  377    41    24   19    12    25   28    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16  830    86    43  377    41    24   19    12    25   28    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  830    86    43  377    41    24   19    12    25   28    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 1.81  0.19  1.00 1.80  0.20  1.00 0.61  0.39  1.00 1.00  1.00
Final Sat.:  1375 2492   258  1375 2480   270  1375  843   532  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.33  0.33  0.03 0.15  0.15  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          458           0              24                          83
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************
```

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******************************************************************************
Intersection #4 La CIENEGA 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:         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:      92  159   113    55  151   596    60  538   274   254 1974   332
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   92  159   113    55  151   596    60  538   274   254 1974   332
Added Vol:     14    0     0     0    3     1     0    0     5     6   42     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  106  159   113    55  154   597    60  538   279   260 2016   332
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  159   113    55  154   597    60  538   279   260 2016   332
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  159   113    55  154   597    60  538   279   260 2016   332
PCE Adj:     1.00 1.00  1.00  1.00 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  159   124    55  154   657    60  538   279   260 2016   332
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.43  0.57
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4722   778
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.06  0.05  0.04 0.06  0.24  0.04 0.13  0.20  0.19 0.43  0.43
Crit Vol:     106                      328     0                  587
Crit Moves:  ****                     ****  ****                 ****
******************************************************************************
```

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*******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):         0.558
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 2494    20     0  838    45     0    0     0   199   76   183
Growth Adj:  1.00 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 2494    20     0  838    45     0    0     0   199   76   183
Added Vol:      0  178     0     0   10    14     0    0     0     9   34    31
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2672    20     0  848    59     0    0     0   208  110   214
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 2672     0     0  848    59     0    0     0   208  110   214
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2672     0     0  848    59     0    0     0   208  110   214
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 2672     0     0  848    59     0    0     0   229  110   235
------------|---------------||---------------||---------------||---------------|
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  1.35 0.65  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2026  974  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.45  0.00  0.00 0.14  0.04  0.00 0.00  0.00  0.11 0.11  0.08
Crit Vol:          668           0                      0          169
Crit Moves:       ****         ****                              ****
*******************************************************************************
```

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******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.673
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44                Level Of Service:                 B
******************************************************************************
Street Name:         405 NORTH OFF RAMP                  CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     584    0    74     0    0     0     5  321   396     0 1990     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:  584    0    74     0    0     0     5  321   396     0 1990     0
Added Vol:     17    0     0     0    0     0     0    0     0     0   31     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  601    0    74     0    0     0     5  321   396     0 2021     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:   601    0    74     0    0     0     5  321   396     0 2021     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  601    0    74     0    0     0     5  321   396     0 2021     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.:   661    0    74     0    0     0     5  321   436     0 2021     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:     0.22 0.00  0.05  0.00 0.00  0.00  0.00 0.11  0.15  0.00 0.45  0.00
Crit Vol:     331                    0           5                   674
Crit Moves:  ****                             ****                 ****
******************************************************************************
```

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*******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.282
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:
Base Vol:      21    8    33    52   46     5    20  249   170   155  391    82
Growth Adj:  1.00 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    33    52   46     5    20  249   170   155  391    82
Added Vol:      3    0     0     0    0     0     0    3     0     0   69     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   24    8    33    52   46     5    20  252   170   155  460    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:    24    8    33    52   46     5    20  252   170   155  460    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   24    8    33    52   46     5    20  252   170   155  460    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    24    8    36    57   46     6    20  252   170   171  460    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 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.55  0.45
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3501   624
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.13  0.13
Crit Vol:      24                  109                   170    85
Crit Moves:  ****                ****                  ****  ****
*******************************************************************************
```

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******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.353
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  878   724    47  287     0     0    0     0   562    0   171
Growth Adj:  1.00 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  878   724    47  287     0     0    0     0   562    0   171
Added Vol:      0    0     6     0   62     0     0    0     0   211    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  878   730    47  349     0     0    0     0   773    0   171
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  878     0    47  349     0     0    0     0   773    0   171
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  878     0    47  349     0     0    0     0   773    0   171
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  878     0    52  349     0     0    0     0   850    0   171
------------|---------------||---------------||---------------||---------------|
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  0.19 0.00  0.11
Crit Vol:          220          26                       0          283
Crit Moves:       ****         ****                             ****
******************************************************************************
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*******************************************************************************
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:
Base Vol:      32  107    97    42   59   175   160  310    67    28  427   311
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   32  107    97    42   59   175   160  310    67    28  427   311
Added Vol:      1    0     0    14    0    26     2    0     0     0   52    14
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   33  107    97    56   59   201   162  310    67    28  479   325
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    33  107    97    56   59   201   162  310    67    28  479   325
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33  107    97    56   59   201   162  310    67    28  479   325
PCE Adj:     1.00 1.00  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.:    36  107   107    62   59   221   178  310    74    31  479   358
------------|---------------||---------------||---------------||---------------|
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 2065  2060  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  0.06 0.08  0.03  0.01 0.12  0.13
Crit Vol:      18                        111    89                        179
Crit Moves:  ****                      ****  ****                      ****
*******************************************************************************


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******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.828
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      108                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:
Base Vol:     207    0   371     3    1     1     0  486    53   282  962     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:  207    0   371     3    1     1     0  486    53   282  962     1
Added Vol:      1    0     0     0    0     0     0   91     0     0  582     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  208    0   371     3    1     1     0  577    53   282 1544     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:   208    0     0     3    1     1     0  577    53   282 1544     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  208    0     0     3    1     1     0  577    53   282 1544     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.:   229    0     0     3    1     1     0  577    53   310 1544     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 0.54  0.00
Crit Vol:     114                    5              289              772
Crit Moves:  ****                 ****            ****             ****
******************************************************************************
```

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*******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.571
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                  A
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   310    0    42    67  228     1     9  335   827
Growth Adj:  1.00 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   310    0    42    67  228     1     9  335   827
Added Vol:      0    0     0    91    0     0     0    0     0     0    0   583
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   401    0    42    67  228     1     9  335  1410
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   401    0    42    67  228     1     9  335  1410
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   401    0    42    67  228     1     9  335  1410
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   441    0    42    74  228     1     9  335  1551
------------|---------------||---------------||---------------||---------------|
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  0.54
Crit Vol:                 2     0              37                          776
Crit Moves:             ****  ****           ****                        ****
*******************************************************************************
```

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******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.595
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  A
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      63 1035   461   169 1159    12   112  128    54    75  101   195
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63 1035   461   169 1159    12   112  128    54    75  101   195
Added Vol:     15   35     1     0    0     0     0    2     0     0   69     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   78 1070   462   169 1159    12   112  130    54    75  170   201
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    78 1070   462   169 1159    12   112  130    54    75  170   201
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   78 1070   462   169 1159    12   112  130    54    75  170   201
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:    78 1070   462   186 1159    12   123  130    54    83  170   201
------------|---------------||---------------||---------------||---------------|
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 5444    56  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.26  0.34  0.07 0.21  0.21  0.04 0.03  0.04  0.03 0.04  0.15
Crit Vol:               462    93              62                        201
Crit Moves:            ****  ****            ****                      ****
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*******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.453
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:
Base Vol:      16    0    14   258  764   537     0  275    56    45  359     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   258  764   537     0  275    56    45  359     0
Added Vol:      3    0     0     0    0     0     0    3     0     0   72     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19    0    14   258  764   537     0  278    56    45  431     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:    19    0    14   258  764   537     0  278    56    45  431     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19    0    14   258  764   537     0  278    56    45  431     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.:    19    0    15   284  764   591     0  278    56    50  431     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 3558   717  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.20 0.34  0.29  0.00 0.08  0.08  0.02 0.10  0.00
Crit Vol:      19                 490              111          25
Crit Moves:  ****                ****             ****         ****
*******************************************************************************
```

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*******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.644
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52               Level Of Service:                 B
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     870    0   376     0    0     0     0  216   319    85  555     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:  870    0   376     0    0     0     0  216   319    85  555     0
Added Vol:     43    0     0     0    0     0     0    2     0    20   58     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  913    0   376     0    0     0     0  218   319   105  613     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:   913    0   376     0    0     0     0  218   319   105  613     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  913    0   376     0    0     0     0  218   319   105  613     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.:  1004    0   414     0    0     0     0  218   351   116  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:       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:     0.35 0.00  0.15  0.00 0.00  0.00  0.00 0.08  0.12  0.04 0.22  0.00
Crit Vol:     502                    0              109              307
Crit Moves:  ****                                 ****             ****
*******************************************************************************
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*******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.237
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
*******************************************************************************
Street Name:          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:     208    0    26     0    0     0     0  242   201     0  556   595
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  208    0    26     0    0     0     0  242   201     0  556   595
Added Vol:     14    0     0     0    0     0     0    0    14     0   51     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  222    0    26     0    0     0     0  242   215     0  607   595
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:   222    0    26     0    0     0     0  242     0     0  607     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  222    0    26     0    0     0     0  242     0     0  607     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.:   244    0    26     0    0     0     0  242     0     0  607     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.81 0.00  0.19  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2576    0   274     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:              135          0           0                  202
Crit Moves:           ****                ****                  ****
*******************************************************************************
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******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.249
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:
Base Vol:       0  357    32    18  198    35     0    0     0    73    0   134
Growth Adj:  1.00 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  357    32    18  198    35     0    0     0    73    0   134
Added Vol:      0   16     0     0    5     0     0    0     0     1    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  373    32    18  203    35     0    0     0    74    0   134
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  373    32    18  203    35     0    0     0    74    0   134
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  373    32    18  203    35     0    0     0    74    0   134
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  373    32    18  203    35     0    0     0    81    0   134
------------|---------------||---------------||---------------||---------------|
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 2.56  0.44  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2625   225  1425 3646   629     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  0.09
Crit Vol:          203          18                      0                    134
Crit Moves:       ****         ****                                        ****
******************************************************************************

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*******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.252
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.                  / 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:     143  368     0     0  187    97    40    0    54     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:  143  368     0     0  187    97    40    0    54     0    0     0
Added Vol:     18   16     0     0    6     0     0    0    47     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  161  384     0     0  193    97    40    0   101     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:   161  384     0     0  193    97    40    0   101     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  161  384     0     0  193    97    40    0   101     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.:   161  384     0     0  193    97    44    0   101     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 0.13  0.00  0.00 0.07  0.07  0.02 0.00  0.07  0.00 0.00  0.00
Crit Vol:     161                  97                   101          0
Crit Moves:  ****                 ****                 ****
*******************************************************************************
```

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******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.475
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 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  368    74    95  166     0     0    0     0   680    0    46
Growth Adj:  1.00 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  368    74    95  166     0     0    0     0   680    0    46
Added Vol:      0    0     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:    2  368    74    95  170     0     0    0     0   680    0    46
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  368    74    95  170     0     0    0     0   680    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2  368    74    95  170     0     0    0     0   680    0    46
PCE Adj:     1.00 1.00  1.00  1.00 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  368    81    95  170     0     0    0     0   748    0    46
------------|---------------||---------------||---------------||---------------|
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.:    19 2831  1425  1425 2850     0     0    0     0  2685    0   165
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.13  0.06  0.07 0.06  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:          185          95                      0                   397
Crit Moves:       ****         ****                                       ****
******************************************************************************
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*******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.220
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  310    28   225  233    12     0    0     1     0    0    60
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  310    28   225  233    12     0    0     1     0    0    60
Added Vol:      0   14     0     3   11     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  324    28   228  244    12     0    0     1     0    0    60
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  324    28   228  244    12     0    0     1     0    0    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  324    28   228  244    12     0    0     1     0    0    60
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  324    28   251  244    12     0    0     1     0    0    66
------------|---------------||---------------||---------------||---------------|
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 1.91  0.09  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2531   219  2750 2621   129     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          176         125                          1           0
Crit Moves:       ****        ****                       ****        ****
*******************************************************************************
```

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******************************************************************************
Intersection #20 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:       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:
Base Vol:       6  464    96    30  218     0     0    0     1    77    0    56
Growth Adj:  1.00 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  464    96    30  218     0     0    0     1    77    0    56
Added Vol:      0   16     0    13   40     0     0    0     0     0    0    18
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6  480    96    43  258     0     0    0     1    77    0    74
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  480    96    43  258     0     0    0     1    77    0    74
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  480    96    43  258     0     0    0     1    77    0    74
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  480    96    43  258     0     0    0     1    85    0    74
------------|---------------||---------------||---------------||---------------|
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  0.03 0.06  0.00  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          240          43                          1    42
Crit Moves:       ****         ****                       ****  ****
******************************************************************************

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*******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.434
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 1024    69    23  770    31    42   56    43   175   76    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 1024    69    23  770    31    42   56    43   175   76    17
Added Vol:      0    3     0     0  272     0     3    0     9     2    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21 1027    69    23 1042    31    45   56    52   177   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 1027    69    23 1042    31    45   56    52   177   80    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21 1027    69    23 1042    31    45   56    52   177   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 1027    69    23 1042    31    45   56    52   177   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                347                   52   177
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
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******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.559
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42                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:    1251 1263   104     0 1000     8     0    0   673     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: 1251 1263   104     0 1000     8     0    0   673     0    0     4
Added Vol:     34  176     0     0   24     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1285 1439   104     0 1024     8     0    0   673     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:  1285 1439   104     0 1024     8     0    0   673     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1285 1439   104     0 1024     8     0    0   673     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.:  1414 1439   104     0 1024     8     0    0   740     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 2.80  0.20  0.00 3.97  0.03  0.00 0.00  4.00  0.00 0.00  1.00
Final Sat.:  5700 3987   288     0 5656    44     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.36  0.36  0.00 0.18  0.18  0.00 0.00  0.13  0.00 0.00  0.00
Crit Vol:     353                  258                   185     0
Crit Moves:  ****                 ****                  ****  ****
******************************************************************************
```

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*******************************************************************************
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:      62 1004    33    61  819    29    80  163    44    43  305   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:   62 1004    33    61  819    29    80  163    44    43  305   145
Added Vol:      0    6     0     0  272     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62 1010    33    61 1091    29    80  163    44    43  305   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:    62 1010    33    61 1091    29    80  163    44    43  305   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62 1010    33    61 1091    29    80  163    44    43  305   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  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    62 1010    33    61 1091    29    88  163    44    43  305   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  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1864   886
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.24  0.02  0.04 0.26  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:      62                364          44                225
Crit Moves:  ****              ****         ****              ****
*******************************************************************************
```

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******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.510
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  353   191    47  272     0     0    0     0   161    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  353   191    47  272     0     0    0     0   161    0    17
Added Vol:      0    0   325     0    0     0     0    0     0   137    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  353   516    47  272     0     0    0     0   298    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  353   516    47  272     0     0    0     0   298    0    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  353   516    47  272     0     0    0     0   298    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  353   516    47  272     0     0    0     0   328    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 0.12  0.36  0.03 0.10  0.00  0.00 0.00  0.00  0.12 0.00  0.01
Crit Vol:                516    47                      0          164
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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*******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.530
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               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:     133 1107    25    65  898    58    14   53    43    61   98    82
Growth Adj:  1.00 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 1107    25    65  898    58    14   53    43    61   98    82
Added Vol:    173    3     0     0   24   260     0    0     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  306 1110    25    65  922   318    14   53    43    61  100    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:   306 1110    25    65  922   318    14   53    43    61  100    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  306 1110    25    65  922   318    14   53    43    61  100    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.:   306 1110    25    65  922   318    14   53    43    61  100    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 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 1518  1232  1375 1511  1239
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.27  0.02  0.05 0.22  0.23  0.01 0.03  0.03  0.04 0.07  0.07
Crit Vol:     306                      318    14                    91
Crit Moves:  ****                     ****  ****                  ****
*******************************************************************************

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******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.426
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 1256     8    14  799    38   249   14    25    10    4    67
Growth Adj:  1.00 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 1256     8    14  799    38   249   14    25    10    4    67
Added Vol:      0    6     0     0  272     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   18 1262     8    14 1071    38   249   14    25    10    4    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1262     8    14 1071    38   249   14    25    10    4    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   18 1262     8    14 1071    38   249   14    25    10    4    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1262     8    14 1071    38   274   14    25    10    4    67
------------|---------------||---------------||---------------||---------------|
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 0.28  0.01  0.01 0.24  0.03  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          421          14              137                          67
Crit Moves:       ****         ****            ****                        ****
******************************************************************************
```

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*******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.328
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:      25 1129     4     5  765    44    67   15    42    14   18    37
Growth Adj:  1.00 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 1129     4     5  765    44    67   15    42    14   18    37
Added Vol:      0    6     0     0  272     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25 1135     4     5 1037    44    67   15    42    14   18    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1135     4     5 1037    44    67   15    42    14   18    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25 1135     4     5 1037    44    67   15    42    14   18    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1135     4     5 1037    44    67   15    42    14   18    37
------------|---------------||---------------||---------------||---------------|
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 0.33  0.67
Final Sat.:  1500 4484    16  1500 4500  1500  1500 1500  1500  1500  491  1009
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.25  0.00 0.23  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:      25                346          67                   55
Crit Moves:  ****                ****        ****                 ****
*******************************************************************************
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******************************************************************************
Intersection #28 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
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                  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 1078     4     5  774    12    41    6    11     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:   11 1078     4     5  774    12    41    6    11     8    7    25
Added Vol:      0    6     0     0  272     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   11 1084     4     5 1046    12    41    6    11     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:    11 1084     4     5 1046    12    41    6    11     8    7    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11 1084     4     5 1046    12    41    6    11     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.:    11 1084     4     5 1046    12    41    6    11     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 2.97  0.03  0.71 0.10  0.19  1.00 0.22  0.78
Final Sat.:  1500 4483    17  1500 4449    51  1060  155   284  1500  328  1172
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.24  0.00 0.24  0.24  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:      11                 353          41                   32
Crit Moves:  ****                ****        ****                 ****
******************************************************************************
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*******************************************************************************
Intersection #29 La CIENEGA BLVD. @ 104 TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.202
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     128  321     6     7  197    45     9    1    59     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:  128  321     6     7  197    45     9    1    59     1    0     6
Added Vol:      0   14     0     0   11     0     0    0    15     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128  335     6     7  208    45     9    1    74     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:   128  335     6     7  208    45     9    1    74     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  128  335     6     7  208    45     9    1    74     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.:   128  335     6     7  208    45     9    1    74     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 2.47  0.53  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2800    50  1425 3515   760  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  0.05  0.00 0.00  0.00
Crit Vol:     128                  84                   74     1
Crit Moves:  ****                 ****                 ****  ****
*******************************************************************************


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```
--------------------------------------------------------------------------------
                                  RSA North EIR
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2018-With Project PM Peak

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

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------------------------------------------------------------------------------
                                RSA North 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):        0.714
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       80               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:     351  403   110    93  445   101   149 1473   379    72  876   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:  351  403   110    93  445   101   149 1473   379    72  876   109
Added Vol:      1    8     1     0    1     0     1   98    20     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  352  411   111    93  446   101   150 1571   399    72  878   109
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   352  411   111    93  446   101   150 1571   399    72  878   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  352  411   111    93  446   101   150 1571   399    72  878   109
PCE Adj:     1.00 1.00  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.:   387  411   111   102  446   101   150 1571   399    72  878   109
------------|---------------||---------------||---------------||---------------|
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 3.19  0.81  1.00 3.56  0.44
Final Sat.:  2750 2165   585  2750 2750  1375  1375 4386  1114  1375 4893   607
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.19  0.19  0.04 0.16  0.07  0.11 0.36  0.36  0.05 0.18  0.18
Crit Vol:     194                223              492              72
Crit Moves:  ****                ****             ****             ****
******************************************************************************

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                                RSA North EIR
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                     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):        0.630
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62                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:     114  338   264   444  475   131   143  824   153   171  374   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:  114  338   264   444  475   131   143  824   153   171  374   438
Added Vol:      1    0     0    19    1     1     7   51    19     0    8    34
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  115  338   264   463  476   132   150  875   172   171  382   472
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   115  338   264   463  476   132   150  875   172   171  382   472
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  115  338   264   463  476   132   150  875   172   171  382   472
PCE Adj:     1.00 1.00  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.:   127  338   264   509  476   145   165  875   172   188  382   472
------------|---------------||---------------||---------------||---------------|
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 3447   678  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.12  0.19  0.19 0.17  0.11  0.06 0.25  0.25  0.07 0.09  0.34
Crit Vol:          169         255                  349          94
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
```

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                                RSA North 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):        0.501
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               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:      27  731    94    74  903    77    69   57    30    74   27   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  731    94    74  903    77    69   57    30    74   27   107
Added Vol:      0    7    34     0   21     0     0    0     0     0    0     3
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  738   128    74  924    77    69   57    30    74   27   110
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  738   128    74  924    77    69   57    30    74   27   110
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  738   128    74  924    77    69   57    30    74   27   110
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  738   128    74  924    77    69   57    30    74   27   110
------------|---------------||---------------||---------------||---------------|
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 1.70  0.30  1.00 1.85  0.15  1.00 0.66  0.34  1.00 1.00  1.00
Final Sat.:  1375 2344   406  1375 2538   212  1375  901   474  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.31  0.31  0.05 0.36  0.36  0.05 0.06  0.06  0.05 0.02  0.08
Crit Vol:      27                500              87               74
Crit Moves:  ****                ****             ****             ****
*******************************************************************************
```

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                     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):        0.914
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:     102  280   435   420  576   349   125 1104   633    83 1181   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:  102  280   435   420  576   349   125 1104   633    83 1181   137
Added Vol:      0    0     0     0    1     0     1   31    67     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  102  280   435   420  577   349   126 1135   700    83 1183   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:   102  280   435   420  577   349   126 1135   700    83 1183   137
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  102  280   435   420  577   349   126 1135   700    83 1183   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  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   102  280   479   420  577   384   126 1135   700    83 1183   137
------------|---------------||---------------||---------------||---------------|
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 4929   571
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.31 0.21  0.14  0.09 0.28  0.51  0.06 0.24  0.24
Crit Vol:                239   420                      700     0
Crit Moves:             ****  ****                    ****  ****
*******************************************************************************


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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.692
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47                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 2888    25     0 2409    63     0    0     0   492   76   196
Growth Adj:  1.00 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 2888    25     0 2409    63     0    0     0   492   76   196
Added Vol:      0   26     0     0  217     0     0    0     0     2    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2914    25     0 2626    63     0    0     0   494   76   197
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 2914     0     0 2626    63     0    0     0   494   76   197
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2914     0     0 2626    63     0    0     0   494   76   197
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 2914     0     0 2626    63     0    0     0   543   76   217
------------|---------------||---------------||---------------||---------------|
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  2632  368  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.49  0.00  0.00 0.44  0.04  0.00 0.00  0.00  0.21 0.21  0.07
Crit Vol:          729           0                      0          310
Crit Moves:       ****         ****                              ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.482
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28                Level Of Service:                 A
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     395    0   254     0    0     4     5 1338   596     0 1005     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:  395    0   254     0    0     4     5 1338   596     0 1005     0
Added Vol:      0    0     0     0    0     0     0   31     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  395    0   254     0    0     4     5 1369   596     0 1007     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:   395    0   254     0    0     4     5 1369   596     0 1007     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  395    0   254     0    0     4     5 1369   596     0 1007     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.:   435    0   254     0    0     4     5 1369   656     0 1007     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 2.70  1.30  0.00 3.00  0.00
Final Sat.:  3000    0  1500     0    0  1500  1500 4057  1943     0 4500     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.17  0.00 0.00  0.00  0.00 0.34  0.34  0.00 0.22  0.00
Crit Vol:     217                  0              506           0
Crit Moves:  ****                ****            ****         ****
*******************************************************************************
```

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*******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.487
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:     129   18   250    92   34    31    44  786   103    80  362    61
Growth Adj:  1.00 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   18   250    92   34    31    44  786   103    80  362    61
Added Vol:      0    0     0     0    0     0     0   78     3     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129   18   250    92   34    31    44  864   106    80  372    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:   129   18   250    92   34    31    44  864   106    80  372    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129   18   250    92   34    31    44  864   106    80  372    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  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   129   18   275   101   34    34    44  864   106    88  372    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.79 0.21  1.00  1.00 2.67  0.33  2.00 2.58  0.42
Final Sat.:  1375 1375  2750  2466  284  1375  1375 3674   451  2750 3544   581
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.01  0.10  0.04 0.12  0.02  0.03 0.24  0.24  0.03 0.10  0.10
Crit Vol:                138        164              323          44
Crit Moves:             ****       ****             ****         ****
*******************************************************************************

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******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.523
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30                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 1255   467   372 1445     0     0    0     0   667    0   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:    0 1255   467   372 1445     0     0    0     0   667    0   211
Added Vol:      0   62   216     0    4     0     0    0     0    15    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1317   683   372 1449     0     0    0     0   682    0   211
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 1317     0   372 1449     0     0    0     0   682    0   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1317     0   372 1449     0     0    0     0   682    0   211
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 1317     0   409 1449     0     0    0     0   750    0   211
------------|---------------||---------------||---------------||---------------|
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 0.32  0.00  0.00 0.00  0.00  0.17 0.00  0.14
Crit Vol:          329         205                      0         250
Crit Moves:       ****        ****                               ****
******************************************************************************

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*******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.564
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52                 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:      99  166   518   284  341   285   175  850   119    43  303   195
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   99  166   518   284  341   285   175  850   119    43  303   195
Added Vol:      0    0     0    20    0    32     3   50     1     0   18     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   99  166   518   304  341   317   178  900   120    43  321   195
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    99  166   518   304  341   317   178  900   120    43  321   195
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   99  166   518   304  341   317   178  900   120    43  321   195
PCE Adj:     1.00 1.00  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.:   109  166   570   334  341   349   196  900   132    47  321   215
------------|---------------||---------------||---------------||---------------|
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 1.48  1.52  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2039  2086  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.21  0.12 0.17  0.17  0.07 0.22  0.05  0.02 0.08  0.08
Crit Vol:                285   167                 300          24
Crit Moves:             ****  ****                ****         ****
*******************************************************************************
```

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******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.725
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               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:     152    1   401     4    0     0     0  814   258   472  520     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:  152    1   401     4    0     0     0  814   258   472  520     0
Added Vol:      0    0     0     0    0     0     0  558     1     0  137     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  152    1   401     4    0     0     0 1372   259   472  657     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:   152    1     0     4    0     0     0 1372   259   472  657     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  152    1     0     4    0     0     0 1372   259   472  657     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.:   167    1     0     4    0     0     0 1372   259   519  657     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 0.48  0.18  0.18 0.23  0.00
Crit Vol:      84               4                  686          260
Crit Moves:  ****             ****                ****         ****
******************************************************************************
```

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*******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
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:    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   696    0   157   112  369     0     0  234   456
Growth Adj:  1.00 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   696    0   157   112  369     0     0  234   456
Added Vol:      0    0     0   559    0     0     0    0     0     0    0   137
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     8  1255    0   157   112  369     0     0  234   593
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  1255    0   157   112  369     0     0  234   593
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8  1255    0   157   112  369     0     0  234   593
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  1381    0   157   123  369     0     0  234   652
------------|---------------||---------------||---------------||---------------|
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  0.48 0.00  0.11  0.04 0.13  0.00  0.00 0.08  0.23
Crit Vol:                10   690                  185             117
Crit Moves:             ****  ****                ****            ****
*******************************************************************************
```

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******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.127
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                  F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1349   944   331 2012    20   129  238   148   138  158   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:  121 1349   944   331 2012    20   129  238   148   138  158   339
Added Vol:      4    0     0    17   50     0     9   66     0     1    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  125 1349   944   348 2062    20   138  304   148   139  167   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:   125 1349   944   348 2062    20   138  304   148   139  167   339
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  125 1349   944   348 2062    20   138  304   148   139  167   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  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   125 1349   944   383 2062    20   152  304   148   153  167   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 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:     0.09 0.33  0.69  0.14 0.38  0.38  0.06 0.07  0.11  0.06 0.04  0.25
Crit Vol:                944   191              76                          339
Crit Moves:             ****  ****            ****                        ****
******************************************************************************

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******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.341
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:      73    0   135    98  178   134     0  714    51    37  563     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:   73    0   135    98  178   134     0  714    51    37  563     0
Added Vol:      0    0     0     0    0     0     0   80     3     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   73    0   135    98  178   134     0  794    54    37  573     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:    73    0   135    98  178   134     0  794    54    37  573     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73    0   135    98  178   134     0  794    54    37  573     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.:    73    0   149   108  178   147     0  794    54    41  573     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 2337  1938     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  0.01 0.13  0.00
Crit Vol:                74        109              283          20
Crit Moves:             ****      ****             ****         ****
******************************************************************************
```

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*******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.593
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  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     403    0   208     0    0     0     0  998   646   278  513     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   208     0    0     0     0  998   646   278  513     0
Added Vol:     20    0     0     0    0     0     0   54    16    27   22     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  423    0   208     0    0     0     0 1052   662   305  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:   423    0   208     0    0     0     0 1052   662   305  535     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  423    0   208     0    0     0     0 1052   662   305  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.:   465    0   229     0    0     0     0 1052   728   336  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 2.36  1.64  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3368  2332  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00  0.08  0.00 0.00  0.00  0.00 0.31  0.31  0.12 0.19  0.00
Crit Vol:     233                    0              445          168
Crit Moves:  ****                                 ****         ****
*******************************************************************************
```

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*******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.517
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               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:     202    0   222     0    0     0     0 1468   196     0  345   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  202    0   222     0    0     0     0 1468   196     0  345   220
Added Vol:     14    0     0     0    0     0     0   51    19     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  216    0   222     0    0     0     0 1519   215     0  349   220
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   222     0    0     0     0 1519     0     0  349     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  216    0   222     0    0     0     0 1519     0     0  349     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   222     0    0     0     0 1519     0     0  349     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:       1.03 0.01  0.96  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1473    0  1377     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:             230          0             506          0
Crit Moves:          ****                       ****        ****
*******************************************************************************
```

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******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.392
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  466   186   153  642     8     0    0     0    76    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:    1  466   186   153  642     8     0    0     0    76    0    78
Added Vol:      0    2     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  468   187   153  667     8     0    0     0    76    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:     1  468   187   153  667     8     0    0     0    76    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  468   187   153  667     8     0    0     0    76    0    78
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  468   187   153  667     8     0    0     0    84    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:       0.01 1.42  0.57  1.00 2.96  0.04  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     4 2033   812  1425 4224    51     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  0.05
Crit Vol:          328         153                      0                    78
Crit Moves:       ****        ****                                        ****
******************************************************************************
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******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.444
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 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:     127  449     0     0  626   111   173    0   192     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:  127  449     0     0  626   111   173    0   192     0    0     0
Added Vol:     13    3     0     0   23     3     0    0    47     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140  452     0     0  649   114   173    0   239     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  452     0     0  649   114   173    0   239     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  452     0     0  649   114   173    0   239     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  452     0     0  649   114   190    0   239     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:     0.10 0.16  0.00  0.00 0.18  0.18  0.07 0.00  0.17  0.00 0.00  0.00
Crit Vol:     140                  254                   239          0
Crit Moves:  ****                 ****                  ****
******************************************************************************
```

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******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.500
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37                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  538    77   178  588     0     0    0     0   613    0   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  538    77   178  588     0     0    0     0   613    0   160
Added Vol:      0    1     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  539    77   178  589     0     0    0     0   613    0   160
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  539    77   178  589     0     0    0     0   613    0   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  539    77   178  589     0     0    0     0   613    0   160
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  539    85   178  589     0     0    0     0   674    0   160
------------|---------------||---------------||---------------||---------------|
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:     0.15 0.19  0.06  0.12 0.21  0.00  0.00 0.00  0.00  0.29 0.00  0.29
Crit Vol:       1                 295                0                   417
Crit Moves:  ****                ****                                   ****
******************************************************************************
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*******************************************************************************
Intersection #19 La CIENEGA BLVD. @ 405 S/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.395
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  512    42   408  696     7     0    0     5     0    0   254
Growth Adj:  1.00 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  512    42   408  696     7     0    0     5     0    0   254
Added Vol:      0    0     0    67    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  512    42   475  697     7     0    0     5     0    0   254
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  512    42   475  697     7     0    0     5     0    0   254
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  512    42   475  697     7     0    0     5     0    0   254
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  512    42   522  697     7     0    0     5     0    0   279
------------|---------------||---------------||---------------||---------------|
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 2542   208  2750 2723    27     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.20  0.19 0.26  0.26  0.00 0.00  0.00  0.00 0.00  0.10
Crit Vol:          277         261                          5          0
Crit Moves:       ****        ****                       ****       ****
*******************************************************************************
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******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.322
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                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  487    43    72  749     0     0    0     0   177    0   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:    8  487    43    72  749     0     0    0     0   177    0   111
Added Vol:      0    3     0    18   52     0     0    0     0     0    0    13
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  490    43    90  801     0     0    0     0   177    0   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:     8  490    43    90  801     0     0    0     0   177    0   124
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  490    43    90  801     0     0    0     0   177    0   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:     1.00 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  490    43    90  801     0     0    0     0   195    0   124
------------|---------------||---------------||---------------||---------------|
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  0.06 0.19  0.00  0.00 0.00  0.00  0.07 0.00  0.09
Crit Vol:          245          90                       0                   124
Crit Moves:       ****         ****                                        ****
******************************************************************************

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*******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):         0.800
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      114                Level Of Service:                    D
*******************************************************************************
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:     132 1179   231    93 1301   107    91  320   108   252  212    95
Growth Adj:  1.00 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 1179   231    93 1301   107    91  320   108   252  212    95
Added Vol:      0  214     0     0   19     0    64   10   168     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  132 1393   231    93 1320   107   155  330   276   252  212    95
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1393   231    93 1320   107   155  330   276   252  212    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  132 1393   231    93 1320   107   155  330   276   252  212    95
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   132 1393   231    93 1320   107   155  330   276   252  212    95
------------|---------------||---------------||---------------||---------------|
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 1899   851
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.34  0.17  0.07 0.32  0.08  0.11 0.12  0.20  0.18 0.11  0.11
Crit Vol:     132                440                  276   252
Crit Moves:  ****                ****                 ****  ****
*******************************************************************************
```

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******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.892
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      173                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:    1309 1554   251     0 1779    29     0    0  1470     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: 1309 1554   251     0 1779    29     0    0  1470     0    0    23
Added Vol:      0   28     0     0  168     0     0    0    49     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1309 1582   251     0 1947    29     0    0  1519     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:  1309 1582   251     0 1947    29     0    0  1519     0    0    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1309 1582   251     0 1947    29     0    0  1519     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.:  1440 1582   251     0 1947    29     0    0  1671     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 3690   585     0 5616    84     0    0  5700     0    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.43  0.43  0.00 0.35  0.35  0.00 0.00  0.29  0.00 0.00  0.02
Crit Vol:     360                494                 418     0
Crit Moves:  ****               ****                ****  ****
******************************************************************************
```

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*******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.880
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:     130 1204    95   252 1235   182   202  702   117    88  498   208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  130 1204    95   252 1235   182   202  702   117    88  498   208
Added Vol:      0  278     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  130 1482    95   252 1254   182   202  702   117    88  498   208
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   130 1482    95   252 1254   182   202  702   117    88  498   208
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  130 1482    95   252 1254   182   202  702   117    88  498   208
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   130 1482    95   252 1254   182   222  702   117    88  498   208
------------|---------------||---------------||---------------||---------------|
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 0.36  0.07  0.18 0.30  0.13  0.08 0.26  0.09  0.06 0.26  0.26
Crit Vol:          494         252              111                  353
Crit Moves:       ****        ****             ****                 ****
*******************************************************************************
```

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******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.530
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40                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  397   258    57  411     0     0    0     0   189    0    81
Growth Adj:  1.00 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  397   258    57  411     0     0    0     0   189    0    81
Added Vol:      0    0   150     0    0     0     0    0     0   338    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  397   408    57  411     0     0    0     0   527    0    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  397   408    57  411     0     0    0     0   527    0    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  397   408    57  411     0     0    0     0   527    0    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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  397   408    57  411     0     0    0     0   580    0    81
------------|---------------||---------------||---------------||---------------|
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  0.29  0.04 0.14  0.00  0.00 0.00  0.00  0.20 0.00  0.06
Crit Vol:                408    57                      0          290
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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*******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.872
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      178               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:     187 1328    62   195 1473    59    65  236    93   186  237   151
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  187 1328    62   195 1473    59    65  236    93   186  237   151
Added Vol:     10   18     0     0  168    19   196    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  197 1346    62   195 1641    78   261  236    93   186  237   151
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   197 1346    62   195 1641    78   261  236    93   186  237   151
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  197 1346    62   195 1641    78   261  236    93   186  237   151
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   197 1346    62   195 1641    78   261  236    93   186  237   151
------------|---------------||---------------||---------------||---------------|
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 1.43  0.57  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1973   777  1375 1680  1070
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.33  0.05  0.14 0.40  0.06  0.19 0.12  0.12  0.14 0.14  0.14
Crit Vol:     197                547         261                194
Crit Moves:  ****                ****        ****               ****
*******************************************************************************


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******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.575
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 1474    35   120 1792   269   202   66    77    37   47    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   41 1474    35   120 1792   269   202   66    77    37   47    49
Added Vol:      0  278     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41 1752    35   120 1811   269   202   66    77    37   47    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1752    35   120 1811   269   202   66    77    37   47    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41 1752    35   120 1811   269   202   66    77    37   47    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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 1752    35   120 1811   269   222   66    77    37   47    49
------------|---------------||---------------||---------------||---------------|
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 0.40  0.18  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:          584         120              111                   47
Crit Moves:       ****        ****             ****                  ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #27 SEPULVEDA BLVD. @ 79th/80th STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.611
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               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:     101 1331    22    38 1832   176   121   96   109    27   44    33
Growth Adj:  1.00 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 1331    22    38 1832   176   121   96   109    27   44    33
Added Vol:      0  278     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  101 1609    22    38 1851   176   121   96   109    27   44    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1609    22    38 1851   176   121   96   109    27   44    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  101 1609    22    38 1851   176   121   96   109    27   44    33
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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.:   101 1609    22    38 1851   176   121   96   109    27   44    33
------------|---------------||---------------||---------------||---------------|
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 4439    61  1500 4500  1500  1500 1500  1500  1500  857   643
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.36  0.36  0.03 0.41  0.12  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:     101                617          121                   77
Crit Moves:  ****                ****         ****                  ****
*******************************************************************************


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                                RSA North 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):        0.553
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32                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 1387    15    44 1862    61    51   46    38     6   36    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 1387    15    44 1862    61    51   46    38     6   36    23
Added Vol:      0  278     0     0   19     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41 1665    15    44 1881    61    51   46    38     6   36    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 1665    15    44 1881    61    51   46    38     6   36    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41 1665    15    44 1881    61    51   46    38     6   36    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 1665    15    44 1881    61    51   46    38     6   36    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 2.91  0.09  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4460    40  1500 4359   141   567  511   422  1500  915   585
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.37  0.37  0.03 0.43  0.43  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      41                647              135              6
Crit Moves:  ****              ****             ****             ****
*******************************************************************************


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                                RSA North 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):        0.360
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.                  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:      95  454     7    43  623    59    77    1   180    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:   95  454     7    43  623    59    77    1   180    11    2     8
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   95  454     7    43  624    59    77    1   180    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:    95  454     7    43  624    59    77    1   180    11    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  454     7    43  624    59    77    1   180    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.:    95  454     7    43  624    59    77    1   180    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 2807    43  1425 3906   369  1425 1425  1425   746  136   543
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.16  0.16  0.03 0.16  0.16  0.05 0.00  0.13  0.01 0.01  0.01
Crit Vol:      95                228                 180    11
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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```
--------------------------------------------------------------------------------
                                  RSA North EIR
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-plus RSA North AM Peak

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

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--------------------------------------------------------------------------------
                                RSA North 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):        0.539
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                  A
********************************************************************************
Street Name:          AVIATION BLVD.                   CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     434  343    33    67  149    72    74  781   230    66 1297   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  434  343    33    67  149    72    74  781   230    66 1297   108
Added Vol:      0    0     0     0    2     0     0    2     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  434  343    33    67  151    72    74  783   230    66 1302   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   434  343    33    67  151    72    74  783   230    66 1302   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  434  343    33    67  151    72    74  783   230    66 1302   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   477  343    33    74  151    72    74  783   230    66 1302   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.82  0.18  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.69  0.31
Final Sat.:  2750 2509   241  2750 2750  1375  1375 4251  1249  1375 5079   421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.14  0.14  0.03 0.05  0.05  0.05 0.18  0.18  0.05 0.26  0.26
Crit Vol:     239                76          74                353
Crit Moves:  ****               ****        ****              ****
********************************************************************************
```

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                      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):        0.582
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:     137  254    81   208  126    50    45  152    48   187  524   632
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  254    81   208  126    50    45  152    48   187  524   632
Added Vol:      3    1     0     0    0     2     2    2     0     0   10    15
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140  255    81   208  126    52    47  154    48   187  534   647
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  255    81   208  126    52    47  154    48   187  534   647
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140  255    81   208  126    52    47  154    48   187  534   647
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   154  255    81   229  126    57    52  154    48   206  534   647
------------|---------------||---------------||---------------||---------------|
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 3145   980  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  0.47
Crit Vol:          128           0               26                        647
Crit Moves:       ****         ****             ****                      ****
********************************************************************************

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                     Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.382
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
*******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  771    50    41  356    39    23   18    12    24   27    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15  771    50    41  356    39    23   18    12    24   27    75
Added Vol:      0   18     0     0    2     0     0    0     0     0    0     8
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15  789    50    41  358    39    23   18    12    24   27    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:    15  789    50    41  358    39    23   18    12    24   27    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  789    50    41  358    39    23   18    12    24   27    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.:    15  789    50    41  358    39    23   18    12    24   27    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 1.80  0.20  1.00 0.60  0.40  1.00 1.00  1.00
Final Sat.:  1375 2586   164  1375 2480   270  1375  825   550  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.31  0.31  0.03 0.14  0.14  0.02 0.02  0.02  0.02 0.02  0.06
Crit Vol:          420           0              23                          83
Crit Moves:       ****         ****            ****                        ****
*******************************************************************************


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--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #4 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.697
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       75                Level Of Service:                 B
********************************************************************************
Street Name:         La CIENEGA BLVD.                    CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      88  153   109    53  145   573    58  517   263   244 1897   319
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   88  153   109    53  145   573    58  517   263   244 1897   319
Added Vol:      0    0     0     0    0     0     0    0     3    10    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   88  153   109    53  145   573    58  517   266   254 1902   319
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    88  153   109    53  145   573    58  517   266   254 1902   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   266   254 1902   319
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    88  153   120    53  145   630    58  517   266   254 1902   319
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.43  0.57
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4710   790
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06  0.04  0.04 0.05  0.23  0.04 0.13  0.19  0.18 0.40  0.40
Crit Vol:      88                      315     0                  555
Crit Moves:  ****                     ****  ****                ****
********************************************************************************
```

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******************************************************************************
Intersection #5 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.496
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2397    19     0  805    43     0    0     0   191   73   176
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2397    19     0  805    43     0    0     0   191   73   176
Added Vol:      0   12     0     0    5     0     0    0     0     0    0     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2409    19     0  810    43     0    0     0   191   73   181
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2409     0     0  810    43     0    0     0   191   73   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2409     0     0  810    43     0    0     0   191   73   181
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 2409     0     0  810    43     0    0     0   210   73   199
------------|---------------||---------------||---------------||---------------|
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  0.07
Crit Vol:          602           0                      0          142
Crit Moves:       ****         ****                              ****
******************************************************************************
```

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********************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.639
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:
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:      9    0     0     0    0     0     0    0     0     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  570    0    71     0    0     0     5  309   381     0 1919     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:   570    0    71     0    0     0     5  309   381     0 1919     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  570    0    71     0    0     0     5  309   381     0 1919     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.:   627    0    71     0    0     0     5  309   419     0 1919     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:     314                    0           5                   640
Crit Moves:  ****                             ****                 ****
********************************************************************************

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********************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):         0.269
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31                Level Of Service:                    A
********************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    8    32    50   44     5    19  239   163   149  376    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20    8    32    50   44     5    19  239   163   149  376    79
Added Vol:      0    0     0     0    0     0     0    4     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20    8    32    50   44     5    19  243   163   149  391    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20    8    32    50   44     5    19  243   163   149  391    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20    8    32    50   44     5    19  243   163   149  391    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    20    8    35    55   44     6    19  243   163   164  391    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.58 0.42  1.00  1.00 2.00  1.00  2.00 2.50  0.50
Final Sat.:  1375 1375  2750  2171  579  1375  1375 2750  1375  2750 3432   693
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.08  0.00  0.01 0.09  0.12  0.06 0.11  0.11
Crit Vol:      20                  104                   163    82
Crit Moves:  ****                ****                  ****  ****
********************************************************************************


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******************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.297
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       20               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  844   696    45  276     0     0    0     0   540    0   164
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  844   696    45  276     0     0    0     0   540    0   164
Added Vol:      0    0     1     0   12     0     0    0     0    33    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  844   697    45  288     0     0    0     0   573    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  288     0     0    0     0   573    0   164
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  844     0    45  288     0     0    0     0   573    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  288     0     0    0     0   630    0   164
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.14  0.00  0.02 0.06  0.00  0.00 0.00  0.00  0.14 0.00  0.11
Crit Vol:          211          25                       0          210
Crit Moves:       ****         ****                             ****
******************************************************************************
```

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********************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.262
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  103    93    40   57   168   154  298    64    27  410   299
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   31  103    93    40   57   168   154  298    64    27  410   299
Added Vol:      0    0     0     0    0     2     2    0     0     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31  103    93    40   57   170   156  298    64    27  420   299
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    31  103    93    40   57   170   156  298    64    27  420   299
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  103    93    40   57   170   156  298    64    27  420   299
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    34  103   102    44   57   187   172  298    70    30  420   329
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.51  1.49  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2070  2055  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.05  0.02 0.04  0.07  0.06 0.07  0.03  0.01 0.10  0.12
Crit Vol:      17                        94    86                        164
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************


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******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.617
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                 B
******************************************************************************
Street Name:            MAIN STREET                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     199    0   357     3    1     1     0  467    51   271  925     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  199    0   357     3    1     1     0  467    51   271  925     1
Added Vol:      0    0     0     0    0     0     0   18     0     0  119     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  199    0   357     3    1     1     0  485    51   271 1044     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  485    51   271 1044     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  199    0     0     3    1     1     0  485    51   271 1044     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  485    51   298 1044     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 0.37  0.00
Crit Vol:     109                    5              242              522
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):        0.379
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0     1   298    0    40    64  219     1     9  322   795
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0     1   298    0    40    64  219     1     9  322   795
Added Vol:      0    0     0    18    0     0     0    0     0     0    0   119
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0     1   316    0    40    64  219     1     9  322   914
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   316    0    40    64  219     1     9  322   914
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0     1   316    0    40    64  219     1     9  322   914
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   348    0    40    70  219     1     9  322  1005
------------|---------------||---------------||---------------||---------------|
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  0.35
Crit Vol:                 2     0              35                          503
Crit Moves:             ****  ****           ****                        ****
******************************************************************************

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          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
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:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61  995   443   162 1114    12   108  123    52    72   97   187
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   61  995   443   162 1114    12   108  123    52    72   97   187
Added Vol:      0    8     2     0    0     0     0    2     0     0   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61 1003   445   162 1114    12   108  125    52    72  113   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61 1003   445   162 1114    12   108  125    52    72  113   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61 1003   445   162 1114    12   108  125    52    72  113   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    61 1003   445   178 1114    12   119  125    52    79  113   187
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.96  0.04  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5441    59  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.24  0.32  0.06 0.20  0.20  0.04 0.03  0.04  0.03 0.03  0.14
Crit Vol:                445    89              59                         187
Crit Moves:             ****  ****            ****                       ****
******************************************************************************
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******************************************************************************
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:
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    4     0     0   15     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15    0    13   248  734   516     0  268    54    43  360     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15    0    13   248  734   516     0  268    54    43  360     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15    0    13   248  734   516     0  268    54    43  360     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    15    0    14   273  734   568     0  268    54    47  360     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.56  1.44  0.00 2.50  0.50  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2222  2053     0 3558   717  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              107              24
Crit Moves:  ****                ****             ****             ****
******************************************************************************

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********************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.593
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  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     836    0   361     0    0     0     0  208   307    82  533     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  836    0   361     0    0     0     0  208   307    82  533     0
Added Vol:     13    0     0     0    0     0     0    2     0     0   12     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  849    0   361     0    0     0     0  210   307    82  545     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:   849    0   361     0    0     0     0  210   307    82  545     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  849    0   361     0    0     0     0  210   307    82  545     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.:   934    0   397     0    0     0     0  210   338    90  545     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:     0.33 0.00  0.14  0.00 0.00  0.00  0.00 0.07  0.12  0.03 0.19  0.00
Crit Vol:     467                    0              105              273
Crit Moves:  ****                                 ****             ****
********************************************************************************
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******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.213
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200    0    25     0    0     0     0  233   193     0  534   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  200    0    25     0    0     0     0  233   193     0  534   572
Added Vol:      0    0     0     0    0     0     0    0     0     0   10     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  544   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  544     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  544     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  544     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2559    0   291     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.09  0.00 0.00  0.00  0.00 0.05  0.00  0.00 0.13  0.00
Crit Vol:     123                    0          0                   181
Crit Moves:  ****                             ****                 ****
******************************************************************************


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******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.234
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       24                Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  343    31    17  190    34     0    0     0    70    0   129
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  343    31    17  190    34     0    0     0    70    0   129
Added Vol:      0    2     0     0    2     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  345    31    17  192    34     0    0     0    70    0   129
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  345    31    17  192    34     0    0     0    70    0   129
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  345    31    17  192    34     0    0     0    70    0   129
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  345    31    17  192    34     0    0     0    77    0   129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.84  0.16  1.00 2.55  0.45  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2615   235  1425 3632   643     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.01 0.05  0.05  0.00 0.00  0.00  0.03 0.00  0.09
Crit Vol:          188          17                      0                    129
Crit Moves:       ****         ****                                        ****
******************************************************************************
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*******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.204
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     137  354     0     0  180    93    38    0    52     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  137  354     0     0  180    93    38    0    52     0    0     0
Added Vol:      8    2     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:  145  356     0     0  182    93    38    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   145  356     0     0  182    93    38    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145  356     0     0  182    93    38    0    52     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   145  356     0     0  182    93    42    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 2850  1425  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.12  0.00  0.00 0.06  0.07  0.01 0.00  0.04  0.00 0.00  0.00
Crit Vol:     145                      93                52           0
Crit Moves:  ****                     ****              ****
*******************************************************************************
```

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********************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.457
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34                Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2  354    71    91  160     0     0    0     0   654    0    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    2  354    71    91  160     0     0    0     0   654    0    44
Added Vol:      0    0     0     0    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:       ****         ****                               ****
********************************************************************************

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******************************************************************************
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   14     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  238    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  238    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  238    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  238    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 2618   132     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.09 0.09  0.09  0.00 0.00  0.00  0.00 0.00  0.02
Crit Vol:          163         119                           1          0
Crit Moves:       ****        ****                        ****       ****
******************************************************************************
```

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******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.207
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  446    92    29  210     0     0    0     1    74    0    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6  446    92    29  210     0     0    0     1    74    0    54
Added Vol:      0    2     0     0    2     0     0    0     0     0    0     8
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6  448    92    29  212     0     0    0     1    74    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  448    92    29  212     0     0    0     1    74    0    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  448    92    29  212     0     0    0     1    74    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  448    92    29  212     0     0    0     1    81    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 0.16  0.06  0.02 0.05  0.00  0.00 0.00  0.00  0.03 0.00  0.04
Crit Vol:          224          29                           1    41
Crit Moves:       ****         ****                       ****  ****
******************************************************************************


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******************************************************************************
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   45     0     1    0     3     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20  984    66    22  785    30    41   54    44   168   75    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  785    30    41   54    44   168   75    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  984    66    22  785    30    41   54    44   168   75    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  785    30    41   54    44   168   75    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 1.65  0.35
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2266   484
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.05  0.02 0.19  0.02  0.03 0.02  0.03  0.12 0.03  0.03
Crit Vol:          328          22                           44   168
Crit Moves:       ****         ****                        ****  ****
******************************************************************************
```

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********************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.530
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               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:     13    4     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: 1215 1218   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:  1215 1218   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: 1215 1218   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.:  1337 1218   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:     334                  244                   178     0
Crit Moves:  ****                 ****                  ****  ****
********************************************************************************
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******************************************************************************
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   45     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  832    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  832    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  832    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  832    28    85  157    42    41  293   139
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.36  0.64
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1865   885
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.23  0.02  0.04 0.20  0.02  0.03 0.06  0.03  0.03 0.16  0.16
Crit Vol:          322          59               42                   216
Crit Moves:       ****         ****             ****                 ****
******************************************************************************
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******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
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:          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   119     0    0     0     0    0     0    18    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  339   303    45  261     0     0    0     0   173    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   303    45  261     0     0    0     0   173    0    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  339   303    45  261     0     0    0     0   173    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   303    45  261     0     0    0     0   190    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  0.21  0.03 0.09  0.00  0.00 0.00  0.00  0.07 0.00  0.01
Crit Vol:                303    45                      0          95
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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                                RSA North 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):        0.383
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:      4    0     0     0    5    43     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  132 1064    24    62  868    99    13   51    41    59   94    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   132 1064    24    62  868    99    13   51    41    59   94    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  132 1064    24    62  868    99    13   51    41    59   94    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   132 1064    24    62  868    99    13   51    41    59   94    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.11  0.89  1.00 1.09  0.91
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1524  1226  1375 1494  1256
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.26  0.02  0.05 0.21  0.07  0.01 0.03  0.03  0.04 0.06  0.06
Crit Vol:     132                289              46               59
Crit Moves:  ****              ****             ****             ****
******************************************************************************

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                                RSA North 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   45     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  813    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  813    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  813    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  813    37   263   13    24    10    4    64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.27  0.01  0.01 0.18  0.02  0.09 0.01  0.02  0.01 0.00  0.04
Crit Vol:          403          13              131                          64
Crit Moves:       ****         ****            ****                        ****
********************************************************************************
```

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                                RSA North 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   45     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  780    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  780    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  780    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  780    42    64   14    40    13   17    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.32  0.68
Final Sat.:  1500 4483    17  1500 4500  1500  1500 1500  1500  1500  481  1019
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24  0.24  0.00 0.17  0.03  0.04 0.01  0.03  0.01 0.04  0.04
Crit Vol:          363           5              64                   53
Crit Moves:       ****         ****            ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------
                                RSA North 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   45     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  789    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  789    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  789    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  789    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 2.96  0.04  0.69 0.11  0.20  1.00 0.23  0.77
Final Sat.:  1500 4483    17  1500 4433    67  1045  161   295  1500  339  1161
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.23  0.23  0.00 0.18  0.18  0.04 0.04  0.04  0.01 0.02  0.02
Crit Vol:          347           5              39                   31
Crit Moves:       ****         ****            ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------
                                RSA North 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):        0.203
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       23               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  309     6     7  189    43     9    1    57     1    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  309     6     7  189    43     9    1    57     1    0     6
Added Vol:      0    0     0     0   14     0     0    0    26     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123  309     6     7  203    43     9    1    83     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  203    43     9    1    83     1    0     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  309     6     7  203    43     9    1    83     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  203    43     9    1    83     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 2.48  0.52  1.00 1.00  1.00  0.14 0.00  0.86
Final Sat.:  1425 2796    54  1425 3528   747  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  0.06  0.00 0.00  0.00
Crit Vol:     123                82                   83     1
Crit Moves:  ****                ****                 ****  ****
******************************************************************************


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--------------------------------------------------------------------------------
                                  RSA North EIR
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2013-plus RSA North PM Peak

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

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Baseline 2013-plus RSA North PM Peak      Mon Mar 31, 2014 15:11:24                Page 4-1
------------------------------------------------------------------------------
                                RSA North 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):        0.666
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:      2    2     2     0    0     0     0    5     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  339  389   108    89  428    97   143 1421   364    69  842   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   339  389   108    89  428    97   143 1421   364    69  842   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  339  389   108    89  428    97   143 1421   364    69  842   105
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   373  389   108    98  428    97   143 1421   364    69  842   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.57  0.43  2.00 2.00  1.00  1.00 3.18  0.82  1.00 3.56  0.44
Final Sat.:  2750 2152   598  2750 2750  1375  1375 4378  1122  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              446              69
Crit Moves:  ****               ****             ****             ****
******************************************************************************

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********************************************************************************
Intersection #2 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.586
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       55               Level Of Service:                  A
********************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  325   254   427  457   126   137  792   147   164  359   421
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  110  325   254   427  457   126   137  792   147   164  359   421
Added Vol:      0    0     0     0    0     0     2   10     3     1    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  110  325   254   427  457   126   139  802   150   165  363   421
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   110  325   254   427  457   126   139  802   150   165  363   421
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  110  325   254   427  457   126   139  802   150   165  363   421
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   121  325   254   470  457   139   153  802   150   182  363   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 3475   650  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.12  0.18  0.17 0.17  0.10  0.06 0.23  0.23  0.07 0.09  0.31
Crit Vol:          163         235                  317          91
Crit Moves:       ****        ****                 ****         ****
********************************************************************************
```

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******************************************************************************
Intersection #3 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
******************************************************************************
Street Name:          AVIATION BLVD.                    111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  703    90    71  868    74    66   55    29    71   26   103
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  703    90    71  868    74    66   55    29    71   26   103
Added Vol:      0    2     0     0    0     0     0    0     0     0    0     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  705    90    71  868    74    66   55    29    71   26   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  705    90    71  868    74    66   55    29    71   26   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  705    90    71  868    74    66   55    29    71   26   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    26  705    90    71  868    74    66   55    29    71   26   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.77  0.23  1.00 1.84  0.16  1.00 0.65  0.35  1.00 1.00  1.00
Final Sat.:  1375 2439   311  1375 2534   216  1375  900   475  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.29  0.29  0.05 0.34  0.34  0.05 0.06  0.06  0.05 0.02  0.08
Crit Vol:      26                471              84               71
Crit Moves:  ****                ****             ****             ****
******************************************************************************
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******************************************************************************
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    6     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 1067   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 1067   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 1067   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 1067   608    80 1135   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.58  0.42
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4927   573
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.10  0.17  0.29 0.20  0.13  0.09 0.26  0.44  0.06 0.23  0.23
Crit Vol:                230   404                      608     0
Crit Moves:             ****  ****                    ****  ****
******************************************************************************
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******************************************************************************
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:       42               Level Of Service:                  B
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2776    24     0 2315    61     0    0     0   473   73   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2776    24     0 2315    61     0    0     0   473   73   188
Added Vol:      0    4     0     0   16     0     0    0     0     0    0     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2780    24     0 2331    61     0    0     0   473   73   190
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 2780     0     0 2331    61     0    0     0   473   73   190
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2780     0     0 2331    61     0    0     0   473   73   190
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 2780     0     0 2331    61     0    0     0   520   73   209
------------|---------------||---------------||---------------||---------------|
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:       ****         ****                              ****
******************************************************************************
```

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********************************************************************************
Intersection #6 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.460
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27                Level Of Service:                  A
********************************************************************************
Street Name:         405 NORTH OFF RAMP                   CENTURY BLVD
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     380    0   244     0    0     4     5 1286   573     0  966     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  380    0   244     0    0     4     5 1286   573     0  966     0
Added Vol:      0    0     0     0    0     0     0    6     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 1292   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 1292   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 1292   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 1292   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 4033  1967     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              481            0
Crit Moves:  ****                 ****            ****         ****
********************************************************************************
```

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******************************************************************************
Intersection #7 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.448
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   17   240    88   33    30    42  755    99    77  348    59
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124   17   240    88   33    30    42  755    99    77  348    59
Added Vol:      0    0     0     0    0     0     0   15     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  124   17   240    88   33    30    42  770    99    77  352    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  770    99    77  352    59
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   17   240    88   33    30    42  770    99    77  352    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  770    99    85  352    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 3655   470  2750 3533   592
------------|---------------||---------------||---------------||---------------|
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              290          42
Crit Moves:             ****       ****             ****         ****
******************************************************************************


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********************************************************************************
Intersection #8 SEPULVEDA @ H. HUGHES PARKWAY
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):         0.491
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:       28                Level Of Service:                    A
********************************************************************************
Street Name:       Sepulveda Boulevard                H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1206   449   358 1389     0     0    0     0   641    0   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1206   449   358 1389     0     0    0     0   641    0   203
Added Vol:      0   12    34     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1218   483   358 1389     0     0    0     0   641    0   203
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1218     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 1218     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 1218     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:          305         197                      0         235
Crit Moves:       ****        ****                              ****
********************************************************************************

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******************************************************************************
Intersection #9 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.529
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    10    0    18     2    8     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   95  160   498   283  328   292   170  825   114    41  291   187
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    95  160   498   283  328   292   170  825   114    41  291   187
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   95  160   498   283  328   292   170  825   114    41  291   187
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   104  160   548   311  328   321   187  825   125    45  291   206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.52  1.48  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2084  2041  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   156                 275          23
Crit Moves:             ****  ****                ****         ****
******************************************************************************
```

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******************************************************************************
Intersection #10 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.551
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               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  119     0     0   18     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  146    1   385     4    0     0     0  901   248   454  518     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  901   248   454  518     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146    1     0     4    0     0     0  901   248   454  518     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  901   248   499  518     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 0.32  0.17  0.18 0.18  0.00
Crit Vol:      81               4                  451          250
Crit Moves:  ****             ****                ****         ****
******************************************************************************


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******************************************************************************
Intersection #11 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
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:    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   119    0     0     0    0     0     0    0    18
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    2    0     8   788    0   151   108  355     0     0  225   456
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   788    0   151   108  355     0     0  225   456
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    2    0     8   788    0   151   108  355     0     0  225   456
PCE Adj:     1.00 1.00  1.00  1.00 1.00  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   867    0   151   119  355     0     0  225   502
------------|---------------||---------------||---------------||---------------|
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  0.30 0.00  0.11  0.04 0.12  0.00  0.00 0.08  0.18
Crit Vol:                10   433              59                   113
Crit Moves:             ****  ****            ****                 ****
******************************************************************************
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******************************************************************************
Intersection #12 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.074
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                 F
******************************************************************************
Street Name:          SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     116 1297   907   318 1934    19   124  229   142   133  152   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  116 1297   907   318 1934    19   124  229   142   133  152   326
Added Vol:      0    0     0     0    8     0     0   16     0     2    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  116 1297   907   318 1942    19   124  245   142   135  154   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   116 1297   907   318 1942    19   124  245   142   135  154   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  116 1297   907   318 1942    19   124  245   142   135  154   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   116 1297   907   350 1942    19   136  245   142   149  154   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:             ****  ****            ****                      ****
******************************************************************************


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******************************************************************************
Intersection #13 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.313
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   15     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   70    0   130    94  171   129     0  701    49    36  545     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  701    49    36  545     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   70    0   130    94  171   129     0  701    49    36  545     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  701    49    40  545     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 3996   279  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.00  0.05  0.07 0.07  0.07  0.00 0.18  0.18  0.01 0.13  0.00
Crit Vol:                72        104              250          20
Crit Moves:             ****      ****             ****         ****
******************************************************************************
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******************************************************************************
Intersection #14 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.547
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   10     0    13    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  387    0   200     0    0     0     0  969   621   280  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  969   621   280  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  969   621   280  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  969   683   308  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 2.35  1.65  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 3343  2357  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  0.11 0.17  0.00
Crit Vol:     213                    0              413          154
Crit Moves:  ****                                  ****         ****
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******************************************************************************
Intersection #15 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.482
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     194    0   213     0    0     0     0 1411   188     0  332   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  194    0   213     0    0     0     0 1411   188     0  332   211
Added Vol:      0    0     0     0    0     0     0   10     8     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 1421   196     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 1421     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 1421     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 1421     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              474           0
Crit Moves:  ****                                  ****         ****
******************************************************************************

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******************************************************************************
Intersection #16 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.377
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    2     0     0   41     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  450   179   147  658     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  450   179   147  658     8     0    0     0    73    0    75
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  450   179   147  658     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  450   179   147  658     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 2036   810  1425 4224    51     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.22  0.10 0.16  0.16  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:          315         147                      0                    75
Crit Moves:       ****        ****                                        ****
******************************************************************************
```

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******************************************************************************
Intersection #17 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.391
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.                  / 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    2     0     0   37     4     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122  434     0     0  639   111   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  434     0     0  639   111   166    0   185     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122  434     0     0  639   111   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  434     0     0  639   111   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 2.56  0.44  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3642   633  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.15  0.00  0.00 0.18  0.18  0.06 0.00  0.13  0.00 0.00  0.00
Crit Vol:     122                  250                    185          0
Crit Moves:  ****                 ****                   ****
******************************************************************************
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******************************************************************************
Intersection #18 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.480
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36                Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1  517    74   171  565     0     0    0     0   589    0   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  517    74   171  565     0     0    0     0   589    0   154
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  517    74   171  565     0     0    0     0   589    0   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  517    74   171  565     0     0    0     0   589    0   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  517    74   171  565     0     0    0     0   589    0   154
PCE Adj:     2.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     2  517    81   171  565     0     0    0     0   648    0   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.01 1.99  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.62 0.00  0.38
Final Sat.:     7 2843  1425  1425 2850     0     0    0     0  2303    0   547
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.18  0.06  0.12 0.20  0.00  0.00 0.00  0.00  0.28 0.00  0.28
Crit Vol:       1                283                0                   401
Crit Moves:  ****               ****                                  ****
******************************************************************************

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******************************************************************************
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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******************************************************************************
Intersection #20 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.294
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       26                Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8  468    41    69  720     0     0    0     0   170    0   107
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  468    41    69  720     0     0    0     0   170    0   107
Added Vol:      0    2     0     8   28     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  470    41    77  748     0     0    0     0   170    0   107
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  470    41    77  748     0     0    0     0   170    0   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  470    41    77  748     0     0    0     0   170    0   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     8  470    41    77  748     0     0    0     0   187    0   107
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0     0 1425     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.16  0.03  0.05 0.17  0.00  0.00 0.00  0.00  0.07 0.00  0.08
Crit Vol:          235          77                       0                   107
Crit Moves:       ****         ****                                        ****
******************************************************************************
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******************************************************************************
Intersection #21 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.684
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127 1133   222    89 1250   103    87  308   104   242  204    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  127 1133   222    89 1250   103    87  308   104   242  204    91
Added Vol:      0   45     0     0    0     0     1    2     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127 1178   222    89 1250   103    88  310   107   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 1178   222    89 1250   103    88  310   107   242  204    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127 1178   222    89 1250   103    88  310   107   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 1178   222    89 1250   103    88  310   107   242  204    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.38  0.62
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 1902   848
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.29  0.16  0.06 0.30  0.07  0.06 0.11  0.08  0.18 0.11  0.11
Crit Vol:     127                417              155              242
Crit Moves:  ****               ****             ****             ****
******************************************************************************
```

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******************************************************************************
Intersection #22 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.823
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               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    3     0     0    0    13     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1258 1500   241     0 1713    28     0    0  1426     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 1713    28     0    0  1426     0    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1258 1500   241     0 1713    28     0    0  1426     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 1713    28     0    0  1569     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  0.28  0.00 0.00  0.02
Crit Vol:     346                435                392     0
Crit Moves:  ****               ****               ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #23 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
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              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   46     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 1203    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 1203    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 1203    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 1203    91   242 1187   175   213  675   112    85  479   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.41  0.59
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1940   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.29  0.07  0.18 0.29  0.13  0.08 0.25  0.08  0.06 0.25  0.25
Crit Vol:          401         242              107                  340
Crit Moves:       ****        ****             ****                 ****
******************************************************************************
```

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******************************************************************************
Intersection #24 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.341
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               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    18     0    0     0     0    0     0   119    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  382   266    55  395     0     0    0     0   301    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   266    55  395     0     0    0     0   301    0    78
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  382   266    55  395     0     0    0     0   301    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   266    55  395     0     0    0     0   331    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  0.19  0.04 0.14  0.00  0.00 0.00  0.00  0.12 0.00  0.05
Crit Vol:                266    55                      0          166
Crit Moves:             ****  ****                              ****
******************************************************************************
```

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******************************************************************************
Intersection #25 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.723
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               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:      4    2     0     0    3     0    43    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  184 1278    60   187 1419    57   105  227    89   179  228   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   184 1278    60   187 1419    57   105  227    89   179  228   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  184 1278    60   187 1419    57   105  227    89   179  228   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   184 1278    60   187 1419    57   105  227    89   179  228   145
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.44  0.56  1.00 1.22  0.78
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1975   775  1375 1681  1069
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.31  0.04  0.14 0.34  0.04  0.08 0.11  0.11  0.13 0.14  0.14
Crit Vol:     184                473              158              179
Crit Moves:  ****               ****             ****             ****
******************************************************************************

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******************************************************************************
Intersection #26 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.503
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   46     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 1463    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 1463    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 1463    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 1463    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 0.33  0.02  0.08 0.38  0.17  0.07 0.04  0.05  0.02 0.03  0.03
Crit Vol:          488         115              107                   45
Crit Moves:       ****        ****             ****                  ****
******************************************************************************

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******************************************************************************
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   46     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 1325    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 1325    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 1325    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 1325    21    37 1761   169   116   92   105    26   42    32
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.57  0.43
Final Sat.:  1500 4430    70  1500 4500  1500  1500 1500  1500  1500  851   649
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.30  0.30  0.02 0.39  0.11  0.08 0.06  0.07  0.02 0.05  0.05
Crit Vol:      97                587          116                  74
Crit Moves:  ****                ****         ****                 ****
******************************************************************************
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******************************************************************************
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   46     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 1379    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 1379    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 1379    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 1379    14    42 1790    59    49   44    37     6   35    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.90  0.10  0.38 0.34  0.28  1.00 0.61  0.39
Final Sat.:  1500 4455    45  1500 4356   144   565  508   427  1500  921   579
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.31  0.31  0.03 0.41  0.41  0.09 0.09  0.09  0.00 0.04  0.04
Crit Vol:      39                616              130              6
Crit Moves:  ****                ****             ****           ****
******************************************************************************
```

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Baseline 2013-plus RSA North PM Peak      Mon Mar 31, 2014 15:11:24                Page 32-1
------------------------------------------------------------------------------
                                RSA North 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:  ****                ****                ****  ****
******************************************************************************
```

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Attachment 4
RUNWAY 6L/24R AND RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) PROJECT AND ASSOCIATED IMPROVEMENTS DRAFT EIR

Construction Vehicle Haul Routes and Distributions

April 2014

Prepared for:

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

Prepared by:

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

Confidential - Preliminary Draft Deliberative Material

Table of Contents

List of Tables

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

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

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Table 1

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

Table 1

LAX RSA North Project – Project Related Construction Vehicle Routes (Construction Staging Lot A)

From	To	Route [1]	Percentage of Trips [2]
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			
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%

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.

Sources: LAWA Staff and Ricondo & Associates, Inc., April 2014.

Table 2

LAX RSA North Project – 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%

Table 2

LAX RSA North Project – Project Related Construction Vehicle Routes (Construction Staging Lot G)

From	To	Route [1]	Percentage of Trips [2]
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%

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.

Sources: LAWA Staff and Ricondo & Associates, Inc., April 2014.

Table 3

LAX RSA North Project – 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 SB 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%

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.

Sources: LAWA Staff and Ricondo & Associates, Inc., April 2014.

Table 4

LAX RSA North Project – 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%

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.

Sources: LAWA Staff and Ricondo & Associates, Inc., April 2014.

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