

APPENDIX C

Construction Traffic Report

Los Angeles International Airport



Terminal 1.5 Initial Study Construction Traffic Analysis

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Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of Los Angeles World Airports and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

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1. Introduction

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

1.1 Background

The Terminal 1.5 Project would be constructed between existing Terminal 1 and Terminal 2 to provide additional passenger processing facilities for the north passenger terminals. Elements of the proposed Project are located entirely within the passenger terminal area and adjacent airfield and no public roadways would be modified as part of the Project. Construction of the proposed Project would generate traffic associated with workers traveling to and from the construction employee parking areas and staging areas, and the associated shuttle trips between parking areas and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. Therefore, the traffic analysis presented in this appendix addresses the construction traffic impacts specific to the proposed Project, as well as cumulative construction traffic impacts associated with other projects anticipated to be under construction concurrent with the proposed Project.

1.2 General Approach

Construction traffic impacts were determined for both the peak construction period for the proposed Project (April 2018) and the peak cumulative condition (July 2019). The peak construction month for the proposed Project does not correspond to the peak cumulative condition, which includes traffic from the construction of other known projects anticipated to be under construction during the Terminal 1.5 Project approximately 26-month construction schedule.

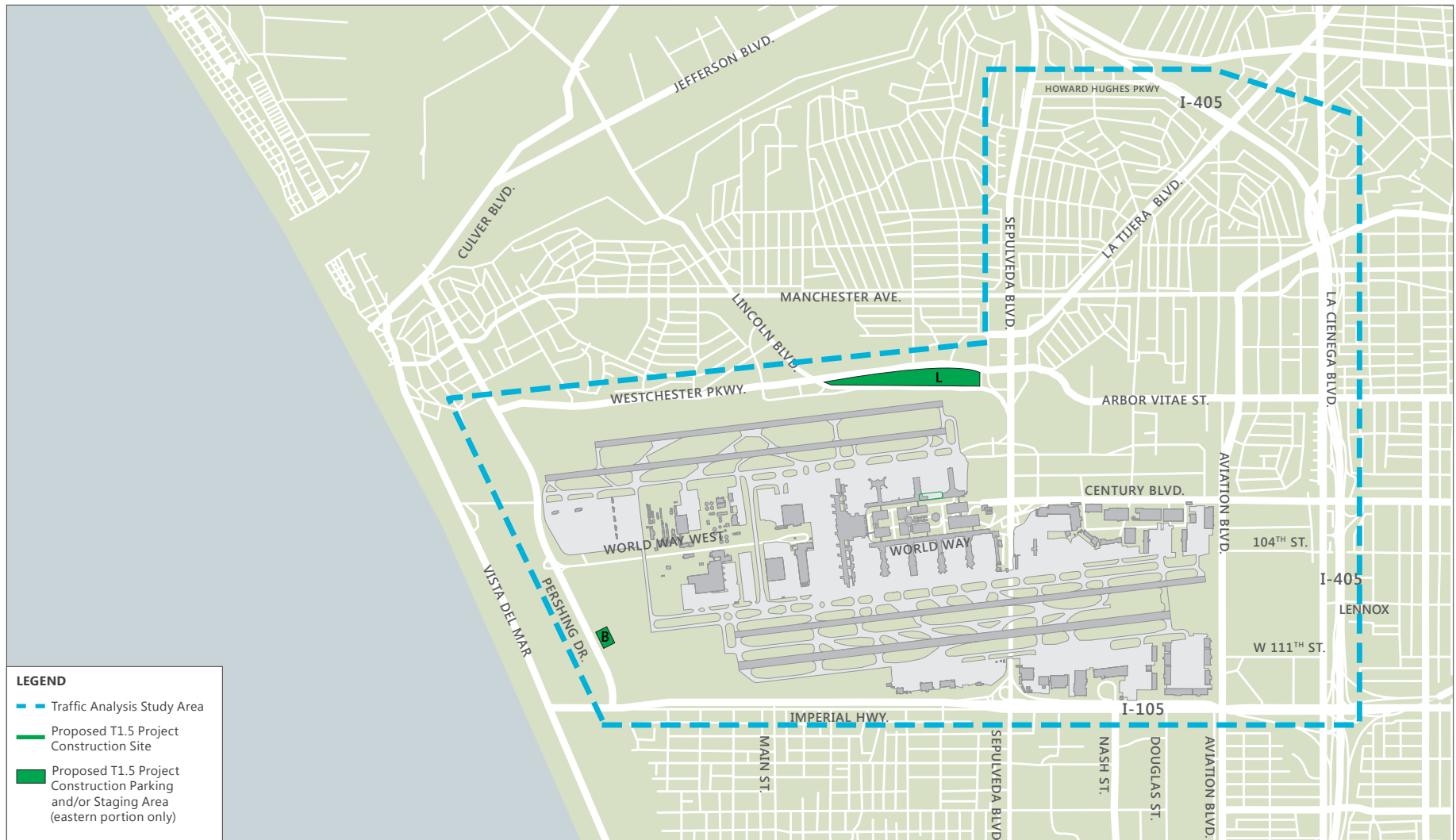
This proposed Project construction traffic analysis incorporates relevant analysis and assumptions, including those for the cumulative impacts analysis (i.e., past, present, and reasonably foreseeable probable projects) such as analyses from the Los Angeles International Airport (LAX or Airport) Master Plan EIR, the South

Airfield Improvement Project (SAIP) EIR¹, the Crossfield Taxiway Project (CFTP) EIR², Bradley West Project EIR³, Central Utility Plant Replacement Project (CUP-RP) EIR⁴, Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project EIR⁵, West Aircraft Maintenance Area (WAMA) Project EIR⁶, Midfield Satellite Concourse (MSC) EIR⁷, and the Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA North) Draft EIR⁸. Analysis procedures and data from these other projects were applied and updated as appropriate for the proposed Project's cumulative impact analysis.

The construction traffic analysis study area is depicted in **Figure 1**. Construction employee parking associated with the construction of the proposed Project would be split between the two lots depicted in the figure (Areas B and L). The primary lot (eastern portion of Lot L) is located on a portion of an existing LAWA-owned construction staging area on airport property along the south side of Westchester Parkway, east of the southern terminus of La Tijera Boulevard. There is potential for a secondary construction employee parking lot (Lot B) located on the east side of Pershing Drive between Imperial Highway and World Way West, southeast of the intersection of Pershing Drive and Bradley West Drive. Material delivery and staging would also be split between multiple lots with the eastern portion of Lot L serving as the primary lot. The project site could serve as the secondary material delivery and staging lot. This analysis assesses anticipated construction-related traffic impacts at off-airport intersections associated with the construction of the proposed Project, including the traffic impacts of construction employee vehicles and shuttles, construction equipment, material delivery trucks, and truck trips associated with the proposed Project.

This analysis addresses, in particular, the impacts from construction-related traffic that would occur during the peak construction period for the proposed Project. The construction traffic analysis combines peak Project-related traffic volumes with roadway traffic volumes occurring in the a.m. and p.m. commuter peak hours. The analysis provides an estimate of the construction-related traffic impacts within the off-airport public roadway system serving construction-related vehicles generated by the proposed Project.

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- ¹ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) South Airfield Improvement Project, Los Angeles International Airport (LAX), October 2005.
 - ² City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Crossfield Taxiway Project, Los Angeles International Airport (LAX), January 2009.
 - ³ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Bradley West Project, Los Angeles International Airport (LAX), September 2009.
 - ⁴ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Central Utility Plant Project, Los Angeles International Airport (LAX), October 2009.
 - ⁵ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project, January 2014.
 - ⁶ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) West Aircraft Maintenance Area (WAMA) Project, February 2014.
 - ⁷ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Midfield Satellite Concourse (MSC), June 2014.
 - ⁸ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for Los Angeles International Airport (LAX) Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA) and Associated Improvement Projects, June 2014.



SOURCES: Los Angeles World Airports, Ricondo & Associates, Inc., April 2016
 PREPARED BY: Ricondo & Associates, Inc., July 2016

FIGURE 1



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2. Regulatory Setting

2.1 Regulatory Context

The Guide for the Preparation of Traffic Impact Studies (California Department of Transportation [Caltrans] 2002) identifies circumstances under which Caltrans believes that a Traffic Impact Study would be required, information that Caltrans believes should be included in the study, analysis scenarios, and guidance on acceptable analysis methodologies.

The City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures manual requires that a Traffic Study be prepared if the following criteria are met:

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

Based on LADOT criteria, a Traffic Study would be required if a total of 43 trips are added to the network during the a.m. peak hour, which triggers the requirement of a traffic study.

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

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

Because the proposed Project is not anticipated to meet or exceed the above requirements, a CMP TIA is not required for this study. Additionally, because the proposed Project would not alter roadway circulation patterns or increase traffic volumes subsequent to construction, a CMP analysis is not required for post-construction traffic operations.

During the scoping of the SAIP traffic study in 2004, LADOT indicated that no Traffic Study was required because there was “no requirement to assess the temporary impacts of a project resulting from construction

activities. Thus, the proposal to prepare a Traffic Study is voluntary.”⁹ LAWA determined at that time and continues to take the position that the preparation of a Traffic Study is useful in order to provide a full assessment and documentation of the potential impacts that may be generated by the construction of a proposed Project.

2.2 Thresholds of Significance

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

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

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

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

⁹ Email from LADOT to LAWA on July 29, 2004.

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

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

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3. Existing Environmental Setting

3.1 Traffic Study Area

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

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

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

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

3.1.1 INTERSECTION LOCATIONS

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

3.1.2 INTERSECTION CONTROL AND GEOMETRY

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

Table 1: Study Area Intersections

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

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

PREPARED BY: Ricondo & Associates, Inc. April 2016.

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SOURCES: Los Angeles World Airports, Ricondo & Associates, Inc., April 2016
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FIGURE 2

Construction Traffic Study Area Intersections



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3.1.3 PROJECT-RELATED PEAK HOURS

The hours of analysis were chosen based on off-airport commuter peak hours; specifically, hours at the start of the morning and afternoon commuter peak periods were analyzed. The hours analyzed for the proposed Project were:

- A.M. Peak Hour (7:00 a.m. to 8:00 a.m.). The proposed Project a.m. peak hour represents a period for construction employees departing the construction employee parking lot during the morning, following an overnight shift. Based on review of the draft construction schedule of hourly construction trips, late-shift employees are anticipated to depart between 7:00 a.m. and 8:00 a.m. (Standard construction shifts would avoid trips during the a.m. peak hour.) Employee shuttle trips and material delivery trips were also assumed to occur during the same hour. This approach provides a conservative impact analysis by addressing potential situations when complete avoidance of the morning commuter peak period is not possible, recognizing that Standard Control Measure LAX-ST-1 described below seeks to avoid or minimize construction-related traffic during peak hours, when possible.
- P.M. Peak Hour (4:00 p.m. to 5:00 p.m.). The proposed Project p.m. peak hour represents a period for material delivery trucks potentially accessing/egressing the staging locations. It was estimated that no employee trips would be on the roadways at this time, as employees would have either arrived or departed the lot prior to 4:00 p.m. (i.e., the timing of the shift change between the anticipated morning shift [7:00 a.m. to 3:00 p.m.] and evening shift [3:00 p.m. to 11:00 p.m.] is well before the P.M. peak hour). This approach provides a conservative impact analysis by addressing potential situations when complete avoidance of the afternoon commuter peak period is not possible, recognizing that Standard Control Measure LAX-ST-1 described below seeks to avoid or minimize construction-related traffic during peak hours, when possible.

The a.m. peak hour analyzed falls entirely within the morning commuter peak periods of 7:00 a.m. to 9:00 a.m., and the p.m. peak hour analyzed falls partially within the afternoon commuter peak period of 4:30 p.m. to 6:30 p.m., when background traffic is anticipated to be higher than adjacent hours. As noted above, the majority of Project-related traffic is expected to occur during off-peak hours. By evaluating commuter peak hour conditions instead of Project peak hour conditions, the analysis is considered to be conservative.

3.2 Baseline (Existing) Traffic Conditions

3.2.1 BASELINE CONDITIONS

As indicated above, baseline conditions relate to the facilities and general conditions that existed during a typical weekday in 2015 for the hours of 7:00 a.m. to 8:00 a.m. and 4:00 p.m. to 5:00 p.m.

Baseline conditions used in the analysis of Project-related construction traffic impacts are defined as the existing conditions within the traffic study area at the time of the analysis. Intersection turning movement volumes were collected at various dates from 2013 to 2015¹⁰, representing the most current traffic counts completed by LAWA. These volumes were used as a basis for preparing the traffic analysis and assessing potential Project-related traffic impacts. The following steps were taken to develop baseline traffic conditions information.

- **Prepare Model of Study Area Roadways and Intersections.** A model of traffic study area roadways and intersections was developed to assist with intersection capacity analysis (i.e., geometric configuration, quantitative delineation of capacity, and operational characteristics of intersections likely to be affected by the proposed Project's traffic). The model was developed using TRAFFIX,¹¹ a commercially available traffic analysis software program designed for developing traffic forecasts and analyzing intersection and roadway capacities. The model uses widely accepted traffic engineering methodologies and procedures, including the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning Method,¹² which is the required intersection analysis methodology for traffic impact studies conducted within the City of Los Angeles.
- **Calculate Baseline Levels of Service.** Intersection levels of service were calculated using the 2015 intersection traffic volumes coinciding with the a.m. peak hour (7:00 a.m. to 8:00 a.m.) and the p.m. peak hour (4:00 p.m. to 5:00 p.m.). These levels of service defined existing baseline conditions which served as a basis of comparison for assessing potential impacts generated by construction of the proposed Project.

3.2.2 BASELINE INTERSECTION VOLUMES

Baseline traffic volumes consist of those which represent traffic activity at the time of the analysis. Baseline volumes are based on actual data collected during the a.m. and p.m. peak hours. Baseline intersection traffic volumes are provided in **Attachment 2**.

3.2.3 BASELINE INTERSECTION ANALYSIS

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

¹⁰ Traffic counts provided by Raju Associates, Inc.; data provided March 2015.

¹¹ Dowling Associates, TRAFFIX Version 7.7.

¹² Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

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

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

SOURCE: Transportation Research Board, Transportation Research Circular No. 212, *Interim Materials on Highway Capacity*, January 1980.
 PREPARED BY: Ricondo & Associates, Inc., April 2016.

In accordance with LADOT analysis procedures, the volume/capacity (v/c) ratio calculated using the CMA methodology is further reduced by 0.07 for those intersections included within the ATSAC system to account for the improved operation and increased efficiency from the ATSAC system that is not captured as part of the CMA methodology. Application of the ATSAC reduction is described in Section D of the LADOT Traffic Study Policies and Procedures.¹³

The estimated intersection LOS for baseline conditions is provided in **Table 3**. As shown in Table 3, most of the intersections operated at LOS C or better during the baseline a.m. and p.m. peak periods analyzed for the proposed Project, with the following exceptions:

- La Cienega Boulevard and Century Boulevard (Intersection #4) – LOS D p.m. peak hour
- Century Boulevard and I-405 Northbound Ramp (Intersection #6) – LOS D a.m. peak hour
- Imperial Highway and Sepulveda Boulevard (Intersection #12) – LOS D a.m. peak hour and LOS F p.m. peak hour
- Sepulveda Boulevard and Lincoln Boulevard (Intersection #22) – LOS D p.m. peak hour
- Sepulveda Boulevard and 76th/77th Street (Intersection (#26) – LOS D a.m. peak hour

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

¹³ Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August 2014.

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

INTERSECTION		PEAK HOUR ^{1/}	V/C ^{2/}	LOS ^{3/}
1.	Aviation Blvd. & Century Blvd.	a.m. peak hour	0.522	A
		p.m. peak hour	0.736	C
2.	Imperial Hwy. & Aviation Blvd.	a.m. peak hour	0.628	B
		p.m. peak hour	0.577	A
3.	Aviation Blvd. & 111th St.	a.m. peak hour	0.475	A
		p.m. peak hour	0.423	A
4.	La Cienega Blvd. & Century Blvd.	a.m. peak hour	0.722	C
		p.m. peak hour	0.802	D
5.	Sepulveda Blvd. and Century Blvd.	a.m. peak hour	0.727	C
		p.m. peak hour	0.645	B
6.	Century Blvd. & I-405 N/B Ramp	a.m. peak hour	0.824	D
		p.m. peak hour	0.608	B
7.	Imperial Hwy. & Douglas St.	a.m. peak hour	0.343	A
		p.m. peak hour	0.551	A
8.	Sepulveda Blvd. & H. Hughes Pkwy.	a.m. peak hour	0.591	A
		p.m. peak hour	0.578	A
9.	Imperial Hwy. & La Cienega Blvd.	a.m. peak hour	0.415	A
		p.m. peak hour	0.620	B
10.	Imperial Hwy. & Main St.	a.m. peak hour	0.542	A
		p.m. peak hour	0.554	A
11.	Imperial Hwy. & Pershing Dr.	a.m. peak hour	0.375	A
		p.m. peak hour	0.441	A
12.	Imperial Hwy. & Sepulveda Blvd.	a.m. peak hour	0.826	D
		p.m. peak hour	1.183	F
13.	Imperial Hwy. & Nash St.	a.m. peak hour	0.540	A
		p.m. peak hour	0.337	A
14.	Imperial Hwy. & I-105 Ramp	a.m. peak hour	0.716	C
		p.m. peak hour	0.493	A
15.	Imperial Hwy. & I-405 NB Ramp	a.m. peak hour	0.532	A
		p.m. peak hour	0.749	C
16.	La Cienega Blvd. & Lennox Blvd.	a.m. peak hour	0.486	A
		p.m. peak hour	0.470	A

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

	INTERSECTION	PEAK HOUR^{1/}	V/C^{2/}	LOS^{3/}
		a.m. peak hour	0.314	A
17.	La Cienega Blvd. & 111th St.	p.m. peak hour	0.264	A
		a.m. peak hour	0.799	C
18.	La Cienega Blvd. & I-405 Southbound Ramps North of Century	p.m. peak hour	0.671	B
		a.m. peak hour	0.393	A
19.	La Cienega Blvd. & I-405 Southbound Ramps South of Century	p.m. peak hour	0.308	A
		a.m. peak hour	0.445	A
20.	La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	p.m. peak hour	0.255	A
		a.m. peak hour	0.610	B
21.	Sepulveda Blvd. & La Tijera Blvd.	p.m. peak hour	0.729	C
		a.m. peak hour	0.688	B
22.	Sepulveda Blvd. & Lincoln Blvd.	p.m. peak hour	0.860	D
		a.m. peak hour	0.764	C
23.	Sepulveda Blvd. & Manchester Ave.	p.m. peak hour	0.789	C
		a.m. peak hour	0.414	A
24.	Westchester Pkwy. & Pershing Dr.	p.m. peak hour	0.247	A
		a.m. peak hour	0.763	C
25.	Sepulveda Blvd. & Westchester Pkwy.	p.m. peak hour	0.796	C
		a.m. peak hour	0.809	D
26.	Sepulveda Blvd. & 76th/77th St.	p.m. peak hour	0.431	A
		a.m. peak hour	0.688	B
27.	Sepulveda Blvd. & 79th/80th St.	p.m. peak hour	0.446	A
		a.m. peak hour	0.566	A
28.	Sepulveda Blvd. & 83rd St.	p.m. peak hour	0.404	A
		a.m. peak hour	0.327	A
29.	La Cienega Blvd. & 104th St.	p.m. peak hour	0.359	A

NOTES:

1/ The hours of analysis include the a.m. peak (7:00 a.m. - 8:00 a.m.) and the p.m. peak (4:00 p.m. - 5:00 p.m.).

2/ Volume to capacity ratio.

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

SOURCE: Ricondo & Associates, Inc., using TRAFFIX, April 2016.

PREPARED BY: Ricondo & Associates, Inc., April 2016.

4. Methodology

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

The traffic study area includes intersections and roadways anticipated to be directly or indirectly affected by the construction of the proposed Project. Construction employee parking and material staging for the proposed Project are shown on **Figure 1**. The traffic study area for this analysis includes those roads and intersections that would most likely be used by employee and truck traffic associated with construction of the proposed Project. The procedures are also consistent with the information and requirements defined in LADOT's Traffic Study Policies and Procedures¹⁴, notwithstanding that a construction traffic analysis is not typically required by LADOT.

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

- The traffic study area depicted in Figure 1 was defined to incorporate the local area roadways that serve as the primary travel paths that would be used by construction traffic to access the proposed Project site, equipment, materials staging, and parking areas. Construction delivery vehicle travel paths would be regulated according to the construction traffic management plan required by LAWA.
- Intersection turning movement traffic volume data were collected at the key traffic study area intersections over a two year period (2013 through 2015), from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. These traffic count periods were established to obtain traffic count data during the a.m. and p.m. peak commuter periods and represent the most recent counts at the study area intersections.
- Key off-airport intersections, including intersections with freeway ramps in the proposed traffic study area, were analyzed. Impacts to roadway segments and freeway links were not analyzed because traffic volumes related to construction activity is not anticipated to reach the thresholds set forth in the CMP.

¹⁴ Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August 2014.

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

4.1 Project-Generated Traffic

4.1.1 PROJECT CONSTRUCTION TRAFFIC DURING PROJECT PEAK (APRIL 2018)

The peak construction period for the proposed Project is anticipated to occur during April 2018. Construction employee and truck trips were estimated on an hourly basis over the typical busy day, which coincides with the peak period of construction, and therefore, construction employment. It is likely that this would occur over several days, or weeks, as construction of the proposed Project is at its peak. Associated workforce levels at peak construction were based on a review of the proposed Project construction estimates, which also included shift times and employees per shift. It is estimated that 225 construction employees would access the Project construction site on a daily basis during the peak period of construction. The construction schedule is based on a triple-shift work schedule with shift times occurring from 7:00 a.m. to 3:00 p.m., 3:00 p.m. to 11:00 p.m., and 11:00 p.m. to 7:00 a.m. It is expected that the overnight (swing) shift would only be required periodically. A total of 90 construction employees were estimated to work in each of the morning and afternoon shifts, with the balance of construction employees (45) working the overnight shift. Construction employees were estimated to be entering the site between 6:00 a.m. to 7:00 a.m., 2:00 p.m. to 3:00 p.m., and 10:00 p.m. to 11:00 p.m. Conversely, employees were estimated to be exiting the site between 7:00 a.m. to 8:00 a.m. (on occasions when the need for the third [late] shift is required), 3:00 p.m. to 4:00 p.m., and 11:00 p.m. to 12:00 a.m. Vehicle occupancy was assumed to be 1.15 employees per vehicle. According to a study published by the Southern California Association of Governments (SCAG), the average vehicle occupancy on several regional roadways in the Los Angeles region ranged from approximately 1.15 to 1.30.¹⁵ Provided the temporary nature of construction employment and the lower likelihood of rideshare opportunities, a conservative estimate of vehicle occupancy of 1.15 employees per vehicle was assumed. By applying the assumed vehicle occupancy factor, it was projected that 195 construction employee vehicles per day during the proposed Project construction peak period would access and egress the traffic study area in support of proposed Project construction. Based on the triple-shift schedule mentioned above, this equates to 78 construction employee vehicles during each of the morning and afternoon shifts, and 39 construction employee vehicles during the overnight shift.

The construction employee parking and materials staging areas are split between Lot L accessed via Westchester Parkway (construction employees and material delivery), Lot B accessed via Pershing Drive (construction employees), and the project site accessed via World Way and either Sepulveda Boulevard (construction employees) or Century Boulevard and Aviation Boulevard (material delivery).

¹⁵ Southern California Association of Governments, Regional High-Occupancy Vehicle Lane System Performance Study, November 4, 2004.

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

VEHICLE TYPE	PCE FACTOR
Construction Employee	1.0
Construction Delivery Trucks ¹⁶	2.5
Employee Shuttle Buses	2.0

The employees working on the proposed Project are assumed to park at Lot L or at Lot B. It is assumed that 80 percent of the construction employees would park at Lot L and use a shuttle bus with direct access to the on-airport service road system to travel to and from the construction site; therefore, it is assumed that any required shuttle trips would be largely accommodated within the airport boundary (except for the leg of the trip located between Lot L and the airfield access point at Westchester Parkway near Falmouth Avenue) and, consequently, would not impact the public roadway system or intersections analyzed for this traffic study. Employees parking in Lot B (20 percent of the total Project construction employees) would also be shuttled to the construction site via on-airport roadways, thus not impacting the public roadway system. Delivery trucks carrying construction equipment and material would enter and exit the materials staging areas. It is estimated that approximately 4 construction-related truck delivery round trips would access the site during the a.m. and p.m. peak hours. (As noted below in Section 5.1, Standard Control Measure LAX-ST-1 seeks to avoid or minimize construction-related traffic during peak hours, when possible. Assuming truck deliveries in the peak hours represents a conservative impact analysis.) Using an assumed PCE factor of 2.5 per vehicle and distributing these volumes in accordance with the anticipated delivery schedule, it was estimated that 10 PCEs would enter and exit the study area during the a.m. and p.m. peak periods.

The estimated Project-related construction trips (in PCEs) during the proposed Project construction peak in April 2018 are summarized by hour in **Table 4**. The table includes construction employee vehicle trips and construction delivery truck trips used to transfer goods to and from the construction staging area(s).

¹⁶ It should be noted that a different conversion factor was applied to determine the number of construction employee vehicles that would access the Project area. A vehicle occupancy factor of 1.15 employees per vehicle was used to convert from employees to vehicles. This conversion factor is different than the PCE factor discussed here, which is used to adjust for the additional impact that large vehicles have on roadway traffic operations.

Table 4: Project Peak (April 2018) – Proposed Project-Related Construction Traffic PCEs

HOUR	EMPLOYEE ^{1/}		TRUCK ^{2/}		EMPLOYEE SHUTTLES ^{3/}		TOTAL CONSTRUCTION PCEs	
	TRIPS IN	TRIPS OUT	TRIPS IN	TRIPS OUT	TRIPS IN	TRIPS OUT		
0:00		1:00						
1:00		2:00						
2:00		3:00						
3:00		4:00						
4:00		5:00						
5:00		6:00						
6:00		7:00	78	10	10	6	6	110
7:00	8:00		39	10	10	4	4	67
8:00	9:00			10	10			20
9:00	10:00			10	10			20
10:00	11:00			10	10			20
11:00	12:00			10	10			20
12:00	13:00			10	10			20
13:00	14:00			10	10			20
14:00	15:00	78		10	10	6	6	110
15:00	16:00		78	10	10	6	6	110
16:00	17:00			10	10			20
17:00	18:00			10	10			20
18:00	19:00							
19:00	20:00							
20:00	21:00							
21:00	22:00							
22:00	23:00	39				4	4	47
23:00	0:00		78			6	6	90
Total		195	195	120	120	32	32	694
Summary of Modeled Traffic PCEs								
a.m. peak hour (7:00 - 8:00 a.m.)			39	10	10	4	4	67
p.m. peak hour (4:00 - 5:00 p.m.)				10	10			20

NOTES:

- 1/ Estimate is based on 225 peak day construction employees. An occupancy factor of 1.15 employees per vehicle is included in the employee trip calculations. Employees are allocated between two construction employee parking lots, with 80 percent accessing Lot L via Westchester Parkway and 20 percent accessing Lot B via Pershing Drive.
- 2/ Truck trips (i.e., haul trucks) were converted at a rate of 2.5 PCEs per vehicle. Materials delivery truck trips are allocated between two lots with 80 percent of the materials deliveries accommodated at Lot L accessed via Westchester Parkway and 20 percent accessing the project site via World Way, Century Boulevard, and Aviation Boulevard.
- 3/ Employee shuttles are assumed to travel via on-airport roadways only (except for the leg of the trip located between Lot L and the airfield access point at Westchester Parkway near Falmouth Avenue) and would not impact public roadways. Vehicle trips were converted to PCE's at a rate of 2.0 PCEs per vehicle. Shuttle occupancy was assumed to be 30 passengers per vehicle.

SOURCE: CDM Smith, March 2016.

PREPARED BY: Ricondo & Associates, Inc. April 2016.

4.1.2 PROPOSED PROJECT CONSTRUCTION TRIP DISTRIBUTION

The locations of the proposed Project construction site, construction employee parking areas, delivery staging areas, and other relevant features are depicted in **Figures 1 and 3**. As shown in Figure 3, trucks are anticipated to use the regional freeway system (I-405 and I-105), Imperial Highway, and Pershing Drive to access the primary materials and equipment staging area. The regional and local traffic flow distributions are also provided in Figure 3.

For purposes of distributing traffic on the traffic study area roadway network, it was assumed that construction employee and delivery vehicle trips would originate from geographic locations in proportion to the distribution of regional population, and specific street routing assumptions would be generally consistent with those of other previous LAX construction projects and data within the LAX Air Passenger Survey¹⁷. As shown in Figure 3, it was estimated that approximately 21 percent of the construction-related traffic would access the Airport from I-405 North, 23 percent from I-405 South, 32 percent from I-105 East, and 24 percent from local roadways. These route characteristics represent the roadways that a construction-related vehicle would use to access the traffic study area.

In assigning traffic to the traffic study area roadways, it was assumed that construction vehicles, consisting of trucks and construction employee vehicles, would approach the traffic study area in proportion to the regional population distributions described above. Truck traffic, however, is proposed to be limited to accessing the Project site during construction in two ways. Truck access to the primary construction staging area, located on Westchester Parkway, would occur via Imperial Highway, Pershing Drive, and Westchester Parkway, as shown in Figure 3, and truck access to the secondary construction staging area, located at the project site, would occur via Aviation Boulevard, Century Boulevard, and World Way, as also shown in Figure 3. The freeway ramps, roadways, and intersections representing the travel paths for construction-related vehicles within the traffic study area were determined by reviewing the potential paths that would be used by vehicles traveling to the employee parking lots and to the construction staging areas, and assigning those trips to the most logical routes. The analysis is not particularly sensitive to the regional approach assumptions, given that a large proportion of the construction-related trips would access the traffic study area via a limited number of freeway access points that may accommodate traffic originating from several regional directions. The assumed traffic study area circulation routes for construction employees and trucks are described in **Attachment 4**.

¹⁷ Unison Consulting, Inc., Los Angeles International Airport 2011 Passenger Survey, August 2012.



LEGEND

- ▬ Proposed T1.5 Project Construction Site
- ↔ Local Distribution
- ↔ Regional Roadway Distribution
- ↔ Proposed Project Delivery Truck Routes (Primary Lot)
- ↔ Proposed Project Delivery Truck Routes (Secondary Lot)

SOURCES: Los Angeles World Airports, Ricondo & Associates, Inc., April 2016
 PREPARED BY: Ricondo & Associates, Inc., July 2016

FIGURE 3



Z:\LAWA\Graphics\Terminal 1.5 Project\Terminal 1.5 Construction Exhibits.indd

Proposed Project Construction Vehicle Routes & Trip Distribution

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4.1.3 DETERMINATION OF BASELINE PLUS PEAK PROPOSED TRAFFIC CONDITIONS

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

- **Analyze Peak Proposed Project Construction Activity.** Vehicle trips associated with construction of the proposed Project during the peak month of construction activity were estimated and distributed throughout the traffic study area network. The trips were estimated based on a review of the proposed Project construction schedules and associated workforce levels and equipment, including trucks and other construction vehicles. Project-related construction trips were summarized to delineate peak month inbound and outbound construction employee trips and truck trips by hour of the day. The estimate of proposed Project construction trips was based on construction employee workload schedules prepared for the proposed Project. The construction employee trip distribution patterns were based on regional patterns developed for the proposed Project and previous LAWA construction traffic studies, specific haul route information, airline passenger survey information, and regional population distributions.
- **Estimate Baseline Plus Peak Proposed Project Traffic Volumes.** The estimated Baseline Plus Peak proposed Project (referred to hereinafter as Baseline Plus) traffic volumes were estimated by adding the proposed Project volumes during the peak proposed Project activity period (anticipated to occur in April 2018) to the baseline volumes.

4.2 Future Cumulative Traffic

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

4.2.1 CUMULATIVE PROJECTS

Development projects considered in the cumulative impacts analysis include LAX Master Plan projects as well as other capital improvement projects undertaken by LAWA and other local agencies. Based on information available at the time the construction traffic analysis for the proposed Project was prepared, the development

projects anticipated to be under construction concurrent with the proposed Project construction (June 2017 through July 2019) and of a nature that would contribute to cumulative traffic impacts were identified.

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

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

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

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

PROJECT NO.	CONCURRENT CONSTRUCTION PROJECT	ESTIMATED TOTAL CONSTRUCTION COST (MILLIONS)	START DATE	END DATE	ESTIMATED EMPLOYEE HOURS DURING PROJECTS (TOTAL)
N/A ^{1/}	Terminal 1.5 (Project)	\$750	17-June	19-July	1,681,000
1	Midfield Satellite Concourse North	\$1,098	15-Apr	19-Nov	5,732,000
2	LAX Bradley West Project	\$525	13-Nov	17-Nov	1,177,000
3	Terminals 2 and 3 Modernization	\$1,400	17-Apr	23-Sept	3,138,000
4	South Terminals Improvements	\$660	11-Nov	18-Dec	1,479,000
5	Miscellaneous Projects/Improvements	\$945.5	14-Jan	20-Jul	530,000
6	LAX Northside Development ^{2/}	N/A ^{1/}	16-Apr	25-Jun	N/A ^{1/}
7	Metro Crenshaw / LAX Transit Corridor and Station ^{3/}	\$404	15-Jan	19-Apr	453,000
8	Runway 7L-25R RSA South	\$116.9	16-May	17-Nov	300,000
9	Airport Security Buildings	\$75	19-Jan	21-Jan	126,000
10	Terminal 3 (T-3) Connector	\$175	17-Oct	19-Sep	393,000
11	North Central Outfall Sewer Connection	\$3.3	16-Aug	17-Aug	7,400
12	Landside Access Modernization Program (LAMP) ^{4/}	\$5,500	18-Jan	35-Dec	13,100,000
13	Argo Drain Sub-Basin Stormwater Infiltration and Treatment Facility	\$7.5	17-Mar	19-Apr	17,000
14	Runway 7R-25L Rehabilitation	\$200	17-Sep	18-Dec	336,000
15	West Aircraft Maintenance Area	\$67.3	14-Aug	18-Jan	425,000
16	Canine Facility	\$10	18-Jan	19-Jan	23,000
17	Secured Area Access Post (SAAP) Project	\$4	18-Mar	19-Mar	9,000
18	Terminal 2 Improvements	\$176	14-Jan	18-Jan	395,000
19	Terminal 1 Improvements	\$375	14-Aug	18-Dec	840,000
20	Concourse 0	\$1,500	19-Apr	23-Mar	3,362,000
21	North Airfield Improvements	\$200	19-July	25-Dec	336,000

NOTES:

1/ N/A = Not Applicable

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

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

4/ Construction traffic estimates provided by Connico Incorporated.

SOURCES: LAWA, CDM Smith, Connico Incorporated, March 2016; Ricondo & Associates, Inc., July 2016; Crenshaw/LAX Transit Corridor Project FEIR, Chapter 3, Transportation Impacts of the Alignment and Stations, Section 4.15, Construction Impacts, and Chapter 8, Financial Analysis and Comparison of Alternatives (Metro Crenshaw/LAX Transit Corridor cost), August 2011; www.metro.net/projects/crenshaw_corridor.com (Metro Crenshaw/LAX Transit Corridor schedule), accessed November 12, 2012.

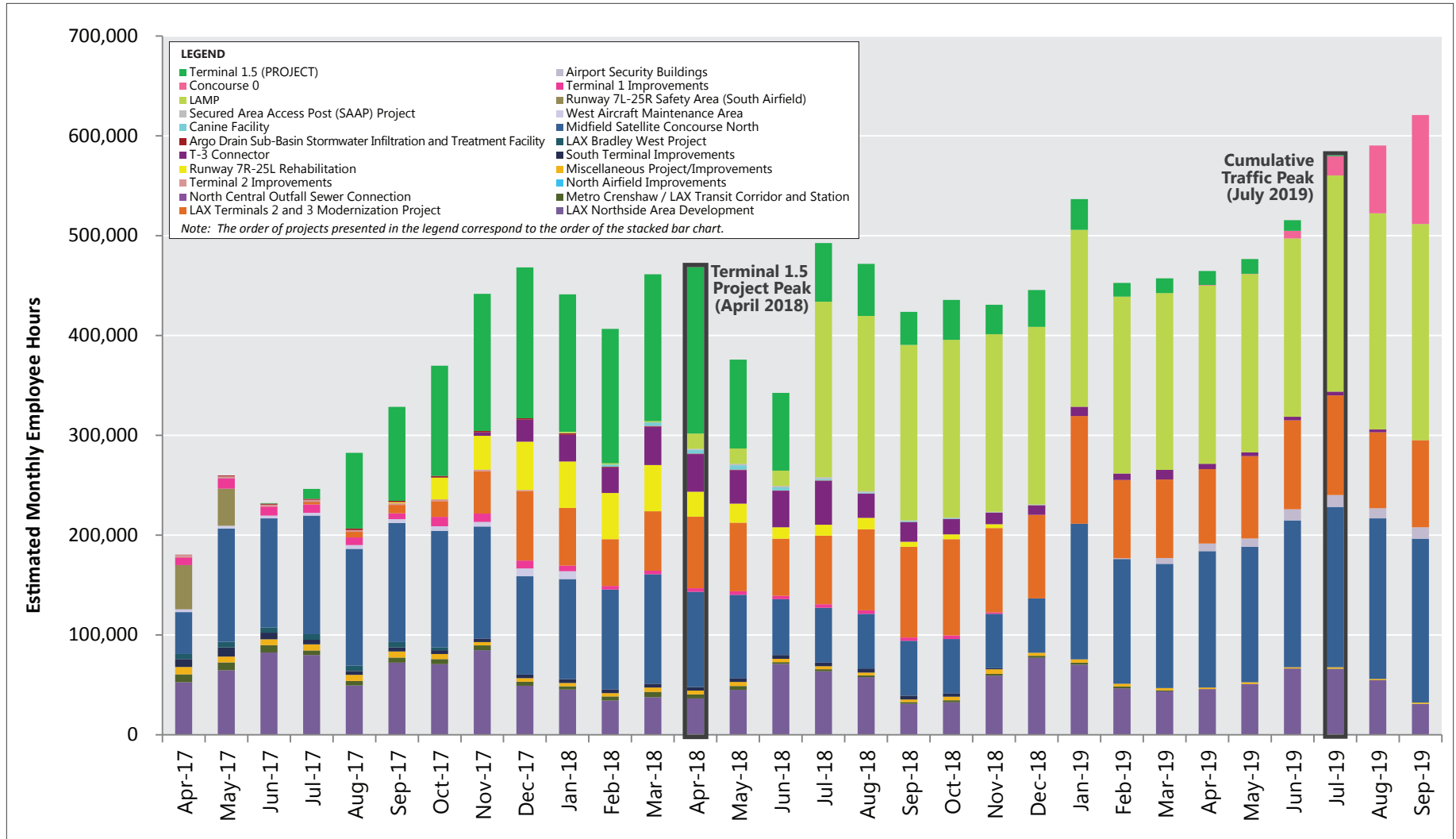
PREPARED BY: Ricondo & Associates, Inc., July 2016.

Figure 4 provides estimated employee hours by month for the proposed Project and the cumulative construction projects that are anticipated to be under construction concurrent with the proposed Project construction period. The figure includes all anticipated construction projects that are expected to occur over the course of the construction period for the proposed Project. As shown in the figure, the peak period for proposed Project construction is estimated to occur in April 2018, while the overall cumulative peak during construction of the proposed Project is estimated to occur in July 2019.

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

Estimated a.m. and p.m. peak hour vehicle trips associated with the proposed Project and the nine concurrent construction projects during July 2019 (cumulative peak period) are provided in **Table 6**. Traffic volumes associated with the proposed Project during the peak period for cumulative traffic (July 2019) were estimated based on a review of the proposed Project construction schedules and associated workforce levels and equipment, including trucks and other construction vehicles. As a result, Project employee traffic during the peak cumulative period (July 2019) is anticipated to be about 1 percent of the employee traffic activity anticipated to occur during the peak month for the project (April 2018)¹⁸. Traffic volumes associated with each concurrent construction project were estimated by calculating the ratio of vehicle trips to employee hours for the Bradley West Project, in addition to other LAWA construction projects, and multiplying this ratio by the estimated total number of employee hours for each project during the cumulative peak month in July 2019, except for those projects where vehicle trips were estimated specifically for those projects (i.e., the LAX Northside Area Development, LAMP, and trips from previous LAWA traffic studies, which were calculated based on their respective project information). The percentage of vehicle trips arriving at and departing the traffic study area by hour of the day, for each of the cumulative projects, were assumed to coincide with the peak a.m. and p.m. periods for the proposed Project. Furthermore, it was assumed that all construction projects would use a single work shift with the exception of the Midfield Satellite Concourse North and LAMP Projects. These projects were assumed to utilize a double-shift work schedule with the same shift split characteristics as the Bradley West Project. Additionally, the Terminals 2 and 3 Modernization Project was assumed to utilize a triple-work shift schedule similar to the proposed Project.

¹⁸ This would equate to approximately 2 employee trips during the peak cumulative period (July 2019). To account for potential schedule changes/delays, and to provide a more conservative analysis, Project employee traffic during the peak cumulative period (July 2019) was assumed to be approximately 25 percent of traffic activity anticipated to occur during the peak month of the Project (April 2018).



SOURCES: CDM Smith (construction cost and schedule), Gibson Transportation Consulting, Inc. (LAX Northside Area Development), Connico Incorporated (LAMP), Ricondo & Associates, Inc. (estimated employee hours for all other projects) April 2016
 PREPARED BY: Ricondo & Associates, Inc., July 2016

FIGURE 4

Estimated Employee Hours for Proposed Project and Other Concurrent Construction Projects

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Table 6: Construction Peak Hour Traffic PCEs at Overall Cumulative Peak (July 2019) by Project

PROJECT	AM PEAK HOUR (7:00 AM - 8:00 AM)						PM PEAK HOUR (4:00 PM - 5:00 PM)					
	EMPLOYEES ^{2/}		TRUCKS ^{3/}		SHUTTLES ^{4/}		EMPLOYEES ^{2/}		TRUCKS ^{3/}		SHUTTLES ^{4/}	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Proposed Project (July 2019) ^{1/}	--	10	10	10	-- ^{8/}	-- ^{8/}	--	--	10	10	-- ^{8/}	-- ^{8/}
Other Projects in July 2019 ^{5/}												
1. Midfield Satellite Concourse North Project ^{6/}	371	--	97	97	-- ^{8/}	-- ^{8/}	87	371	97	97	-- ^{8/}	-- ^{8/}
3. Terminals 2 and 3 Modernization Project ^{10/}	--	104	18	18	8	8	--	--	18	18	--	--
5. Miscellaneous Projects/Improvements	4	--	1	1	-- ^{8/}	-- ^{8/}	--	4	1	1	-- ^{8/}	-- ^{8/}
6. LAX Northside Area Development ^{7/}	320	--	--	--	-- ^{8/}	-- ^{8/}	--	320	--	--	-- ^{8/}	-- ^{8/}
9. Airport Security Buildings	36	--	7	7	-- ^{8/}	-- ^{8/}	--	36	7	7	-- ^{8/}	-- ^{8/}
10. Terminal 3 (T-3) Connector	10	--	2	2	-- ^{8/}	-- ^{8/}	--	10	2	2	-- ^{8/}	-- ^{8/}
12. Landside Access Modernization Program ^{6/ 9/}	--	--	22	22	-- ^{8/}	-- ^{8/}	125	--	22	22	-- ^{8/}	-- ^{8/}
20. Concourse 0	59	--	11	11	-- ^{8/}	-- ^{8/}	--	59	11	11	-- ^{8/}	-- ^{8/}
21. North Airfield Improvements	1	--	1	1	-- ^{8/}	-- ^{8/}	--	1	1	1	-- ^{8/}	-- ^{8/}
Total for Other Concurrent Projects in July 2019	801	104	159	159	8	8	212	801	159	159	-- ^{8/}	-- ^{8/}

NOTES:

- 1/ Employee estimate is based on 56 peak day construction employees, distributed across three shifts, and assumes a 1.15 carpool factor. Construction employee parking is split between Lot L (80 percent) and Lot B (20 percent). Haul truck trips are split between two lots; the primary lot is Lot L, and would receive 80 percent of material deliveries. The project site would receive 20 percent of material deliveries.
- 2/ An occupancy factor of 1.15 employees per vehicle is included in the employee trip calculations.
- 3 Truck trips (i.e., haul trucks) were converted at a rate of 2.5 PCEs per vehicle.
- 4/ Employee shuttles were converted at a rate of 2.0 PCEs per vehicle. Shuttle occupancy was assumed to be 30 passengers per vehicle.
- 5/ The ratio of peak hour trips over total monthly employee construction hours for other concurrent projects was assumed to be equal to that calculated for the original Bradley West Project, unless other project-specific data were available.
- 6/ Assumed to operate with a double-shift work schedule.
- 7/ Peak hour trips provided by Gibson Transportation Consulting.
- 8/ Employee shuttles would not affect public roadways or intersections due to the location of the project construction site and the employee parking area. In some cases, employee parking would occur in close proximity to the construction site; in other cases, employee shuttles would travel largely or exclusively on on-airport roadways.
- 9/ Construction estimates provided by Connico Incorporated.
- 10/ Employee estimate is based on 305 construction employees, distributed across three shifts. Volumes shown represent employees exiting the employee parking lot after the overnight (late) shift.

SOURCE: Gibson Transportation Consulting, Inc.; Connico Incorporated, June 2016; Ricondo & Associates, Inc., July 2016.

PREPARED BY: Ricondo & Associates, Inc., July 2016.

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

4.2.2 PLANNED TRANSPORTATION NETWORK IMPROVEMENTS

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

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

Though it is possible improvements would be in place prior to the peak cumulative traffic period (July 2019), for purposes of this study it has been conservatively assumed that these improvements would not be in place. Therefore, it is not anticipated that any transportation improvements would be implemented during the timeframe analyzed for this study that would alter traffic patterns or modify the intersection capacity assumptions in such a way that would affect the assessment of potential traffic impacts associated with the proposed Project.

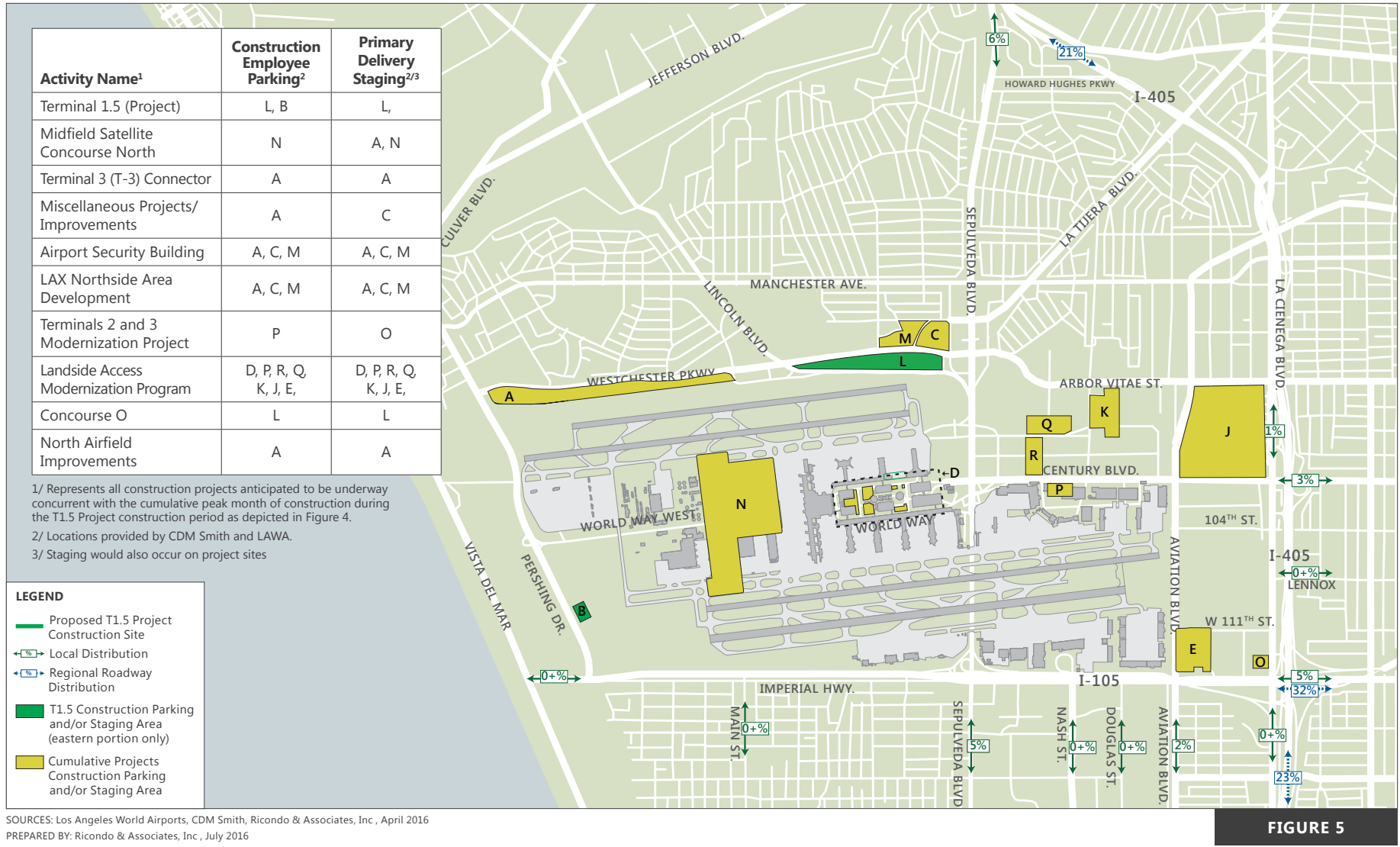


FIGURE 5

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



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4.2.3 DELINEATION OF FUTURE CUMULATIVE TRAFFIC CONDITIONS

In addition to the Baseline Plus Project condition described above, future cumulative traffic conditions were analyzed. In accordance with Section 15355 of the CEQA Guidelines, cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." For this traffic analysis, cumulative traffic conditions were assessed for the period during the overall proposed Project construction program when the cumulative traffic associated with other LAX development programs would be greatest. This peak cumulative period was estimated to occur during July 2019.

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

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

For purposes of the proposed Project, the first of the two options, commonly referred to as "the list approach," was used to delineate cumulative projects. Section 4.2.1 provides a description of cumulative projects and specific project listings and descriptions regarding how and when the traffic generation related to those projects would overlap with that of the proposed Project. Background traffic was increased to reflect additional growth from non-specific projects, which adds an element of the second option to result in a cumulative impacts analysis that is more conservative.

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

4.2.3.1 Cumulative Traffic (July 2019) Without Project

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

- **Develop July 2019 Focused Traffic Study Area Roadway Network.** The TRAFFIX model was updated, as necessary, to reflect any committed and funded traffic study area transportation improvements that would be in place by July 2019.
- **Estimate July 2019 Cumulative Traffic Volumes.** Cumulative (July 2019) traffic volumes were estimated using the following process:

- Baseline 2015 traffic volumes were multiplied by a growth factor of two percent per year to account for local background traffic growth through 2019. This annual growth rate assumption is consistent with previous direction first provided by LADOT for use in the SAIP¹⁹ and subsequently used for construction traffic studies prepared for the CFTP EIR, Bradley West Project EIR, CUP-RP EIR, Runway 7L/25R RSA Project EIR, WAMA Project EIR, MSC EIR, and RSA North EIR.
- Construction trips associated with the peak period of cumulative construction (July 2019) were estimated based on the estimated labor component of total construction cost and the timeline for each concurrent project (with the exception of the LAX Northside and the LAMP projects, for which trips information was obtained from project consultants). The related projects that were considered as part of this analysis and the estimated trips associated with these related projects are described in more detail below.

4.2.3.2 Cumulative Traffic (July 2019) With Project

The Project-related construction traffic volumes occurring during the peak cumulative period were added to the Cumulative Traffic (July 2019) "Without Project" traffic volumes described in the previous section. This is a realistic traffic scenario that is intended to represent the estimated total peak hour traffic volumes (consisting of background traffic, traffic related to ambient growth, traffic related to other projects, and proposed Project construction traffic) that would use the traffic study area intersections during the overall cumulative peak in July 2019.

¹⁹ City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for South Airfield Improvement Project, Los Angeles International Airport (LAX), October 2005.

5. Impacts and Mitigation Measures

5.1 Impacts Analysis

The following steps were conducted to calculate intersection levels of service and identify impacts.

- **Analyze Intersection and Roadway Levels of Service.** The levels of service on the traffic study area intersections and roadways were analyzed using TRAFFIX. Intersection LOS was estimated using the CMA planning level methodology, as defined in Transportation Research Board Circular 212,²⁰ in accordance with LADOT's Traffic Study Policies and Procedures,²¹ and the L.A. CEQA Thresholds Guide.²² Intersection LOS was analyzed for the following conditions:
 - Baseline;
 - Baseline Plus Peak Project Traffic;
 - Future Cumulative Traffic (July 2019) Without Project;
 - Future Cumulative Traffic (July 2019) With Project.
- **Identify Project Impacts.** Project-related impacts associated with construction of the proposed Project were identified for intersections that were anticipated to be significantly affected according to the criteria established in the LADOT Traffic Study Policies and Procedures guidelines. Project-related impacts and cumulative impacts were determined by comparing the LOS results for the following:
 - Baseline Plus Peak Proposed Project Compared with Baseline: This comparison is utilized to isolate the potential impacts of the proposed Project.
 - Cumulative Impacts: Cumulative impacts were determined using a two-step process. Initially, the "Cumulative Traffic (July 2019) With Project" condition was compared to the baseline condition to determine if a significant cumulative impact would occur relative to baseline conditions. An impact was deemed significant if it would exceed the allowable threshold of significance defined in the LADOT Traffic Study Policies and Procedures guidelines. If a cumulative impact was determined to be significant, then a second comparison of the "With Project" vs. the "Without

²⁰ Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

²¹ Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August 2014.

²² City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analysis in Los Angeles, 2006.

Project" LOS conditions was made to determine if the Project's contribution to the significant cumulative impact is determined to be "cumulatively considerable" in accordance with the impact thresholds.

The results of the construction traffic analysis for the proposed Project, based on the methodology described above, are provided in **Tables 7 and 8**. Specifically, Table 7 shows the impacts of the proposed Project compared to baseline conditions and Table 8 shows cumulative impacts during the cumulative peak (July 2019) and identifies the contribution of the proposed Project to cumulative conditions.

As shown in Table 7, construction of the proposed Project would not result in a significant impact on any of the study area intersections. Table 8 shows that 23 intersections would be significantly impacted during the cumulative peak construction period (July 2019); however, as shown in Table 8, the proposed Project's contribution to such significant cumulative impacts would not be cumulatively considerable at any of the 23 intersections. More specifically, as shown by the change in V/C in the last column in Table 8, the proposed Project would not contribute at all (change in V/C of 0.000) to impacts to 18 of the 23 significantly impacted intersections, and would only minimally contribute (change in V/C between 0.001 and 0.006) to impacts to the remaining 5 of the 23 significantly impacted intersections during the cumulative peak construction period (July 2019). As such, implementation of the proposed project would not result in a cumulatively considerable impact relative to construction traffic.

Based on these results, both project-specific and cumulative impacts related to construction traffic would be less than significant.

5.2 Mitigation Measures

As indicated in Section 5.2, impacts on study area intersections from construction traffic would be less than significant and Project-related contributions to significant cumulative impacts would not be cumulatively considerable. Therefore, no mitigation measures are required.

5.3 Other Measures

As indicated in Section 5.1, impacts associated with construction traffic would be less than significant; therefore, no mitigation measures are required. However, LAWA would implement the following Standard Control Measure, which would serve to reduce impacts related to construction traffic.

LAX-ST-1 Construction Traffic Management Plan

Prior to initiation of construction, LAWA will require contractors to complete a construction traffic management plan (CTMP). The CTMP will include a description and illustrations of how the contractor will manage all construction related traffic during both peak and off-peak traffic periods. The CTMP will detail the haul routes, locations for variable message and other signs, construction deliveries, construction employee shift hours and parking locations, any lane striping changes and traffic signal modifications, and shuttle system operations, if any. The CTMP will require approval of the LAWA Construction and Logistics Management (CALM) Team prior to implementation. The CALM team approval process will include multiple reviews addressing technical, scheduling and safety-related issues. Depending on the complexity and/or anticipated impacts to traffic flow, detailed review meetings with the contractor may be required. Contractor compliance will be monitored throughout the project. LAWA will require contractors to implement and comply with the following CTMP measures to reduce construction-related traffic impacts associated with projects at LAX, including:

- a. **Construction Deliveries:** Construction deliveries requiring lane closures shall receive prior approval from the CALM Team. Construction notification of deliveries requiring lane closures shall be made in writing (a minimum of seventy-two (72) hours in advance) in order to allow for any modifications to approved traffic detour plans. Delivery permits from all applicable local agencies shall be obtained thirty (30) days prior to any delivery requiring a lane closure. To the extent possible, construction deliveries within the CTA requiring lane closures shall be scheduled during overnight hours (1:00 a.m. to 9:00 a.m.) to minimize impacts to Airport operations.
- b. **Designated Truck Delivery Hours:** To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter and Airport traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 9:00 a.m. All deviations to these requirements shall be approved in writing by the CALM Team prior to actual site deliveries.
- c. **Construction Employee Shift Hours:** To the extent possible, the beginning and ending times of work shifts that avoid peak commuter traffic periods (7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday) shall be established. (This measure may not apply to swing shifts.) To avoid peak commuter traffic, work periods may be extended to include weekend and multiple work shifts, when necessary.
- d. **Designated Truck Routes:** For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries to the LAX area will be on designated routes only (freeways and non-residential streets).

Designated truck routes are limited to:

- Aviation Boulevard (Imperial Highway to Manchester Boulevard)
- Manchester Boulevard (Aviation Boulevard to I-405)
- Florence Avenue (Aviation Boulevard to I-405);

- La Cienega Boulevard (north of Imperial Highway);
 - Pershing Drive (Westchester Parkway to Imperial Highway);
 - Westchester Parkway (Pershing Drive to Sepulveda Boulevard)
 - Century Boulevard (Sepulveda Boulevard to Aviation Boulevard)
 - Sepulveda Boulevard (Westchester Parkway to Imperial Highway)
 - Imperial Highway (Pershing Drive to I-405);
 - I-405; and
 - I-105.
- e. **Closure Restrictions of Existing Roadways:** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function.
- f. **Stockpile Locations:** All stockpile locations must be pre-approved by LAWA and its CALM Team. Stockpile locations/laydown/staging areas shall be accessed by construction vehicles with minimal disruption to adjacent public streets.
- g. **Construction Employee Parking Locations:** If parking for construction employees is not located on, or in proximity to, the work site, shuttle buses to transport employees to the construction areas shall be provided. The shuttle buses shall operate from the designated employee parking area to the work site. Shuttle buses shall comply with all applicable California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) rules and regulations, and LAWA's Alternative Fuel Policy. All employees, including those of subcontractors and suppliers at all tiers, shall park in the designated parking locations and not on city streets, or in nearby neighborhoods. All construction personnel will be required to attend an airport project-specific orientation meeting that will cover where to park, where staging areas are located, construction policies, etc.

Table 7 (1 of 2): Proposed Project - Level of Service Analysis Results - Impact Comparison 1 Baseline Compared to Project Plus Baseline

INTERSECTION	PEAK HOUR ^{1/}	BASELINE		PROJECT PLUS BASELINE		CHANGE IN V/C	SIGNIFICANT IMPACT
		V/C ^{2/}	LOS ^{3/}	V/C ^{2/}	LOS ^{3/}		
1. Aviation Boulevard and Century Boulevard	AM Peak Hour	0.522	A	0.523	A	0.001	--
	PM Peak Hour	0.736	C	0.737	C	0.001	--
2. Imperial Highway and Aviation Boulevard	AM Peak Hour	0.628	B	0.630	B	0.002	--
	PM Peak Hour	0.577	A	0.578	A	0.001	--
3. Aviation Boulevard and 111 th Street	AM Peak Hour	0.475	A	0.475	A	0.000	--
	PM Peak Hour	0.423	A	0.424	A	0.001	--
4. La Cienega Boulevard and Century Boulevard	AM Peak Hour	0.722	C	0.722	C	0.000	--
	PM Peak Hour	0.802	D	0.802	D	0.000	--
5. Sepulveda Blvd. and Century Blvd.	AM Peak Hour	0.727	C	0.727	C	0.000	--
	PM Peak Hour	0.645	B	0.645	B	0.000	--
6. Century Boulevard and I-405 Northbound Ramp	AM Peak Hour	0.824	D	0.824	D	0.000	--
	PM Peak Hour	0.608	B	0.608	B	0.000	--
7. Imperial Highway and Douglas Street	AM Peak Hour	0.343	A	0.343	A	0.000	--
	PM Peak Hour	0.551	A	0.551	A	0.000	--
8. Sepulveda Boulevard and Howard Hughes Pkwy.	AM Peak Hour	0.591	A	0.591	A	0.000	--
	PM Peak Hour	0.578	A	0.578	A	0.000	--
9. Imperial Highway and La Cienega Boulevard	AM Peak Hour	0.415	A	0.415	A	0.000	--
	PM Peak Hour	0.620	B	0.620	B	0.000	--
10. Imperial Highway and Main Street	AM Peak Hour	0.542	A	0.551	A	0.009	--
	PM Peak Hour	0.554	A	0.561	A	0.007	--
11. Imperial Highway and Pershing Drive	AM Peak Hour	0.375	A	0.384	A	0.009	--
	PM Peak Hour	0.441	A	0.448	A	0.007	--
12. Imperial Highway and Sepulveda Boulevard	AM Peak Hour	0.826	D	0.831	D	0.005	--
	PM Peak Hour	1.183	F	1.183	F	0.000	--
13. Imperial Highway and Nash Street	AM Peak Hour	0.540	A	0.543	A	0.003	--
	PM Peak Hour	0.337	A	0.337	A	0.000	--
14. Imperial Highway and I-105 Ramp	AM Peak Hour	0.716	C	0.717	C	0.001	--
	PM Peak Hour	0.493	A	0.494	A	0.001	--
15. Imperial Highway and I-405 Northbound Ramp	AM Peak Hour	0.532	A	0.532	A	0.000	--
	PM Peak Hour	0.749	C	0.749	C	0.000	--
16. La Cienega Boulevard and Lennox Boulevard	AM Peak Hour	0.486	A	0.486	A	0.000	--
	PM Peak Hour	0.470	A	0.470	A	0.000	--
17. La Cienega Boulevard and 111 th Street	AM Peak Hour	0.314	A	0.314	A	0.000	--
	PM Peak Hour	0.264	A	0.264	A	0.000	--

Table 7 (2 of 2): Proposed Project - Level of Service Analysis Results - Impact Comparison 1 Baseline Compared to Project Plus Baseline

INTERSECTION	PEAK HOUR ^{1/}	BASELINE		PROJECT PLUS BASELINE		CHANGE IN V/C	SIGNIFICANT IMPACT
		V/C ^{2/}	LOS ^{3/}	V/C ^{2/}	LOS ^{3/}		
18. La Cienega Blvd. & I-405 Southbound Ramps North of Century	AM Peak Hour	0.799	C	0.799	C	0.000	--
	PM Peak Hour	0.671	B	0.671	B	0.000	--
19. La Cienega Blvd. & I-405 Southbound Ramps South of Century	AM Peak Hour	0.393	A	0.396	A	0.003	--
	PM Peak Hour	0.308	A	0.308	A	0.000	--
20. La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	AM Peak Hour	0.445	A	0.445	A	0.000	--
	PM Peak Hour	0.255	A	0.255	A	0.000	--
21. Sepulveda Boulevard and La Tijera Boulevard	AM Peak Hour	0.610	B	0.613	B	0.003	--
	PM Peak Hour	0.729	C	0.729	C	0.000	--
22. Sepulveda Boulevard and Lincoln Boulevard	AM Peak Hour	0.688	B	0.694	B	0.006	--
	PM Peak Hour	0.860	D	0.860	D	0.000	--
23. Sepulveda Boulevard and Manchester Avenue	AM Peak Hour	0.764	C	0.767	C	0.003	--
	PM Peak Hour	0.789	C	0.789	C	0.000	--
24. Westchester Parkway and Pershing Drive	AM Peak Hour	0.414	A	0.421	A	0.007	--
	PM Peak Hour	0.247	A	0.267	A	0.020	--
25. Sepulveda Boulevard and Westchester Parkway	AM Peak Hour	0.763	C	0.771	C	0.008	--
	PM Peak Hour	0.796	C	0.796	C	0.000	--
26. Sepulveda Boulevard and 76th/77th Street	AM Peak Hour	0.809	D	0.812	D	0.003	--
	PM Peak Hour	0.431	A	0.431	A	0.000	--
27. Sepulveda Boulevard and 79th/80th Street	AM Peak Hour	0.688	B	0.691	B	0.003	--
	PM Peak Hour	0.446	A	0.446	A	0.000	--
28. Sepulveda Boulevard and 83rd Street	AM Peak Hour	0.566	A	0.569	A	0.003	--
	PM Peak Hour	0.404	A	0.404	A	0.000	--
29. La Cienega Boulevard and 104th Street	AM Peak Hour	0.327	A	0.327	A	0.000	--
	PM Peak Hour	0.359	A	0.359	A	0.000	--

NOTES:

1/ The hours of analysis include the AM Peak Hour (7:00 AM - 8:00 AM), and the PM Peak Hour (4:00 PM - 5:00 PM.).

2/ Volume to capacity ratio. Includes an LADOT ATSAC benefit applied at each intersection with the exception of intersections #6 and #15, which are not a part of the LADOT system.

3/ Level of Service range: A (excellent) to F (failure).

4/ -- Indicates "No Significant Impact"

SOURCE: Ricondo & Associates, Inc., using TRAFFIX, April 2016.

PREPARED BY: Ricondo & Associates, Inc., June 2016.

Table 8 (1 of 2): Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (July 2019)

INTERSECTION	PEAK HOUR ^{1/}	CUMULATIVE PEAK (JULY 2019)						CUMULATIVE IMPACT DETERMINATION		CUMULATIVELY CONSIDERABLE DETERMINATION	
		BASELINE		WITHOUT PROJECT		WITH PROJECT ^{1/}		CHANGE IN V/C	SIGNIFICANT CUMULATIVE IMPACT?	CHANGE IN V/C	CUMULATIVELY CONSIDERABLE CONTRIBUTION?
		[A]	[B]	[B]	[C]	[C]	[C]-[A]				
		V/C ^{2/}	LOS ^{3/}	V/C ^{2/}	LOS ^{3/}	V/C ^{2/}	LOS ^{3/}				
1. Aviation Boulevard and Century Boulevard	AM Peak Hour	0.522	A	0.586	A	0.586	A	0.064	--	0.000	--
	PM Peak Hour	0.736	C	0.843	D	0.843	D	0.107	Yes	0.000	--
2. Imperial Highway and Aviation Boulevard	AM Peak Hour	0.628	B	0.692	B	0.692	B	0.064	--	0.000	--
	PM Peak Hour	0.577	A	0.656	B	0.656	B	0.079	--	0.000	--
3. Aviation Boulevard and 111th Street	AM Peak Hour	0.475	A	0.523	A	0.523	A	0.048	--	0.000	--
	PM Peak Hour	0.423	A	0.467	A	0.467	A	0.044	--	0.000	--
4. La Cienega Boulevard and Century Boulevard	AM Peak Hour	0.722	C	0.787	C	0.787	C	0.065	Yes	0.000	--
	PM Peak Hour	0.802	D	0.884	D	0.884	D	0.082	Yes	0.000	--
5. Sepulveda Blvd. and Century Blvd.	AM Peak Hour	0.727	C	0.844	D	0.844	D	0.117	Yes	0.000	--
	PM Peak Hour	0.645	B	0.725	C	0.725	C	0.080	Yes	0.000	--
6. Century Boulevard and I-405 Northbound Ramp	AM Peak Hour	0.824	D	0.902	E	0.902	E	0.078	Yes	0.000	--
	PM Peak Hour	0.608	B	0.675	B	0.675	B	0.067	--	0.000	--
7. Imperial Highway and Douglas Street	AM Peak Hour	0.343	A	0.398	A	0.398	A	0.055	--	0.000	--
	PM Peak Hour	0.551	A	0.625	B	0.625	B	0.074	--	0.000	--
8. Sepulveda Boulevard and Howard Hughes Parkway	AM Peak Hour	0.591	A	0.688	B	0.688	B	0.097	--	0.000	--
	PM Peak Hour	0.578	A	0.644	B	0.644	B	0.066	--	0.000	--
9. Imperial Highway and La Cienega Boulevard	AM Peak Hour	0.415	A	0.497	A	0.497	A	0.082	--	0.000	--
	PM Peak Hour	0.620	B	0.693	B	0.693	B	0.073	--	0.000	--
10. Imperial Highway and Main Street	AM Peak Hour	0.542	A	1.075	F	1.081	F	0.539	Yes	0.006	--
	PM Peak Hour	0.554	A	0.777	C	0.780	C	0.226	Yes	0.003	--
11. Imperial Highway and Pershing Drive	AM Peak Hour	0.375	A	0.461	A	0.464	A	0.089	--	0.003	--
	PM Peak Hour	0.441	A	0.671	B	0.674	B	0.233	--	0.003	--
12. Imperial Highway and Sepulveda Boulevard	AM Peak Hour	0.826	D	0.927	E	0.928	E	0.102	Yes	0.001	--
	PM Peak Hour	1.183	F	1.305	F	1.305	F	0.122	Yes	0.000	--
13. Imperial Highway and Nash Street	AM Peak Hour	0.540	A	0.594	A	0.595	A	0.055	--	0.001	--
	PM Peak Hour	0.337	A	0.393	A	0.393	A	0.056	--	0.000	--
14. Imperial Highway and I-105 Ramp	AM Peak Hour	0.716	C	0.815	D	0.815	D	0.099	Yes	0.000	--
	PM Peak Hour	0.493	A	0.574	A	0.574	A	0.081	--	0.000	--
15. Imperial Highway and I-405 Northbound Ramp	AM Peak Hour	0.532	A	0.591	A	0.591	A	0.059	--	0.000	--
	PM Peak Hour	0.749	C	0.820	D	0.820	D	0.071	Yes	0.000	--
16. La Cienega Boulevard and Lennox Boulevard	AM Peak Hour	0.486	A	0.536	A	0.536	A	0.050	--	0.000	--
	PM Peak Hour	0.470	A	0.517	A	0.517	A	0.047	--	0.000	--

Table 8 (2 of 2): Proposed Project - Level of Service Analysis Results - Impact Comparison 2 Cumulative Traffic (July 2019)

INTERSECTION	PEAK HOUR ^{1/}	CUMULATIVE PEAK (JULY 2019)						CUMULATIVE IMPACT DETERMINATION		CUMULATIVELY CONSIDERABLE DETERMINATION	
		BASELINE		WITHOUT PROJECT		WITH PROJECT ^{1/}		CHANGE IN V/C	SIGNIFICANT CUMULATIVE IMPACT?	CHANGE IN V/C	CUMULATIVELY CONSIDERABLE CONTRIBUTION?
		[A]	[B]	[B]	[C]	[C]	[C]-[A]				
		V/C ^{2/}	LOS ^{3/}	V/C ^{2/}	LOS ^{3/}	V/C ^{2/}	LOS ^{3/}				
17. La Cienega Boulevard and 111th Street	AM Peak Hour	0.314	A	0.349	A	0.349	A	0.035	--	0.000	--
	PM Peak Hour	0.264	A	0.292	A	0.292	A	0.028	--	0.000	--
18. La Cienega Blvd. & I-405 Southbound Ramps North of Century	AM Peak Hour	0.799	C	0.871	D	0.871	D	0.072	Yes	0.000	--
	PM Peak Hour	0.671	B	0.732	C	0.732	C	0.061	Yes	0.000	--
19. La Cienega Blvd. & I-405 Southbound Ramps South of Century	AM Peak Hour	0.393	A	0.447	A	0.447	A	0.054	--	0.000	--
	PM Peak Hour	0.308	A	0.343	A	0.343	A	0.035	--	0.000	--
20. La Cienega Blvd. & I-405 Southbound Ramps North of Imperial	AM Peak Hour	0.445	A	0.540	A	0.540	A	0.095	--	0.000	--
	PM Peak Hour	0.255	A	0.343	A	0.343	A	0.088	--	0.000	--
21. Sepulveda Boulevard and La Tijera Boulevard	AM Peak Hour	0.610	B	0.670	B	0.670	B	0.060	--	0.000	--
	PM Peak Hour	0.729	C	0.851	D	0.851	D	0.122	Yes	0.000	--
22. Sepulveda Boulevard and Lincoln Boulevard	AM Peak Hour	0.688	B	0.754	C	0.755	C	0.067	Yes	0.001	--
	PM Peak Hour	0.860	D	0.982	E	0.982	E	0.122	Yes	0.000	--
23. Sepulveda Boulevard and Manchester Avenue	AM Peak Hour	0.764	C	0.835	D	0.835	D	0.071	Yes	0.000	--
	PM Peak Hour	0.789	C	0.912	E	0.912	E	0.123	Yes	0.000	--
24. Westchester Parkway and Pershing Drive	AM Peak Hour	0.414	A	0.565	A	0.574	A	0.160	--	0.009	--
	PM Peak Hour	0.247	A	0.497	A	0.506	A	0.259	--	0.009	--
25. Sepulveda Boulevard and Westchester Parkway	AM Peak Hour	0.763	C	0.877	D	0.879	D	0.116	Yes	0.002	--
	PM Peak Hour	0.796	C	0.928	E	0.928	E	0.132	Yes	0.000	--
26. Sepulveda Boulevard and 76th/77th Street	AM Peak Hour	0.809	D	0.884	D	0.884	D	0.075	Yes	0.000	--
	PM Peak Hour	0.431	A	0.520	A	0.520	A	0.089	--	0.000	--
27. Sepulveda Boulevard and 79th/80th Street	AM Peak Hour	0.688	B	0.752	C	0.752	C	0.064	Yes	0.000	--
	PM Peak Hour	0.446	A	0.537	A	0.537	A	0.091	--	0.000	--
28. Sepulveda Boulevard and 83rd Street	AM Peak Hour	0.566	A	0.620	B	0.621	B	0.055	--	0.001	--
	PM Peak Hour	0.404	A	0.491	A	0.491	A	0.087	--	0.000	--
29. La Cienega Boulevard and 104th Street	AM Peak Hour	0.327	A	0.361	A	0.361	A	0.034	--	0.000	--
	PM Peak Hour	0.359	A	0.394	A	0.394	A	0.035	--	0.000	--

NOTES:

1/ The hours of analysis include the AM Peak Hour (7:00 AM - 8:00 AM) and the PM Peak Hour (4:00 PM - 5:00 PM).

2/ Volume to capacity ratio. Includes an LADOT ATSAC benefit applied at each intersection with the exception of intersections #6 and #15, which are not a part of the LADOT system

3/ Level of Service range: A (excellent) to F (failure).

4/ -- Indicates "No Significant Cumulative Impact", "No Cumulatively Considerable Contribution"

SOURCE: Ricondo & Associates, Inc., using TRAFFIX, July 2016.

PREPARED BY: Ricondo & Associates, Inc., July 2016.

Attachment 1
TERMINAL 1.5 INITIAL STUDY

Study Area Intersection Geometries

July 2016

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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1. INTERSECTION GEOMETRY

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

1. Study Area Intersection Geometries

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2015)

Terminal 1.5

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 RAMP	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

1. Study Areas Intersection Geometries

Figure 2 TRAFFIX Lane Geometry Report (2019 plus Other)

Terminal 1.5

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

1. Study Area Intersection Geometries

Figure 3 TRAFFIX Lane Geometry Report (2019 plus Other plus T1.5)

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Terminal 1.5
-----
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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1. Study Areas Intersection Geometries

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2015 plus T1.5)

Terminal 1.5					
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 RAMP	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	

1. Study Area Intersection Geometries

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Attachment 2
TERMINAL 1.5 INITIAL STUDY

Study Area Intersection Volumes

July 2016

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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1. Intersection Volumes..... 1

TRAFFIX Intersection Volume Reports

Baseline (2015) AM Peak

Baseline (2015) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

2019 plus Other plus T1.5 (With Project) AM Peak

2019 plus Other plus T1.5 (With Project) PM Peak

Baseline (2015) plus T1.5 AM Peak

Baseline (2015) plus T1.5 PM Peak

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1. INTERSECTION VOLUMES

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

T1.5 – Baseline (2015)

T1.5 – 2019 Without Project

T1.5 – 2019 With Project

T1.5 – Baseline (2015) plus Project

TRAFFIX Intersection Volume Report

2. Study Area Intersection Volumes

Baseline 2015-AM Peak

Tue Apr 12, 2016 10:37:27

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T1.5

Scenario Report

Scenario: Baseline 2015-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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2. Study Area Intersection Volumes

Baseline 2015-AM Peak

Tue Apr 12, 2016 10:37:27

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T1.5

Intersection Volume Report Base Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	489	507	56	49	296	154	110	838	206	51	1070	77
2	IMPERIAL HWY.	252	481	94	195	253	180	114	208	55	211	903	657
3	AVIATION BLVD	28	1258	20	27	587	51	36	28	26	23	47	50
4	La CIENEGA BL	189	515	153	157	299	407	76	447	269	277	1492	755
5	CENTURY BLVD.	0	3908	0	0	1430	30	0	0	0	345	59	292
6	CENTURY BLVD.	1080	0	330	0	0	22	4	516	168	0	1842	6
7	IMPERIAL HWY.	65	12	70	35	38	8	29	369	168	324	1195	49
8	SEPULVEDA @ H	0	2654	935	126	830	0	0	0	0	706	0	122
9	IMPERIAL HWY.	66	258	122	85	170	290	266	177	123	89	799	585
10	IMPERIAL HWY	426	1	508	0	0	4	0	762	189	460	1184	1
11	IMPERIAL HWY	0	1	3	662	0	77	175	287	1	7	340	1240
12	IMPERIAL HWY	93	1606	487	341	1952	9	219	193	58	187	210	389
13	IMPERIAL HWY	49	0	46	362	879	486	0	553	95	220	879	0
14	IMPERIAL HWY.	936	0	311	0	0	0	0	253	306	95	957	0
15	IMPERIAL HWY.	535	0	64	0	0	0	0	321	66	0	1296	484
16	La CIENEGA BL	0	905	85	56	364	24	0	0	0	144	0	241
17	La CIENEGA BL	180	1001	0	0	388	94	38	0	46	0	0	0
18	La CIENEGA BL	0	1619	120	121	352	0	0	0	0	493	0	73
19	La CIENEGA BL	0	809	38	384	452	17	0	0	2	0	0	92
20	La CIENEGA BL	29	1095	138	63	380	0	4	0	25	171	0	69
21	SEPULVEDA BLV	40	1688	88	20	1146	38	64	131	67	287	159	28
22	SEPULVEDA BLV	1782	1946	0	0	1249	23	0	0	992	0	0	0
23	SEPULVEDA BLV	66	1637	51	89	927	73	99	225	72	48	569	347
24	WESTCHESTER P	0	992	373	59	422	0	0	0	0	245	0	51
25	SEPULVEDA BLV	156	1869	21	119	1423	57	13	130	65	160	489	291
26	SEPULVEDA @ 7	59	1803	9	32	1156	185	654	67	69	36	100	326
27	SEPULVEDA BLV	124	1972	25	30	1079	167	150	82	130	40	183	109
28	SEPULVEDA BLV	35	1855	16	25	1112	31	63	58	38	21	109	134
29	La CIENEGA BL	334	851	10	11	404	74	17	0	68	5	0	12

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2. Study Area Intersection Volumes

Baseline 2015-PM Peak

Tue Apr 12, 2016 10:40:12

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T1.5

Scenario Report

Scenario: Baseline 2015-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

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

2. Study Area Intersection Volumes

Baseline 2015-PM Peak

Tue Apr 12, 2016 10:40:12

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T1.5

Intersection Volume Report Base Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	420	488	114	97	454	130	131	1809	420	93	1116	135
2	IMPERIAL HWY.	126	335	217	342	534	114	208	1112	243	150	388	368
3	AVIATION BLVD	12	903	30	33	1027	61	56	75	22	25	38	57
4	La CIENEGA BL	114	264	505	540	661	313	101	1142	434	81	730	195
5	CENTURY BLVD.	0	3181	0	0	2494	46	0	0	0	431	81	212
6	CENTURY BLVD.	600	0	312	0	0	36	22	1622	510	0	820	13
7	IMPERIAL HWY.	140	21	353	50	29	13	19	1388	136	111	514	31
8	SEPULVEDA @ H	0	1294	602	522	2287	0	0	0	0	573	0	94
9	IMPERIAL HWY.	58	183	625	357	349	220	206	1165	133	38	333	152
10	IMPERIAL HWY	207	0	405	4	1	1	0	959	355	528	672	2
11	IMPERIAL HWY	0	3	6	822	0	186	138	389	0	1	382	514
12	IMPERIAL HWY	130	1628	912	619	2169	14	211	331	155	143	306	354
13	IMPERIAL HWY	114	0	229	90	162	165	0	898	52	32	700	0
14	IMPERIAL HWY.	461	0	183	0	0	0	0	1432	441	126	565	0
15	IMPERIAL HWY.	152	0	262	0	0	0	0	2414	256	0	396	215
16	La CIENEGA BL	0	500	325	286	651	4	0	0	0	64	0	71
17	La CIENEGA BL	48	703	0	0	765	61	103	0	124	0	0	0
18	La CIENEGA BL	0	558	58	179	710	0	0	0	0	785	0	332
19	La CIENEGA BL	0	586	35	324	773	1	0	0	2	0	0	378
20	La CIENEGA BL	24	557	27	60	810	3	0	0	10	208	0	208
21	SEPULVEDA BLV	113	1149	204	106	1574	130	120	325	90	299	243	62
22	SEPULVEDA BLV	1401	1810	0	0	1903	38	0	0	1654	0	0	0
23	SEPULVEDA BLV	154	1219	108	316	1629	251	201	717	119	100	476	186
24	WESTCHESTER P	0	523	287	69	580	0	0	0	0	173	0	100
25	SEPULVEDA BLV	175	1455	68	196	1807	60	58	251	92	242	263	190
26	SEPULVEDA @ 7	59	1498	35	114	1269	299	173	35	49	21	43	32
27	SEPULVEDA BLV	79	1665	31	32	1307	170	104	54	77	26	44	28
28	SEPULVEDA BLV	48	1657	15	38	1346	48	43	39	25	8	27	24
29	La CIENEGA BL	109	521	11	42	709	48	81	3	244	6	1	10

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2. Study Area Intersection Volumes

Future 2019 w/o-AM Peak

Wed Jul 13, 2016 16:47:14

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T1.5

Scenario Report

Scenario: Future 2019 w/o-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

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

2. Study Area Intersection Volumes

Future 2019 w/o-AM Peak

Wed Jul 13, 2016 16:47:14

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T1.5

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	538	549	61	53	325	167	120	967	239	55	1210	83
2 IMPERIAL HWY.	289	521	102	225	276	200	123	234	60	228	1040	720
3 AVIATION BLVD	30	1371	22	29	657	55	39	30	28	25	51	54
4 La CIENEGA BL	215	557	166	170	328	441	83	514	320	300	1656	817
5 CENTURY BLVD.	0	4389	0	0	1549	32	0	0	0	425	81	359
6 CENTURY BLVD.	1173	0	357	0	0	24	4	562	209	0	2032	6
7 IMPERIAL HWY.	72	13	76	38	41	9	31	408	182	351	1379	53
8 SEPULVEDA @ H	0	2879	1012	136	946	0	0	0	0	933	0	132
9 IMPERIAL HWY.	72	279	132	108	184	359	328	197	133	96	895	659
10 IMPERIAL HWY	462	1	550	0	0	4	0	953	205	498	1793	1
11 IMPERIAL HWY	0	1	3	845	0	83	189	311	1	8	368	1854
12 IMPERIAL HWY	120	1760	527	370	2118	10	237	218	63	202	288	450
13 IMPERIAL HWY	55	0	50	392	951	526	0	608	103	238	1038	0
14 IMPERIAL HWY.	1032	0	359	0	0	0	0	297	331	125	1089	0
15 IMPERIAL HWY.	595	0	69	0	0	0	0	352	87	0	1443	524
16 La CIENEGA BL	0	990	92	61	398	26	0	0	0	157	0	261
17 La CIENEGA BL	195	1094	0	0	424	102	41	0	50	0	0	0
18 La CIENEGA BL	0	1753	130	131	385	0	0	0	0	534	0	80
19 La CIENEGA BL	0	886	41	445	493	18	0	0	2	0	0	100
20 La CIENEGA BL	87	1195	149	68	415	0	4	15	83	185	15	75
21 SEPULVEDA BLV	43	1833	95	22	1457	41	69	142	74	313	174	30
22 SEPULVEDA BLV	1943	2294	0	0	1353	25	0	0	1074	0	0	0
23 SEPULVEDA BLV	71	1779	55	96	1220	79	107	244	78	52	616	376
24 WESTCHESTER P	0	1074	596	64	457	0	0	0	0	444	0	55
25 SEPULVEDA BLV	351	2029	23	129	1541	281	14	141	70	173	532	315
26 SEPULVEDA @ 7	64	1959	10	35	1468	200	708	73	75	39	108	353
27 SEPULVEDA BLV	134	2142	27	32	1385	181	162	89	141	43	198	118
28 SEPULVEDA BLV	38	2015	17	27	1421	34	68	63	41	23	118	145
29 La CIENEGA BL	362	931	11	12	441	80	18	0	74	5	0	13

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2. Study Area Intersection Volumes

Future 2019 w/o-PM Peak

Wed Jul 13, 2016 16:50:26

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T1.5

Scenario Report

Scenario: Future 2019 w/o-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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2. Study Area Intersection Volumes

Future 2019 w/o-PM Peak

Wed Jul 13, 2016 16:50:27

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T1.5

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	501	533	123	105	492	142	142	2065	464	101	1246	146
2 IMPERIAL HWY.	138	366	235	379	578	124	231	1273	279	162	434	441
3 AVIATION BLVD	13	1029	32	36	1122	66	61	81	24	27	41	62
4 La CIENEGA BL	127	286	547	585	716	340	109	1279	534	88	823	211
5 CENTURY BLVD.	0	3444	0	0	2935	69	0	0	0	472	145	229
6 CENTURY BLVD.	675	0	338	0	0	39	24	1794	557	0	894	14
7 IMPERIAL HWY.	152	23	382	54	31	14	21	1593	149	120	573	34
8 SEPULVEDA @ H	0	1449	821	565	2489	0	0	0	0	659	0	102
9 IMPERIAL HWY.	63	198	677	402	378	279	264	1301	145	41	367	184
10 IMPERIAL HWY	224	0	438	4	1	1	0	1527	385	572	918	2
11 IMPERIAL HWY	0	3	6	1379	0	201	149	421	0	1	413	747
12 IMPERIAL HWY	145	1768	987	708	2388	15	239	415	168	155	349	383
13 IMPERIAL HWY	123	0	248	97	175	179	0	1065	58	35	775	0
14 IMPERIAL HWY.	531	0	220	0	0	0	0	1609	496	158	638	0
15 IMPERIAL HWY.	181	0	284	0	0	0	0	2653	293	0	440	233
16 La CIENEGA BL	0	545	353	310	706	4	0	0	0	69	0	77
17 La CIENEGA BL	52	765	0	0	829	66	111	0	134	0	0	0
18 La CIENEGA BL	0	604	63	194	771	0	0	0	0	850	0	360
19 La CIENEGA BL	0	638	38	415	838	1	0	0	2	0	0	409
20 La CIENEGA BL	82	607	29	65	878	3	0	15	67	225	15	225
21 SEPULVEDA BLV	122	1408	221	115	1755	141	183	360	236	324	263	67
22 SEPULVEDA BLV	1516	1960	0	0	2281	41	0	0	1823	0	0	0
23 SEPULVEDA BLV	167	1536	117	342	1814	272	218	776	129	108	515	201
24 WESTCHESTER P	0	566	512	75	628	0	0	0	0	403	0	108
25 SEPULVEDA BLV	190	1575	74	214	2122	88	227	272	155	262	285	206
26 SEPULVEDA @ 7	64	1838	38	123	1425	324	187	38	53	23	47	35
27 SEPULVEDA BLV	86	2019	34	35	1466	184	113	58	83	28	48	30
28 SEPULVEDA BLV	52	2011	16	41	1508	52	47	42	27	9	29	26
29 La CIENEGA BL	118	568	12	45	768	52	88	3	264	6	1	11

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2. Study Area Intersection Volumes

Future 2019 with-AM Peak

Wed Jul 13, 2016 16:52:57

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T1.5

Scenario Report

Scenario: Future 2019 with-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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2. Study Area Intersection Volumes

Future 2019 with-AM Peak

Wed Jul 13, 2016 16:52:57

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T1.5

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	538	549	61	53	325	167	120	971	239	55	1210	83
2	IMPERIAL HWY.	289	521	102	225	276	200	123	237	60	228	1040	720
3	AVIATION BLVD	30	1371	22	29	657	55	39	30	28	25	51	54
4	La CIENEGA BL	215	557	166	170	328	441	83	516	322	300	1656	817
5	CENTURY BLVD.	0	4389	0	0	1556	32	0	0	0	425	81	359
6	CENTURY BLVD.	1173	0	357	0	0	24	4	564	209	0	2032	6
7	IMPERIAL HWY.	72	13	76	38	41	9	31	411	182	351	1379	53
8	SEPULVEDA @ H	0	2880	1014	136	946	0	0	0	0	933	0	132
9	IMPERIAL HWY.	72	279	132	108	184	359	328	198	133	96	895	659
10	IMPERIAL HWY	462	1	550	0	0	4	0	962	205	498	1801	1
11	IMPERIAL HWY	0	1	3	854	0	83	189	311	1	8	368	1862
12	IMPERIAL HWY	120	1760	527	373	2119	10	237	218	63	202	288	450
13	IMPERIAL HWY	55	0	50	392	951	526	0	612	103	238	1038	0
14	IMPERIAL HWY.	1032	0	359	0	0	0	0	298	334	125	1089	0
15	IMPERIAL HWY.	595	0	69	0	0	0	0	353	87	0	1443	524
16	La CIENEGA BL	0	990	92	61	398	26	0	0	0	157	0	261
17	La CIENEGA BL	195	1094	0	0	424	102	41	0	50	0	0	0
18	La CIENEGA BL	0	1753	130	131	385	0	0	0	0	534	0	80
19	La CIENEGA BL	0	886	41	447	493	18	0	0	2	0	0	100
20	La CIENEGA BL	87	1195	149	68	415	0	4	15	83	185	15	75
21	SEPULVEDA BLV	43	1836	95	22	1457	41	69	142	74	313	174	30
22	SEPULVEDA BLV	1943	2294	0	0	1360	25	0	0	1074	0	0	0
23	SEPULVEDA BLV	71	1781	55	96	1220	79	107	244	78	52	616	376
24	WESTCHESTER P	0	1074	605	64	457	0	0	0	0	452	0	55
25	SEPULVEDA BLV	351	2029	23	129	1541	281	17	141	78	173	532	315
26	SEPULVEDA @ 7	64	1961	10	35	1468	200	708	73	75	39	108	353
27	SEPULVEDA BLV	134	2144	27	32	1385	181	162	89	141	43	198	118
28	SEPULVEDA BLV	38	2017	17	27	1421	34	68	63	41	23	118	145
29	La CIENEGA BL	362	931	11	12	441	80	18	0	74	5	0	13

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2. Study Area Intersection Volumes

Future 2019 with-PM Peak

Wed Jul 13, 2016 16:55:02

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T1.5

Scenario Report

Scenario: Future 2019 with-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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2. Study Area Intersection Volumes

Future 2019 with-PM Peak

Wed Jul 13, 2016 16:55:02

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T1.5

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 AVIATION BLVD	501	533	123	105	492	142	142	2065	464	101	1246	146
2 IMPERIAL HWY.	138	366	235	379	578	124	231	1273	279	162	434	441
3 AVIATION BLVD	13	1029	32	36	1122	66	61	81	24	27	41	62
4 La CIENEGA BL	127	286	547	585	716	340	109	1279	534	88	823	211
5 CENTURY BLVD.	0	3444	0	0	2935	69	0	0	0	472	145	229
6 CENTURY BLVD.	675	0	338	0	0	39	24	1794	557	0	894	14
7 IMPERIAL HWY.	152	23	382	54	31	14	21	1593	149	120	573	34
8 SEPULVEDA @ H	0	1449	821	565	2489	0	0	0	0	659	0	102
9 IMPERIAL HWY.	63	198	677	402	378	279	264	1301	145	41	367	184
10 IMPERIAL HWY	224	0	438	4	1	1	0	1535	385	572	926	2
11 IMPERIAL HWY	0	3	6	1387	0	201	149	421	0	1	413	755
12 IMPERIAL HWY	145	1768	987	708	2388	15	239	415	168	155	349	383
13 IMPERIAL HWY	123	0	248	97	175	179	0	1065	58	35	775	0
14 IMPERIAL HWY.	531	0	220	0	0	0	0	1609	496	158	638	0
15 IMPERIAL HWY.	181	0	284	0	0	0	0	2653	293	0	440	233
16 La CIENEGA BL	0	545	353	310	706	4	0	0	0	69	0	77
17 La CIENEGA BL	52	765	0	0	829	66	111	0	134	0	0	0
18 La CIENEGA BL	0	604	63	194	771	0	0	0	0	850	0	360
19 La CIENEGA BL	0	638	38	415	838	1	0	0	2	0	0	409
20 La CIENEGA BL	82	607	29	65	878	3	0	15	67	225	15	225
21 SEPULVEDA BLV	122	1408	221	115	1755	141	183	360	236	324	263	67
22 SEPULVEDA BLV	1516	1960	0	0	2281	41	0	0	1823	0	0	0
23 SEPULVEDA BLV	167	1536	117	342	1814	272	218	776	129	108	515	201
24 WESTCHESTER P	0	566	520	75	628	0	0	0	0	411	0	108
25 SEPULVEDA BLV	190	1575	74	214	2122	88	227	272	155	262	285	206
26 SEPULVEDA @ 7	64	1838	38	123	1425	324	187	38	53	23	47	35
27 SEPULVEDA BLV	86	2019	34	35	1466	184	113	58	83	28	48	30
28 SEPULVEDA BLV	52	2011	16	41	1508	52	47	42	27	9	29	26
29 La CIENEGA BL	118	568	12	45	768	52	88	3	264	6	1	11

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2. Study Area Intersection Volumes

Baseline 2015 plus Proj-AM Tue Apr 12, 2016 10:46:56

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T1.5

Scenario Report

Scenario: Baseline 2015 plus Proj-AM Peak

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

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2. Study Area Intersection Volumes

Baseline 2015 plus Proj-AM Tue Apr 12, 2016 10:46:56

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T1.5

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	491	507	56	49	296	154	110	853	208	51	1070	77
2	IMPERIAL HWY.	252	481	94	197	253	180	114	220	56	211	903	659
3	AVIATION BLVD	28	1260	20	27	589	51	36	28	26	23	47	50
4	La CIENEGA BL	189	515	153	157	299	407	76	455	276	277	1492	755
5	CENTURY BLVD.	0	3908	0	0	1460	30	0	0	0	345	59	292
6	CENTURY BLVD.	1080	0	330	0	0	22	4	524	168	0	1842	6
7	IMPERIAL HWY.	65	12	70	35	38	8	29	382	168	324	1195	49
8	SEPULVEDA @ H	0	2656	943	126	830	0	0	0	0	706	0	122
9	IMPERIAL HWY.	66	258	122	85	170	290	266	179	123	89	799	585
10	IMPERIAL HWY	426	1	508	0	0	4	0	786	189	460	1203	1
11	IMPERIAL HWY	0	1	3	686	0	77	175	287	1	7	340	1259
12	IMPERIAL HWY	93	1606	487	353	1954	9	219	194	58	187	210	389
13	IMPERIAL HWY	49	0	46	362	879	486	0	566	95	220	879	0
14	IMPERIAL HWY.	938	0	311	0	0	0	0	255	318	95	957	0
15	IMPERIAL HWY.	535	0	64	0	0	0	0	323	66	0	1296	484
16	La CIENEGA BL	0	905	85	56	364	24	0	0	0	144	0	241
17	La CIENEGA BL	180	1001	0	0	388	94	38	0	46	0	0	0
18	La CIENEGA BL	0	1619	120	121	352	0	0	0	0	493	0	73
19	La CIENEGA BL	0	809	38	391	452	17	0	0	2	0	0	92
20	La CIENEGA BL	29	1095	138	63	380	0	4	0	25	171	0	69
21	SEPULVEDA BLV	40	1699	88	20	1146	38	64	131	67	287	159	28
22	SEPULVEDA BLV	1782	1946	0	0	1278	23	0	0	992	0	0	0
23	SEPULVEDA BLV	66	1648	51	89	927	73	99	225	72	48	569	347
24	WESTCHESTER P	0	992	395	59	422	0	0	0	0	264	0	51
25	SEPULVEDA BLV	156	1869	21	119	1423	57	24	130	94	160	489	291
26	SEPULVEDA @ 7	59	1814	9	32	1156	185	654	67	69	36	100	326
27	SEPULVEDA BLV	124	1983	25	30	1079	167	150	82	130	40	183	109
28	SEPULVEDA BLV	35	1866	16	25	1112	31	63	58	38	21	109	134
29	La CIENEGA BL	334	851	10	11	404	74	17	0	68	5	0	12

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2. Study Area Intersection Volumes

Baseline 2015 plus Proj-PM Tue Apr 12, 2016 10:49:14

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T1.5

Scenario Report

Scenario: Baseline 2015 plus Proj-PM Peak

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

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2. Study Area Intersection Volumes

Baseline 2015 plus Proj-PM Tue Apr 12, 2016 10:49:14

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T1.5

Intersection Volume Report Future Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	422	488	114	97	454	130	131	1809	422	93	1116	135
2	IMPERIAL HWY.	126	335	217	344	534	114	208	1112	243	150	388	370
3	AVIATION BLVD	12	905	30	33	1029	61	56	75	22	25	38	57
4	La CIENEGA BL	114	264	505	540	661	313	101	1142	434	81	730	195
5	CENTURY BLVD.	0	3181	0	0	2494	46	0	0	0	431	81	212
6	CENTURY BLVD.	600	0	312	0	0	36	22	1622	510	0	820	13
7	IMPERIAL HWY.	140	21	353	50	29	13	19	1388	136	111	514	31
8	SEPULVEDA @ H	0	1294	602	522	2287	0	0	0	0	573	0	94
9	IMPERIAL HWY.	58	183	625	357	349	220	206	1165	133	38	333	152
10	IMPERIAL HWY	207	0	405	4	1	1	0	978	355	528	691	2
11	IMPERIAL HWY	0	3	6	841	0	186	138	389	0	1	382	533
12	IMPERIAL HWY	130	1628	912	619	2169	14	211	331	155	143	306	354
13	IMPERIAL HWY	114	0	229	90	162	165	0	898	52	32	700	0
14	IMPERIAL HWY.	463	0	183	0	0	0	0	1432	443	126	565	0
15	IMPERIAL HWY.	152	0	262	0	0	0	0	2414	256	0	396	215
16	La CIENEGA BL	0	500	325	286	651	4	0	0	0	64	0	71
17	La CIENEGA BL	48	703	0	0	765	61	103	0	124	0	0	0
18	La CIENEGA BL	0	558	58	179	710	0	0	0	0	785	0	332
19	La CIENEGA BL	0	586	35	324	773	1	0	0	2	0	0	378
20	La CIENEGA BL	24	557	27	60	810	3	0	0	10	208	0	208
21	SEPULVEDA BLV	113	1149	204	106	1574	130	120	325	90	299	243	62
22	SEPULVEDA BLV	1401	1810	0	0	1903	38	0	0	1654	0	0	0
23	SEPULVEDA BLV	154	1219	108	316	1629	251	201	717	119	100	476	186
24	WESTCHESTER P	0	523	306	69	580	0	0	0	0	192	0	100
25	SEPULVEDA BLV	175	1455	68	196	1807	60	58	251	92	242	263	190
26	SEPULVEDA @ 7	59	1498	35	114	1269	299	173	35	49	21	43	32
27	SEPULVEDA BLV	79	1665	31	32	1307	170	104	54	77	26	44	28
28	SEPULVEDA BLV	48	1657	15	38	1346	48	43	39	25	8	27	24
29	La CIENEGA BL	109	521	11	42	709	48	81	3	244	6	1	10

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Attachment 3
TERMINAL 1.5 INITIAL STUDY

Study Area Intersection Capacity Analysis

July 2016

Prepared for:

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

Prepared by:

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

Table of Contents

1. Capacity Analysis Results..... 1

TRAFFIX Analysis Reports

Baseline (2015) AM Peak

Baseline (2015) PM Peak

2019 plus Other (Without Project) AM Peak

2019 plus Other (Without Project) PM Peak

2019 plus Other plus T1.5 (With Project) AM Peak

2019 plus Other plus T1.5 (With Project) PM Peak

Baseline (2015) plus T1.5 AM Peak

Baseline (2015) plus T1.5 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, a.m. peak hour, and p.m. peak hour, for the Baseline With and Without Project (2015), and the Cumulative Traffic With and Without Project (2019).

TRAFFIX Analysis Reports

3. Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak

Tue Apr 12, 2016 11:47:35

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T1.5

Scenario Report

Scenario: Baseline 2015-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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3. Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak

Tue Apr 12, 2016 11:47:36

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T1.5

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):           100                Critical Vol./Cap. (X):           0.592
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):         xxxxxx
Optimal Cycle:         56                Level Of Service:                 A
*****
Street Name:           AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound           South Bound           East Bound           West Bound
Movement:             L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|
Control:              Protected           Protected           Protected           Protected
Rights:               Include           Include           Include           Include
Min. Green:           0 0 0           0 0 0           0 0 0           0 0 0
Lanes:                2 0 1 1 0       2 0 2 0 1       1 0 3 1 0       1 0 3 1 0
-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             489 507 56 49 296 154 110 838 206 51 1070 77
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          489 507 56 49 296 154 110 838 206 51 1070 77
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           489 507 56 49 296 154 110 838 206 51 1070 77
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          489 507 56 49 296 154 110 838 206 51 1070 77
PCE Adj:              1.00 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
Final Vol.:           538 507 56 54 296 154 110 838 206 51 1070 77
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           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 1.80 0.20 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.73 0.27
Final Sat.:           2750 2476 274 2750 2750 1375 1375 4415 1085 1375 5131 369
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.20 0.20 0.02 0.11 0.11 0.08 0.19 0.19 0.04 0.21 0.21
Crit Vol:             269 148 110 287
Crit Moves:          ****          ****          ****          ****
*****

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

```

*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.698
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          B
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             252  481  94  195  253  180  114  208  55  211  903  657
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          252  481  94  195  253  180  114  208  55  211  903  657
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           252  481  94  195  253  180  114  208  55  211  903  657
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          252  481  94  195  253  180  114  208  55  211  903  657
PCE Adj:              1.00  1.00  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.:           277  481  94  215  253  198  125  208  55  232  903  657
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.68  1.32  2.00  2.37  0.63  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2314  1811  2750  3262  863  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10  0.17  0.07  0.08  0.11  0.11  0.05  0.06  0.06  0.08  0.22  0.48
Crit Vol:              240          0          63          657
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.545
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    50          Level Of Service:      A
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:           1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       28 1258  20  27 587  51  36 28 26  23 47 50
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   28 1258  20  27 587  51  36 28 26  23 47 50
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    28 1258  20  27 587  51  36 28 26  23 47 50
Reduct Vol:    0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:   28 1258  20  27 587  51  36 28 26  23 47 50
PCE Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:    28 1258  20  27 587  51  36 28 26  23 47 50
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:    1.00 1.00  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 1.84  0.16  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:   1375 2707  43  1375 2530  220  1375  713  662  1375 1375  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.46  0.46  0.02 0.23  0.23  0.03 0.04  0.04  0.02 0.03  0.04
Crit Vol:      639          27          36          47
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.792
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        109          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:             189  515  153  157  299  407  76  447  269  277  1492  755
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          189  515  153  157  299  407  76  447  269  277  1492  755
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           189  515  153  157  299  407  76  447  269  277  1492  755
Reduct Vol:           0  0  0              0  0  0              0  0  0              0  0  0
Reduced Vol:          189  515  153  157  299  407  76  447  269  277  1492  755
PCE Adj:              1.00  1.00  1.00  1.00  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.:           189  515  168  157  299  448  76  447  269  277  1492  755
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  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  3.00  1.00
Final Sat.:           1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14  0.19  0.06  0.11  0.11  0.16  0.06  0.11  0.20  0.20  0.36  0.55
Crit Vol:              258              0              76              755
Crit Moves:           ****              ****              ****              ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.797
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 4 0 1          0 0 4 0 1          0 0 0 0 0          1 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 3908          0 1430 30          0 0 0          345 59 292
Growth Adj:           1.00 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 3908          0 1430 30          0 0 0          345 59 292
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 3908          0 1430 30          0 0 0          345 59 292
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          0 3908          0 1430 30          0 0 0          345 59 292
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 3908          0 1430 30          0 0 0          380 59 321
-----|-----|-----|-----|
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 1.73 0.27 2.00
Final Sat.:           0 6000 1500          0 6000 1500          0 0 0          2596 404 3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.65 0.00 0.00 0.24 0.02 0.00 0.00 0.00 0.15 0.15 0.11
Crit Vol:              977          0          0          219
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.824
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        82          Level Of Service:          D
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:   1080  0  330  0  0  22  4  516  168  0  1842  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: 1080  0  330  0  0  22  4  516  168  0  1842  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: 1080  0  330  0  0  22  4  516  168  0  1842  6
Reduct Vol:  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol: 1080  0  330  0  0  22  4  516  168  0  1842  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:    1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1188  0  330  0  0  22  4  516  185  0  1842  6
-----|-----|-----|-----|-----|
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 2.95 1.05 0.00 2.99 0.01
Final Sat.:  3000  0  1500  0  0  1500  1500 4418 1582  0  4485  15
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.40 0.00 0.22 0.00 0.00 0.01 0.00 0.12 0.12 0.00 0.41 0.41
Crit Vol:    594          22  4          616
Crit Moves:  ****          ****  ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.413
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 0 2          1 0 1 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             65 12 70          35 38 8          29 369 168          324 1195 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:          65 12 70          35 38 8          29 369 168          324 1195 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:           65 12 70          35 38 8          29 369 168          324 1195 49
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          65 12 70          35 38 8          29 369 168          324 1195 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 1.10          1.10 1.00 1.10          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:           65 12 77          39 38 9          29 369 168          356 1195 49
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 1.00 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          1.35 0.65 1.00          1.00 2.06 0.94          2.00 2.88 0.12
Final Sat.:           1375 1375 2750          1862 888 1375          1375 2834 1291          2750 3963 162
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.01 0.03          0.02 0.04 0.01          0.02 0.13 0.13          0.13 0.30 0.30
Crit Vol:             65          59          29          415
Crit Moves:          ****          ****          ****          ****
*****

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

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*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
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 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 2654  935  126  830   0   0   0   0  706  0  122
Growth Adj:           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 2654  935  126  830   0   0   0   0  706  0  122
User Adj:             1.00 1.00  0.00  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
PHF Volume:           0 2654   0   126  830   0   0   0   0  706  0  122
Reduct Vol:           0  0  0   0  0  0   0  0  0   0  0  0
Reduced Vol:          0 2654   0   126  830   0   0   0   0  706  0  122
PCE Adj:              1.00 1.00  0.00  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  1.10 1.00 1.00
Final Vol.:           0 2654   0   139  830   0   0   0   0  777  0  122
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                0.00 4.00  1.00  2.00 3.00  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 0.44  0.00  0.05 0.18  0.00 0.00 0.00  0.17 0.00 0.08
Crit Vol:             664          69          0          259
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
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:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             66 258 122          85 170 290          266 177 123          89 799 585
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          66 258 122          85 170 290          266 177 123          89 799 585
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           66 258 122          85 170 290          266 177 123          89 799 585
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          66 258 122          85 170 290          266 177 123          89 799 585
PCE Adj:              1.00 1.00 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.:           73 258 134          94 170 319          293 177 135          98 799 644
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.97 1.03          2.00 1.04 1.96          2.00 3.00 2.00          2.00 3.00 2.00
Final Sat.:           2750 2714 1411          2750 1434 2691          2750 4125 2750          2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.10 0.10          0.03 0.12 0.12          0.11 0.04 0.05          0.04 0.19 0.23
Crit Vol:             36          163          146          322
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.612
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        48          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 0 0 1          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             426 1 508          0 0 4              0 762 189          460 1184 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:           426 1 508          0 0 4              0 762 189          460 1184 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:           426 1 0              0 0 4              0 762 189          460 1184 1
Reduct Vol:           0 0 0              0 0 0              0 0 0              0 0 0 0
Reduced Vol:          426 1 0              0 0 4              0 762 189          460 1184 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.:           469 1 0              0 0 4              0 762 189          506 1184 1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 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 0.00 0.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2844 6 1425 0 0 1425 1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.16 0.00 0.00 0.00 0.00 0.00 0.27 0.13 0.18 0.42 0.00
Crit Vol:             235                                4              381              253
Crit Moves:          ****                                ****              ****              ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.445
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          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          0 0 0 0
Lanes:                 0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:              0 1 3 662 0 77 175 287 1 7 340 1240
Growth Adj:            1.00 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 1 3 662 0 77 175 287 1 7 340 1240
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 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 1 3 662 0 77 175 287 1 7 340 1240
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 1 3 662 0 77 175 287 1 7 340 1240
PCE Adj:               1.00 1.00 1.00 1.00 1.00 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.:            0 1 3 728 0 77 193 287 1 7 340 1364
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 0.25 0.75 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:            0 356 1069 2850 0 1425 2850 2840 10 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00 0.26 0.00 0.05 0.07 0.10 0.10 0.00 0.12 0.48
Crit Vol:              4 364 96 170
Crit Moves:            **** **** **** ****
*****

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

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*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.896
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             93 1606  487  341 1952  9  219 193  58  187 210  389
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          93 1606  487  341 1952  9  219 193  58  187 210  389
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           93 1606  487  341 1952  9  219 193  58  187 210  389
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          93 1606  487  341 1952  9  219 193  58  187 210  389
PCE Adj:              1.00 1.00  1.00  1.00 1.00  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.:           93 1606  487  375 1952  9  241 193  58  206 210  389
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  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 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5475  25  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.39  0.35  0.14 0.36  0.36  0.09 0.05  0.04  0.07 0.05  0.28
Crit Vol:              535          188          120          389
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.610
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Split Phase          Split Phase          Permitted          Protected
Rights:         Include          Include          Include          Include
Min. Green:     0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:          1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       49 0 46 362 879 486 0 553 95 220 879 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:    49 0 46 362 879 486 0 553 95 220 879 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:     49 0 46 362 879 486 0 553 95 220 879 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    49 0 46 362 879 486 0 553 95 220 879 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.:     49 0 51 398 879 535 0 553 95 242 879 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 1.82 1.18 0.00 2.56 0.44 2.00 3.00 0.00
Final Sat.:     1425 0 2850 1425 2589 1686 0 3648 627 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.03 0.00 0.02 0.28 0.34 0.32 0.00 0.15 0.15 0.08 0.21 0.00
Crit Vol:       49          484          216          121
Crit Moves:     ****          ****          ****          ****
*****

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

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*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.786
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        87          Level Of Service:          C
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase        Split Phase        Permitted         Protected
Rights:                Ovl              Ovl              Include           Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             936  0  311    0  0  0    0  253  306    95  957    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:           936  0  311    0  0  0    0  253  306    95  957    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:            936  0  311    0  0  0    0  253  306    95  957    0
Reduct Vol:            0  0  0          0  0  0    0  0  0          0  0  0
Reduced Vol:           936  0  311    0  0  0    0  253  306    95  957    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.:           1030  0  342    0  0  0    0  253  337    104  957    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:              0.36 0.00 0.12  0.00 0.00 0.00  0.00 0.09 0.12  0.04 0.34 0.00
Crit Vol:              515          0          127          479
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.532
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    40          Level Of Service:      A
*****
Street Name:      405 NORTH RAMP          IMPERIAL HWY
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Split Phase          Split Phase          Permitted          Permitted
Rights:          Include          Include          Ignore          Ignore
Min. Green:      0 0 0          0 0 0          0 0 0          0 0 0
Lanes:          1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       535 0 64          0 0 0          0 321 66          0 1296 484
Growth Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:    535 0 64          0 0 0          0 321 66          0 1296 484
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:    535 0 64          0 0 0          0 321 0          0 1296 0
Reduct Vol:    0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:   535 0 64          0 0 0          0 321 0          0 1296 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.:    589 0 64          0 0 0          0 321 0          0 1296 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.:    2570 0 280          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.23 0.00 0.23    0.00 0.00 0.00    0.00 0.08 0.00    0.00 0.30 0.00
Crit Vol:      326          0          0          432
Crit Moves:    ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.556
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permit+Prot          Split Phase          Split Phase
Rights:                 Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               0  905  85  56  364  24  0  0  0  144  0  241
Growth Adj:             1.00 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  905  85  56  364  24  0  0  0  144  0  241
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 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  905  85  56  364  24  0  0  0  144  0  241
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  905  85  56  364  24  0  0  0  144  0  241
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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  905  85  56  364  24  0  0  0  158  0  241
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:             1.00 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 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:             0 2605  245 1425 4011  264  0  0  0 2850  0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.00 0.35 0.35 0.04 0.09 0.09 0.00 0.00 0.00 0.06 0.00 0.17
Crit Vol:                495          56          0          241
Crit Moves:             ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.384
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: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:                180 1001          0 0 388          94 38 0 46          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:             180 1001          0 0 388          94 38 0 46          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:              180 1001          0 0 388          94 38 0 46          0 0 0
Reduct Vol:              0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:             180 1001          0 0 388          94 38 0 46          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.:              180 1001          0 0 388          94 42 0 46          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 2.41 0.59 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:              1425 2850          0 0 3441          834 2850 0 1425          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.13 0.35 0.00 0.00 0.11 0.11 0.01 0.00 0.03 0.00 0.00 0.00
Crit Vol:                 501          0          46          0
Crit Moves:              ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.869
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        142          Level Of Service:          D
*****
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  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 1619 120 121 352 0 0 0 0 493 0 73
Growth Adj:           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 1619 120 121 352 0 0 0 0 493 0 73
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              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 1619 120 121 352 0 0 0 0 493 0 73
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1619 120 121 352 0 0 0 0 493 0 73
PCE Adj:              1.00 1.00 1.00 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 1.10 1.00 1.00
Final Vol.:           0 1619 132 121 352 0 0 0 0 542 0 73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 1.76 0.00 0.24
Final Sat.:           0 2850 1425 1425 2850 0 0 0 0 2512 0 338
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.57 0.09 0.08 0.12 0.00 0.00 0.00 0.00 0.22 0.00 0.22
Crit Vol:             810          121          0          308
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.463
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          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  809  38  384  452  17  0  0  2  0  0  92
Growth Adj:              1.00 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  809  38  384  452  17  0  0  2  0  0  92
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 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  809  38  384  452  17  0  0  2  0  0  92
Reduct Vol:               0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0  809  38  384  452  17  0  0  2  0  0  92
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 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  809  38  422  452  17  0  0  2  0  0  101
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:              1.00 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 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:               0 2627 123 2750 2650 100 0 0 1375 0 0 2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.31 0.31 0.15 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:                 423          211          2          0
Crit Moves:               ****          ****          ****          ****
*****

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

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*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.515
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:              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: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             29 1095  138  63 380  0  4  0  25 171  0  69
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           29 1095  138  63 380  0  4  0  25 171  0  69
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           29 1095  138  63 380  0  4  0  25 171  0  69
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          29 1095  138  63 380  0  4  0  25 171  0  69
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  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  1.10 1.00 1.00  1.00
Final Vol.:           29 1095  138  63 380  0  4  0  25 188  0  69
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:           1.00 1.00  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 0.14 0.00  0.86 2.00 0.00  1.00
Final Sat.:           1425 2850  1425  1425 4275  0  197  0  1228 2850  0  1425
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.38  0.10  0.04 0.09  0.00 0.02 0.00  0.02 0.07 0.00  0.05
Crit Vol:             547          63          29  94
Crit Moves:          ****          ****          ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.680
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        71          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:             40 1688   88   20 1146   38   64 131   67   287 159   28
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          40 1688   88   20 1146   38   64 131   67   287 159   28
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           40 1688   88   20 1146   38   64 131   67   287 159   28
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          40 1688   88   20 1146   38   64 131   67   287 159   28
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           40 1688   88   20 1146   38   64 131   67   287 159   28
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 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 1.70 0.30
Final Sat.:           1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2338 412
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.41 0.06 0.01 0.28 0.03 0.05 0.05 0.05 0.21 0.07 0.07
Crit Vol:              563           20           66           287
Crit Moves:           ****           ****           ****           ****
*****

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

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*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.758
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        77          Level Of Service:          C
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                4  0  2  1  0          0  0  3  1  0          0  0  0  0  4          0  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             1782 1946          0          0 1249  23          0  0  992          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:          1782 1946          0          0 1249  23          0  0  992          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:           1782 1946          0          0 1249  23          0  0  992          0  0  0
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          1782 1946          0          0 1249  23          0  0  992          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:              1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:           1960 1946          0          0 1249  23          0  0  1091          0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 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 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:           5700 4275          0          0 5597  103          0  0  5700          0 1425  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.34 0.46  0.00  0.00 0.22  0.22  0.00 0.00  0.19  0.00 0.00  0.00
Crit Vol:             490          318          273          0
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.834
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        138          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:                66 1637          51 89 927          73 99 225          72 48 569          347
Growth Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              66 1637          51 89 927          73 99 225          72 48 569          347
User Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:               66 1637          51 89 927          73 99 225          72 48 569          347
Reduct Vol:               0 0 0          0 0 0          0 0 0          0 0 0          0
Reduced Vol:              66 1637          51 89 927          73 99 225          72 48 569          347
PCE Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:               66 1637          51 89 927          73 109 225          72 48 569          347
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:              1.00 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 1.24 0.76
Final Sat.:              1375 4125          1375 1375 4125          1375 2750 2750          1375 1375 1708          1042
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.40          0.04 0.06 0.22          0.05 0.04 0.08          0.05 0.03 0.33          0.33
Crit Vol:                 546          89          54          458
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.484
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  992  373          59  422          0          0  0  0          0  245  0  51
Growth Adj:            1.00 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  992  373          59  422          0          0  0  0          0  245  0  51
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 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  992  373          59  422          0          0  0  0          0  245  0  51
Reduct Vol:            0  0  0          0  0  0          0          0  0  0          0  0  0  0
Reduced Vol:           0  992  373          59  422          0          0  0  0          0  245  0  51
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 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  992  373          59  422          0          0  0  0          0  270  0  51
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 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          0 2850  0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.35 0.26          0.04 0.15 0.00          0.00 0.00 0.00          0.09 0.00 0.04
Crit Vol:               496          59          0          135
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.833
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        136          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:              156 1869          21 119 1423          57 13 130          65 160 489 291
Growth Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:           156 1869          21 119 1423          57 13 130          65 160 489 291
User Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:            156 1869          21 119 1423          57 13 130          65 160 489 291
Reduct Vol:            0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:           156 1869          21 119 1423          57 13 130          65 160 489 291
PCE Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 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.:            156 1869          21 119 1423          57 13 130          65 160 489 291
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375    1375 1375 1375    1375 1375 1375    1375 1375 1375
Adjustment:            1.00 1.00 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 1.33 0.67    1.00 1.25 0.75
Final Sat.:            1375 4125 1375    1375 4125 1375    1375 1833 917    1375 1724 1026
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.45 0.02    0.09 0.34 0.04    0.01 0.07 0.07    0.12 0.28 0.28
Crit Vol:              623             119             13             390
Crit Moves:            ****             ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.879
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        119          Level Of Service:          D
*****
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:             59 1803          9  32 1156  185  654  67  69  36 100  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:          59 1803          9  32 1156  185  654  67  69  36 100  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:           59 1803          9  32 1156  185  654  67  69  36 100  326
Reduct Vol:           0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:          59 1803          9  32 1156  185  654  67  69  36 100  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  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           59 1803          9  32 1156  185  719  67  69  36 100  326
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
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:              0.04 0.40  0.01  0.02 0.26  0.12  0.24 0.04  0.05  0.02 0.07  0.22
Crit Vol:              601          32          360          326
Crit Moves:           ****          ****          ****          ****
*****

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

 Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.758
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

 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 0
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 124 1972 25 30 1079 167 150 82 130 40 183 109
 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: 124 1972 25 30 1079 167 150 82 130 40 183 109
 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: 124 1972 25 30 1079 167 150 82 130 40 183 109
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 124 1972 25 30 1079 167 150 82 130 40 183 109
 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 124 1972 25 30 1079 167 150 82 130 40 183 109
 -----|-----|-----|-----|

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 0.63 0.37
 Final Sat.: 1500 4444 56 1500 4500 1500 1500 1500 1500 1500 940 560
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.08 0.44 0.44 0.02 0.24 0.11 0.10 0.05 0.09 0.03 0.19 0.19
 Crit Vol: 666 30 150 292
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.636
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          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:               35 1855   16   25 1112   31   63  58   38   21 109  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:            35 1855   16   25 1112   31   63  58   38   21 109  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:            35 1855   16   25 1112   31   63  58   38   21 109  134
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           35 1855   16   25 1112   31   63  58   38   21 109  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  1.00 1.00  1.00
Final Vol.:             35 1855   16   25 1112   31   63  58   38   21 109  134
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              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
Lanes:                 1.00 2.97  0.03  1.00 2.92  0.08  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:            1500 4462   38  1500 4378  122  594 547  358  1500 673  827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.42  0.42  0.02 0.25  0.25  0.11 0.11  0.11  0.01 0.16  0.16
Crit Vol:               624          25          63          243
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH 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.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             334 851 10 11 404 74 17 0 68 5 0 12
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          334 851 10 11 404 74 17 0 68 5 0 12
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           334 851 10 11 404 74 17 0 68 5 0 12
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          334 851 10 11 404 74 17 0 68 5 0 12
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           334 851 10 11 404 74 17 0 68 5 0 12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.29 0.00 0.71
Final Sat.:           1425 2817 33 1425 3613 662 1425 1425 1425 419 0 1006
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23 0.30 0.30 0.01 0.11 0.11 0.01 0.00 0.05 0.01 0.00 0.01
Crit Vol:             334          159          68 5
Crit Moves:          ****          ****          **** ****
*****

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Scenario Report
Scenario: Baseline 2015-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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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.806
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        118          Level Of Service:          D
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 0          2 0 2 0 1          1 0 3 1 0          1 0 3 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:             420 488 114          97 454 130          131 1809 420          93 1116 135
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          420 488 114          97 454 130          131 1809 420          93 1116 135
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          420 488 114          97 454 130          131 1809 420          93 1116 135
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:         420 488 114          97 454 130          131 1809 420          93 1116 135
PCE Adj:              1.00 1.00 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.:           462 488 114          107 454 130          131 1809 420          93 1116 135
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.62 0.38          2.00 2.00 1.00          1.00 3.25 0.75          1.00 3.57 0.43
Final Sat.:           2750 2229 521          2750 2750 1375          1375 4464 1036          1375 4906 594
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.22 0.22          0.04 0.17 0.09          0.10 0.41 0.41          0.07 0.23 0.23
Crit Vol:             231          227          557          93
Crit Moves:          ****          ****          ****          ****
*****

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

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*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.647
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        65          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:             126  335  217  342  534  114  208 1112  243  150  388  368
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          126  335  217  342  534  114  208 1112  243  150  388  368
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           126  335  217  342  534  114  208 1112  243  150  388  368
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          126  335  217  342  534  114  208 1112  243  150  388  368
PCE Adj:              1.00 1.00  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.:           139  335  217  376  534  125  229 1112  243  165  388  368
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375
Adjustment:           1.00 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 2.46  0.54  2.00 3.00  1.00
Final Sat.:           2750 2750  1375  2750 2750  1375  2750 3385  740  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.12  0.16  0.14 0.19  0.09  0.08 0.33  0.33  0.06 0.09  0.27
Crit Vol:              168          188          452          83
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.493
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    45          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:       12  903  30  33 1027  61  56  75  22  25  38  57
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   12  903  30  33 1027  61  56  75  22  25  38  57
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    12  903  30  33 1027  61  56  75  22  25  38  57
Reduct Vol:    0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:   12  903  30  33 1027  61  56  75  22  25  38  57
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    12  903  30  33 1027  61  56  75  22  25  38  57
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 1.94 0.06 1.00 1.89 0.11 1.00 0.77 0.23 1.00 1.00 1.00
Final Sat.:    1375 2662 88 1375 2596 154 1375 1063 312 1375 1375 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01 0.34 0.34 0.02 0.40 0.40 0.04 0.07 0.07 0.02 0.03 0.04
Crit Vol:      12          544          97          25
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
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:          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:              114  264  505  540  661  313  101  1142  434  81  730  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:           114  264  505  540  661  313  101  1142  434  81  730  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:            114  264  505  540  661  313  101  1142  434  81  730  195
Reduct Vol:            0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:           114  264  505  540  661  313  101  1142  434  81  730  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:               1.00  1.00  1.10  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:            114  264  556  540  661  344  101  1142  434  81  730  195
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  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  3.16  0.84
Final Sat.:            1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4341  1159
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08  0.10  0.20  0.39  0.24  0.13  0.07  0.28  0.32  0.06  0.17  0.17
Crit Vol:                278  540                381                0
Crit Moves:            ****  ****                ****                ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.715
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 4 0 1          0 0 4 0 1          0 0 0 0 0          1 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 3181          0 2494 46          0 0 0          431 81 212
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 3181          0 2494 46          0 0 0          431 81 212
User Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 3181          0 2494 46          0 0 0          431 81 212
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          0 3181          0 2494 46          0 0 0          431 81 212
PCE Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.:           0 3181          0 2494 46          0 0 0          474 81 233
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.:           0 6000 1500          0 6000 1500          0 0 0          2562 438 3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.53 0.00 0.00 0.42 0.03 0.00 0.00 0.00 0.19 0.19 0.08
Crit Vol:              795          0          0          278
Crit Moves:           ****          ****          ****
*****

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

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*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.608
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  0  0  1          0  0  0  0  1          1  0  2  1  1          0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:               600  0  312          0  0  36          22 1622  510          0  820  13
Growth Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:            600  0  312          0  0  36          22 1622  510          0  820  13
User Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            600  0  312          0  0  36          22 1622  510          0  820  13
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           600  0  312          0  0  36          22 1622  510          0  820  13
PCE Adj:               1.00 1.00 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.:            660  0  312          0  0  36          22 1622  561          0  820  13
-----|-----|-----|-----|-----|
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 2.97 1.03          0.00 2.95 0.05
Final Sat.:           3000  0 1500          0  0 1500          1500 4458 1542          0 4430  70
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.22 0.00 0.21          0.00 0.00 0.02          0.01 0.36 0.36          0.00 0.19 0.19
Crit Vol:              330          36          546          0
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.621
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          B
*****
Street Name:          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:              140 21 353          50 29 13          19 1388 136 111 514 31
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           140 21 353          50 29 13          19 1388 136 111 514 31
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 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 21 353          50 29 13          19 1388 136 111 514 31
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           140 21 353          50 29 13          19 1388 136 111 514 31
PCE Adj:               1.00 1.00 1.00          1.00 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.:            140 21 388          55 29 14          19 1388 136 122 514 31
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375          1375 1375 1375          1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 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          1.68 0.32 1.00          1.00 2.73 0.27 2.00 2.83 0.17
Final Sat.:            1375 1375 2750          2308 442 1375          1375 3757 368 2750 3890 235
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.02 0.14          0.02 0.07 0.01          0.01 0.37 0.37 0.04 0.13 0.13
Crit Vol:              194          90          508          61
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.648
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
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 1294  602  522 2287  0  0  0  0  573  0  94
Growth Adj:           1.00 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 1294  602  522 2287  0  0  0  0  573  0  94
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 1294  0  522 2287  0  0  0  0  573  0  94
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0 1294  0  522 2287  0  0  0  0  573  0  94
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 1.10 1.00 1.00 1.00
Final Vol.:           0 1294  0  574 2287  0  0  0  0  630  0  94
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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 0.19 0.51  0.00 0.00 0.00 0.00 0.14 0.00 0.06
Crit Vol:             0 762  0  210
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.690
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        74          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             58 183 625          357 349 220          206 1165 133          38 333 152
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          58 183 625          357 349 220          206 1165 133          38 333 152
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           58 183 625          357 349 220          206 1165 133          38 333 152
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          58 183 625          357 349 220          206 1165 133          38 333 152
PCE Adj:              1.00 1.00 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.:           64 183 688          393 349 242          227 1165 146          42 333 167
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.77 1.23          2.00 3.00 2.00          2.00 3.00 2.00
Final Sat.:           2750 1375 2750          2750 2436 1689          2750 4125 2750          2750 4125 2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.13 0.25          0.14 0.14 0.14          0.08 0.28 0.05          0.02 0.08 0.06
Crit Vol:              344 196          388          21
Crit Moves:           **** ****          ****          ****
*****

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

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*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.624
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        50          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:             207 0 405          4 1 1          0 959 355 528 672 2
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          207 0 405          4 1 1          0 959 355 528 672 2
User Adj:             1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           207 0 0          4 1 1          0 959 355 528 672 2
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          207 0 0          4 1 1          0 959 355 528 672 2
PCE Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:           228 0 0          4 1 1          0 959 355 581 672 2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 0.66 0.17 0.17 1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2850 0 1425 950 238 238 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 0.34 0.25 0.20 0.24 0.00
Crit Vol:             114          6          480          290
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.511
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:          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          0 0 0 0
Lanes:                 0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 3 6 822 0 186 138 389 0 1 382 514
Growth Adj:            1.00 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 3 6 822 0 186 138 389 0 1 382 514
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 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 3 6 822 0 186 138 389 0 1 382 514
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 3 6 822 0 186 138 389 0 1 382 514
PCE Adj:               1.00 1.00 1.00 1.00 1.00 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.:            0 3 6 904 0 186 152 389 0 1 382 565
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 0.33 0.67 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:            0 475 950 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.01 0.01 0.32 0.00 0.13 0.05 0.14 0.00 0.00 0.13 0.20
Crit Vol:              9 452 76 191
Crit Moves:            **** **** **** ****
*****

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

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*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.253
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  3  0  1        2  0  3  1  0        2  0  3  0  1        2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             130 1628  912  619 2169  14  211 331  155  143 306  354
Growth Adj:           1.00 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 1628  912  619 2169  14  211 331  155  143 306  354
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 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 1628  912  619 2169  14  211 331  155  143 306  354
Reduct Vol:           0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:          130 1628  912  619 2169  14  211 331  155  143 306  354
PCE Adj:              1.00 1.00  1.00  1.00 1.00  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.:           130 1628  912  681 2169  14  232 331  155  157 306  354
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  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 3.97  0.03  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5465  35  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.39  0.66  0.25 0.40  0.40  0.08 0.08  0.11  0.06 0.07  0.26
Crit Vol:              912  340          116          354
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.407
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:  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 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 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:       114 0 229 90 162 165 0 898 52 32 700 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:   114 0 229 90 162 165 0 898 52 32 700 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:    114 0 229 90 162 165 0 898 52 32 700 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   114 0 229 90 162 165 0 898 52 32 700 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.:    114 0 252 99 162 182 0 898 52 35 700 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 1.35 1.65 0.00 2.84 0.16 2.00 3.00 0.00
Final Sat.:    1425 0 2850 1425 1928 2347 0 4041 234 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.08 0.00 0.09 0.07 0.08 0.08 0.00 0.22 0.22 0.01 0.16 0.00
Crit Vol:      126 120 317 18
Crit Moves:    **** **** **** ****
*****

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

```

*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.563
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          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:             461  0  183    0  0  0    0  1432  441  126  565    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:          461  0  183    0  0  0    0  1432  441  126  565    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:           461  0  183    0  0  0    0  1432  441  126  565    0
Reduct Vol:           0  0  0          0  0  0    0  0  0          0  0  0
Reduced Vol:          461  0  183    0  0  0    0  1432  441  126  565    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.:           507  0  201    0  0  0    0  1432  485  139  565    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 2.99 1.01  2.00 2.00 0.00
Final Sat.:           2850  0  2850    0  0  0    0  4258  1442  2850 2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.00 0.07  0.00 0.00 0.00  0.00 0.34 0.34  0.05 0.20 0.00
Crit Vol:             254          0          479          69
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.749
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
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:              152 0 262          0 0 0          0 2414 256          0 396 215
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           152 0 262          0 0 0          0 2414 256          0 396 215
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:            152 0 262          0 0 0          0 2414 0          0 396 0
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           152 0 262          0 0 0          0 2414 0          0 396 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.:            167 0 262          0 0 0          0 2414 0          0 396 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.:            1425 0 1425          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.00 0.18          0.00 0.00 0.00          0.00 0.56 0.00          0.00 0.09 0.00
Crit Vol:              262          0          805          0
Crit Moves:            ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):           100                Critical Vol./Cap. (X):           0.540
Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         40                Level Of Service:           A
*****
Street Name:           La CIENEGA BLVD.                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                    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:              0 500 325 286 651 4 0 0 0 64 0 71
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 500 325 286 651 4 0 0 0 64 0 71
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 500 325 286 651 4 0 0 0 64 0 71
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 500 325 286 651 4 0 0 0 64 0 71
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0 500 325 286 651 4 0 0 0 70 0 71
-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 1.21 0.79 1.00 2.98 0.02 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 1727 1123 1425 4249 26 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.29 0.29 0.20 0.15 0.15 0.00 0.00 0.00 0.02 0.00 0.05
Crit Vol:              412 286 0 71
Crit Moves:           **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.334
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.          / 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:             48 703          0 0 765          61 103 0 124          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:          48 703          0 0 765          61 103 0 124          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:           48 703          0 0 765          61 103 0 124          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          48 703          0 0 765          61 103 0 124          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.:           48 703          0 0 765          61 113 0 124          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 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3959          316 2850 0 1425          0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.25 0.00 0.00 0.19 0.19 0.04 0.00 0.09 0.00 0.00 0.00
Crit Vol:              352          0          124          0
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.741
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
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  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  558  58  179  710  0  0  0  0  785  0  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:            0  558  58  179  710  0  0  0  0  785  0  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:             0  558  58  179  710  0  0  0  0  785  0  332
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  558  58  179  710  0  0  0  0  785  0  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 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            0  558  64  179  710  0  0  0  0  864  0  332
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 1.44 0.00 0.56
Final Sat.:            0 2850 1425 1425 2850 0 0 0 0 2059 0 791
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20 0.04 0.13 0.25 0.00 0.00 0.00 0.00 0.42 0.00 0.42
Crit Vol:              279          179          0          598
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.378
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 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          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:             0 586 35 324 773 1 0 0 2 0 0 378
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 586 35 324 773 1 0 0 2 0 0 378
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 586 35 324 773 1 0 0 2 0 0 378
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 586 35 324 773 1 0 0 2 0 0 378
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 586 35 356 773 1 0 0 2 0 0 416
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2595 155 2750 2746 4 0 0 1375 0 0 2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.23 0.23 0.13 0.28 0.28 0.00 0.00 0.00 0.00 0.00 0.15
Crit Vol:             311 0 0 0 0 0 0 0 0 0 0 208
Crit Moves:          ****  ****  ****  ****
*****

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

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*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.325
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  1  0  2  0  1          1  0  2  1  0          0  0  0  0  1          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               24  557  27          60  810  3          0  0  10  208  0  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:            24  557  27          60  810  3          0  0  10  208  0  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:            24  557  27          60  810  3          0  0  10  208  0  208
Reduct Vol:             0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           24  557  27          60  810  3          0  0  10  208  0  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  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:             24  557  27          60  810  3          0  0  10  229  0  208
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425  1425  1425 1425  1425
Adjustment:            1.00 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 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:            1425 2850  1425  1425 4259  16          0  0  1425  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.20  0.02  0.04 0.19  0.19  0.00 0.00  0.01  0.08 0.00  0.15
Crit Vol:               279          60          10  114
Crit Moves:            ****          ****          ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.799
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        114          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                1 0 3 0 1         1 0 3 0 1         1 0 2 0 1         1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             113 1149 204 106 1574 130 120 325 90 299 243 62
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          113 1149 204 106 1574 130 120 325 90 299 243 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:           113 1149 204 106 1574 130 120 325 90 299 243 62
Reduct Vol:           0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:          113 1149 204 106 1574 130 120 325 90 299 243 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 1.00 1.00 1.00
Final Vol.:           113 1149 204 106 1574 130 120 325 90 299 243 62
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 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 1.59 0.41
Final Sat.:           1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2191 559
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.28 0.15 0.08 0.38 0.09 0.09 0.12 0.07 0.22 0.11 0.11
Crit Vol:             113             525             163             299
Crit Moves:          ****             ****             ****             ****
*****

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

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*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.930
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 4  0  2  1  0          0  0  3  1  0          0  0  0  0  4          0  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1401 1810          0          0 1903  38          0  0 1654          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:           1401 1810          0          0 1903  38          0  0 1654          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:           1401 1810          0          0 1903  38          0  0 1654          0  0  0
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          1401 1810          0          0 1903  38          0  0 1654          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:               1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:           1541 1810          0          0 1903  38          0  0 1819          0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425  1425  1425 1425  1425
Adjustment:            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 3.00  0.00  0.00 3.92  0.08  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:           5700 4275          0          0 5588  112          0  0 5700          0 1425  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.27 0.42  0.00  0.00 0.34  0.34  0.00 0.00  0.32  0.00 0.00  0.00
Crit Vol:              385          485          455  0
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.859
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        161          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:                154 1219 108 316 1629 251 201 717 119 100 476 186
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:             154 1219 108 316 1629 251 201 717 119 100 476 186
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              154 1219 108 316 1629 251 201 717 119 100 476 186
Reduct Vol:               0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:             154 1219 108 316 1629 251 201 717 119 100 476 186
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:              154 1219 108 316 1629 251 221 717 119 100 476 186
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:              1.00 1.00 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 1.44 0.56
Final Sat.:              1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1977 773
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.11 0.30 0.08 0.23 0.39 0.18 0.08 0.26 0.09 0.07 0.24 0.24
Crit Vol:                 406          316          359          100
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.317
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  523  287          69  580          0          0  0  0          173  0  100
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          0  523  287          69  580          0          0  0  0          173  0  100
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           0  523  287          69  580          0          0  0  0          173  0  100
Reduct Vol:           0  0  0          0  0  0          0          0  0  0          0  0  0  0
Reduced Vol:          0  523  287          69  580          0          0  0  0          173  0  100
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
Final Vol.:           0  523  287          69  580          0          0  0  0          190  0  100
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 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 0.18  0.20          0.05 0.20  0.00          0.00 0.00  0.00          0.07 0.00  0.07
Crit Vol:              287          69          0          95
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.866
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        170          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:                175 1455    68    196 1807    60    58 251    92    242 263    190
Growth Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:              175 1455    68    196 1807    60    58 251    92    242 263    190
User Adj:                 1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:              175 1455    68    196 1807    60    58 251    92    242 263    190
Reduct Vol:               0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:             175 1455    68    196 1807    60    58 251    92    242 263    190
PCE Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    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.:              175 1455    68    196 1807    60    58 251    92    242 263    190
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:              1.00 1.00    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 1.46    0.54    1.00 1.16    0.84
Final Sat.:              1375 4125    1375    1375 4125    1375    1375 2012    738    1375 1597    1153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.13 0.35    0.05    0.14 0.44    0.04    0.04 0.12    0.12    0.18 0.16    0.16
Crit Vol:                 175          602          172          242
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.501
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:             59 1498      35  114 1269      299  173  35  49  21  43  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:          59 1498      35  114 1269      299  173  35  49  21  43  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:           59 1498      35  114 1269      299  173  35  49  21  43  32
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          59 1498      35  114 1269      299  173  35  49  21  43  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  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           59 1498      35  114 1269      299  190  35  49  21  43  32
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
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:              0.04 0.33  0.02  0.08 0.28  0.20  0.06 0.02  0.03  0.01 0.03  0.02
Crit Vol:              499          114          95          43
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.516
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          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:               79 1665          31 32 1307          170 104 54 77          26 44 28
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            79 1665          31 32 1307          170 104 54 77          26 44 28
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             79 1665          31 32 1307          170 104 54 77          26 44 28
Reduct Vol:             0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           79 1665          31 32 1307          170 104 54 77          26 44 28
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:             79 1665          31 32 1307          170 104 54 77          26 44 28
-----|-----|-----|-----|
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 0.61 0.39
Final Sat.:             1500 4418          82 1500 4500          1500 1500 1500          1500 917 583
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.05 0.38 0.38 0.02 0.29 0.11 0.07 0.04 0.05 0.02 0.05 0.05
Crit Vol:                565          32          104          72
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.474
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          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:             48 1657  15  38 1346  48  43  39  25  8  27  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:          48 1657  15  38 1346  48  43  39  25  8  27  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:           48 1657  15  38 1346  48  43  39  25  8  27  24
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          48 1657  15  38 1346  48  43  39  25  8  27  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.:           48 1657  15  38 1346  48  43  39  25  8  27  24
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:           1500 4460  40  1500 4345  155  603 547  350  1500 794  706
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.37  0.37  0.03 0.31  0.31  0.07 0.07  0.07  0.01 0.03  0.03
Crit Vol:             557          38          107          8
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.429
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.          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:             109 521 11 42 709 48 81 3 244 6 1 10
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          109 521 11 42 709 48 81 3 244 6 1 10
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           109 521 11 42 709 48 81 3 244 6 1 10
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          109 521 11 42 709 48 81 3 244 6 1 10
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           109 521 11 42 709 48 81 3 244 6 1 10
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 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 2.81 0.19 1.00 1.00 1.00 0.35 0.06 0.59
Final Sat.:           1425 2791 59 1425 4004 271 1425 1425 1425 503 84 838
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.19 0.19 0.03 0.18 0.18 0.06 0.00 0.17 0.01 0.01 0.01
Crit Vol:             109          252          244 6
Crit Moves:          ****          ****          **** ****
*****

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Scenario Report

Scenario: Future 2019 w/o-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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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.656
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        66          Level Of Service:          B
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 0          2 0 2 0 1          1 0 3 1 0          1 0 3 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             529 549 61 53 320 167 119 907 223 55 1158 83
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          529 549 61 53 320 167 119 907 223 55 1158 83
Added Vol:            9 0 0 0 5 0 1 60 16 0 52 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          538 549 61 53 325 167 120 967 239 55 1210 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
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           538 549 61 53 325 167 120 967 239 55 1210 83
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          538 549 61 53 325 167 120 967 239 55 1210 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
MLF Adj:              1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           592 549 61 58 325 167 120 967 239 55 1210 83
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           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 1.80 0.20 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.74 0.26
Final Sat.:           2750 2475 275 2750 2750 1375 1375 4410 1090 1375 5147 353
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.22 0.22 0.02 0.12 0.12 0.09 0.22 0.22 0.04 0.24 0.24
Crit Vol:             296          163          120          323
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.762
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             273  521  102    211  274  195  123  225  60  228  977  711
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          273  521  102    211  274  195  123  225  60  228  977  711
Added Vol:            16   0   0         14   2   5         0   9   0         0  63   9
PasserByVol:          0   0   0         0   0   0         0   0   0         0   0   0
Initial Fut:          289  521  102    225  276  200  123  234  60  228 1040  720
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           289  521  102    225  276  200  123  234  60  228 1040  720
Reduct Vol:           0   0   0         0   0   0         0   0   0         0   0   0
Reduced Vol:          289  521  102    225  276  200  123  234  60  228 1040  720
PCE Adj:              1.00 1.00  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.:           318  521  102    248  276  220  135  234  60  251 1040  720
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.00  1.00    2.00 1.67  1.33  2.00 2.39  0.61  2.00 3.00  1.00
Final Sat.:           2750 2750  1375    2750 2295  1830  2750 3283  842  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.19  0.07    0.09 0.12  0.12  0.05 0.07  0.07  0.09 0.25  0.52
Crit Vol:              261          0          68          720
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.593
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          A
*****
Street Name:          AVIATION BLVD.          111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Include          Include          Ovl
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 1 1 0          1 0 0 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             30 1362 22 29 635 55 39 30 28 25 51 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:          30 1362 22 29 635 55 39 30 28 25 51 54
Added Vol:            0 9 0 0 0 22 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          30 1371 22 29 657 55 39 30 28 25 51 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:           30 1371 22 29 657 55 39 30 28 25 51 54
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          30 1371 22 29 657 55 39 30 28 25 51 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 1.00 1.00 1.00
Final Vol.:           30 1371 22 29 657 55 39 30 28 25 51 54
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 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 1.85 0.15 1.00 0.52 0.48 1.00 1.00 1.00
Final Sat.:           1375 2707 43 1375 2538 212 1375 711 664 1375 1375 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.51 0.51 0.02 0.26 0.26 0.03 0.04 0.04 0.02 0.04 0.04
Crit Vol:              696          29          39          51
Crit Moves:           ****          ****          ****          ****
*****

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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.857
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        160          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:             205  557  166  170  324  441  82  484  291  300  1615  817
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          205  557  166  170  324  441  82  484  291  300  1615  817
Added Vol:            10  0  0  0  4  0  1  30  29  0  41  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          215  557  166  170  328  441  83  514  320  300  1656  817
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           215  557  166  170  328  441  83  514  320  300  1656  817
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          215  557  166  170  328  441  83  514  320  300  1656  817
PCE Adj:              1.00  1.00  1.00  1.00  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.:           215  557  183  170  328  485  83  514  320  300  1656  817
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  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  3.00  1.00
Final Sat.:           1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16  0.20  0.07  0.12  0.12  0.18  0.06  0.12  0.23  0.22  0.40  0.59
Crit Vol:              279  0  0  0  0  0  83  0  0  0  0  817
Crit Moves:           ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA 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:        168          Level Of Service:          E
*****
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 4230            0 0 1548            32 0 0 0            373 64 316
Growth Adj:           1.00 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 4230            0 0 1548            32 0 0 0            373 64 316
Added Vol:            0 159             0 0 1 0             0 0 0 0            52 17 43
PasserByVol:         0 0              0 0 0              0 0 0              0 0 0
Initial Fut:          0 4389            0 0 1549            32 0 0 0            425 81 359
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 4389            0 0 1549            32 0 0 0            425 81 359
Reduct Vol:           0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:         0 4389            0 0 1549            32 0 0 0            425 81 359
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 4389            0 0 1549            32 0 0 0            468 81 395
-----|-----|-----|-----|-----|
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    1.70 0.30 2.00
Final Sat.:           0 6000 1500    0 6000 1500      0 0 0            2557 443 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.73 0.00    0.00 0.26 0.02    0.00 0.00 0.00    0.18 0.18 0.13
Crit Vol:             1097              0                  0                  274
Crit Moves:          ****              ****              ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.902
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        146          Level Of Service:          E
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Include            Include            Include            Include
Min. Green:             0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                  2   0   0   0   1   0   0   0   0   1   1   0   2   1   1   0   0   2   1   0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol: 1169 0 357 0 0 24 4 559 182 0 1994 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: 1169 0 357 0 0 24 4 559 182 0 1994 6
Added Vol: 4 0 0 0 0 0 0 3 27 0 38 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1173 0 357 0 0 24 4 562 209 0 2032 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: 1173 0 357 0 0 24 4 562 209 0 2032 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 1173 0 357 0 0 24 4 562 209 0 2032 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: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.: 1290 0 357 0 0 24 4 562 230 0 2032 6
-----|-----|-----|-----|-----|
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 2.84 1.16 0.00 2.99 0.01
Final Sat.: 3000 0 1500 0 0 1500 1500 4258 1742 0 4487 13
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.43 0.00 0.24 0.00 0.00 0.02 0.00 0.13 0.13 0.00 0.45 0.45
Crit Vol: 645 24 4 679
Crit Moves: **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.468
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 1 0 2          1 0 1 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              70 13 76          38 41 9          31 399 182          351 1294 53
Growth Adj:            1.00 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 13 76          38 41 9          31 399 182          351 1294 53
Added Vol:             2 0 0          0 0 0          0 9 0          0 85 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           72 13 76          38 41 9          31 408 182          351 1379 53
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           72 13 76          38 41 9          31 408 182          351 1379 53
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          72 13 76          38 41 9          31 408 182          351 1379 53
PCE Adj:               1.00 1.00 1.00          1.00 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.:            72 13 84          42 41 10          31 408 182          386 1379 53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 1.00 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          1.35 0.65 1.00          1.00 2.07 0.93          2.00 2.89 0.11
Final Sat.:            1375 1375 2750          1860 890 1375          1375 2853 1272          2750 3972 153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.01 0.03          0.02 0.05 0.01          0.02 0.14 0.14          0.14 0.35 0.35
Crit Vol:              72          63          31          477
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.758
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          C
*****
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 2873 1012 136 898 0 0 0 0 764 0 132
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:          0 2873 1012 136 898 0 0 0 0 764 0 132
Added Vol:            0 6 0 0 48 0 0 0 0 169 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 2879 1012 136 946 0 0 0 0 933 0 132
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 2879 0 136 946 0 0 0 0 933 0 132
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 2879 0 136 946 0 0 0 0 933 0 132
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 2879 0 150 946 0 0 0 0 1026 0 132
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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 0.48 0.00 0.05 0.21 0.00 0.00 0.00 0.00 0.23 0.00 0.09
Crit Vol:              720 75 0 342
Crit Moves:           ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.567
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        53          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  2  0  1  1  1          2  0  1  1  1          2  0  3  0  2          2  0  3  0  2
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              71  279  132          92  184  314          288  192  133          96  865  633
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           71  279  132          92  184  314          288  192  133          96  865  633
Added Vol:              1  0  0          16  0  45          40  5  0          0  30  26
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           72  279  132          108  184  359          328  197  133          96  895  659
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            72  279  132          108  184  359          328  197  133          96  895  659
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           72  279  132          108  184  359          328  197  133          96  895  659
PCE Adj:               1.00 1.00 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.:            79  279  145          119  184  395          361  197  146          106  895  725
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 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 1.97 1.03          2.00 1.00 2.00          2.00 3.00 2.00          2.00 3.00 2.00
Final Sat.:            2750 2713 1412          2750 1375 2750          2750 4125 2750          2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.10 0.10          0.04 0.13 0.14          0.13 0.05 0.05          0.04 0.22 0.26
Crit Vol:              40          197  180          362
Crit Moves:          ****          ****  ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.145
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
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 0 0 1          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             461 1 550          0 0 4              0 825 205 498 1282 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
Initial Bse:          461 1 550          0 0 4              0 825 205 498 1282 1
Added Vol:            1 0 0              0 0 0              0 128 0 0 511 0
PasserByVol:          0 0 0              0 0 0              0 0 0 0 0 0 0
Initial Fut:          462 1 550          0 0 4              0 953 205 498 1793 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
PHF Adj:              1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           462 1 0              0 0 4              0 953 205 498 1793 1
Reduct Vol:           0 0 0              0 0 0              0 0 0 0 0 0 0
Reduced Vol:          462 1 0              0 0 4              0 953 205 498 1793 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
MLF Adj:              1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00
Final Vol.:           508 1 0              0 0 4              0 953 205 548 1793 1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 0.00 0.00 1.00 1.00 2.00 1.00 2.00 2.00
Final Sat.:           2844 6 1425          0 0 1425 1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18 0.00 0.00 0.00 0.00 0.33 0.14 0.19 0.63 0.00
Crit Vol:              255                          4 477 897
Crit Moves:           ****                          **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.531
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        40          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          0 0 0 0
Lanes:                0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:             0 1 3 717 0 83 189 311 1 8 368 1342
Growth Adj:           1.00 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 1 3 717 0 83 189 311 1 8 368 1342
Added Vol:            0 0 0 128 0 0 0 0 0 0 0 512
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 1 3 845 0 83 189 311 1 8 368 1854
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              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 1 3 845 0 83 189 311 1 8 368 1854
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1 3 845 0 83 189 311 1 8 368 1854
PCE Adj:              1.00 1.00 1.00 1.00 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.:           0 1 3 930 0 83 208 311 1 8 368 2039
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 0.25 0.75 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:           0 356 1069 2850 0 1425 2850 2841 9 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00 0.33 0.00 0.06 0.07 0.11 0.11 0.01 0.13 0.72
Crit Vol:              4 465 104 184
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.997
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             101 1738  527  369 2113  10  237 209  63  202 227  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:           101 1738  527  369 2113  10  237 209  63  202 227  421
Added Vol:             19  22  0          1  5  0          0  9  0          0  61  29
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           120 1760  527  370 2118  10  237 218  63  202 288  450
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00
PHF Volume:           120 1760  527  370 2118  10  237 218  63  202 288  450
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           120 1760  527  370 2118  10  237 218  63  202 288  450
PCE Adj:               1.00 1.00  1.00  1.00 1.00  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.:            120 1760  527  407 2118  10  261 218  63  222 288  450
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375 1375 1375 1375  1375
Adjustment:           1.00 1.00  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 3.98  0.02 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5474  26  2750 4125  1375 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.43  0.38  0.15 0.39  0.39 0.09 0.05  0.05 0.08 0.07  0.33
Crit Vol:              587          204          130          450
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.664
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Split Phase          Split Phase          Permitted          Protected
Rights:         Include          Include          Include          Include
Min. Green:     0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  0  0  2          1  1  0  1  1          0  0  2  1  0          2  0  3  0  0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       53  0  50  392  951  526  0  599  103  238  951  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:    53  0  50  392  951  526  0  599  103  238  951  0
Added Vol:      2  0  0  0  0  0  0  0  9  0  0  87  0
PasserByVol:   0  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:    55  0  50  392  951  526  0  608  103  238  1038  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:    55  0  50  392  951  526  0  608  103  238  1038  0
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   55  0  50  392  951  526  0  608  103  238  1038  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.:    55  0  55  431  951  579  0  608  103  262  1038  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 1.82 1.18 0.00 2.57 0.43 2.00 3.00 0.00
Final Sat.:    1425 0 2850 1425 2589 1686 0 3656 619 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.04 0.00 0.02 0.30 0.37 0.34 0.00 0.17 0.17 0.09 0.24 0.00
Crit Vol:      55          523          237          131
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.885
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        161          Level Of Service:          D
*****
Street Name:         / 105 RAMP          IMPERIAL HWY.
Approach:            North Bound        South Bound        East Bound        West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Permitted         Protected
Rights:              Ovl              Ovl              Include           Include
Min. Green:          0  0  0           0  0  0           0  0  0           0  0  0
Lanes:               2  0  0  0  2     0  0  0  0  0     0  0  2  1  1     2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:            1013  0  337      0  0  0      0  274  331  103 1036  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:          1013  0  337      0  0  0      0  274  331  103 1036  0
Added Vol:            19  0  22       0  0  0      0  23  0  22  53  0
PasserByVol:         0  0  0         0  0  0      0  0  0  0  0  0
Initial Fut:          1032  0  359      0  0  0      0  297  331  125 1089  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:           1032  0  359      0  0  0      0  297  331  125 1089  0
Reduct Vol:           0  0  0         0  0  0      0  0  0  0  0  0
Reduced Vol:          1032  0  359      0  0  0      0  297  331  125 1089  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.:           1135  0  395      0  0  0      0  297  364  138 1089  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:             0.40 0.00 0.14  0.00 0.00 0.00  0.00 0.10 0.13 0.05 0.38 0.00
Crit Vol:             568          0          149          545
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.591
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          405 NORTH RAMP          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Permitted
Rights:               Include          Include          Ignore          Ignore
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             579 0 69          0 0 0          0 347 71          0 1403 524
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          579 0 69          0 0 0          0 347 71          0 1403 524
Added Vol:            16 0 0          0 0 0          0 5 16          0 40 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          595 0 69          0 0 0          0 352 87          0 1443 524
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:           595 0 69          0 0 0          0 352 0          0 1443 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          595 0 69          0 0 0          0 352 0          0 1443 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.:           655 0 69          0 0 0          0 352 0          0 1443 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.:           2578 0 272          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.25 0.00 0.25 0.00 0.00 0.00 0.00 0.08 0.00 0.00 0.34 0.00
Crit Vol:              362          0          0          481
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.606
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include             Include             Include             Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                0  0  1  1  0          1  0  2  1  0          0  0  0  0  0          1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0  980  92          61  394  26          0  0  0          156  0  261
Growth Adj:           1.00 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  980  92          61  394  26          0  0  0          156  0  261
Added Vol:            0  10  0          0  4  0          0  0  0          1  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          0  990  92          61  398  26          0  0  0          157  0  261
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              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  990  92          61  398  26          0  0  0          157  0  261
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          0  990  92          61  398  26          0  0  0          157  0  261
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 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  990  92          61  398  26          0  0  0          173  0  261
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 2.82 0.18 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:           0 2608  242 1425 4013  262          0  0  0          2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.38 0.38 0.04 0.10 0.10 0.00 0.00 0.00 0.06 0.00 0.18
Crit Vol:              541          61          0          261
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.419
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD. / 111TH STREET
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted      Permitted      Split Phase      Split Phase
Rights:               Include         Include         Include         Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 0      0 0 2 1 0      2 0 0 0 1      0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             195 1084      0 0 420 102      41 0 50          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:          195 1084      0 0 420 102      41 0 50          0 0 0
Added Vol:            0 10 0          0 0 4 0          0 0 0            0 0 0
PasserByVol:         0 0 0          0 0 0 0          0 0 0            0 0 0
Initial Fut:          195 1094      0 0 424 102      41 0 50          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:           195 1094      0 0 424 102      41 0 50          0 0 0
Reduct Vol:           0 0 0          0 0 0 0          0 0 0            0 0 0
Reduced Vol:          195 1094      0 0 424 102      41 0 50          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.:           195 1094      0 0 424 102      45 0 50          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 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850      0 0 3446 829 2850 0 1425 0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.38 0.00 0.00 0.12 0.12 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:              547          0          50          0
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.941
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.          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  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 1752 130 131 381 0 0 0 0 534 0 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
Initial Bse:          0 1752 130 131 381 0 0 0 0 534 0 79
Added Vol:            0  1  0  0  4  0  0  0  0  0  0  1
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:         0 1753 130 131 385 0 0 0 0 534 0 80
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              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 1753 130 131 385 0 0 0 0 534 0 80
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:         0 1753 130 131 385 0 0 0 0 534 0 80
PCE Adj:              1.00 1.00 1.00 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.:           0 1753 143 131 385 0 0 0 0 587 0 80
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 1.76 0.00 0.24
Final Sat.:           0 2850 1425 1425 2850 0 0 0 0 2508 0 342
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.62 0.10 0.09 0.14 0.00 0.00 0.00 0.00 0.23 0.00 0.23
Crit Vol:              876          131          0          334
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B 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:        47          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:             0 876 41 416 489 18 0 0 2 0 0 100
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 876 41 416 489 18 0 0 2 0 0 100
Added Vol:            0 10 0 29 4 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 886 41 445 493 18 0 0 2 0 0 100
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 886 41 445 493 18 0 0 2 0 0 100
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 886 41 445 493 18 0 0 2 0 0 100
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 886 41 489 493 18 0 0 2 0 0 110
-----|-----|-----|-----|-----|
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:                0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2628 122 2750 2653 97 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.34 0.34 0.18 0.19 0.19 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:              463 245 2 0
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.610
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
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          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               31 1185 149          68 411 0          4 0 27 185 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:            31 1185 149          68 411 0          4 0 27 185 0 75
Added Vol:              56 10 0          0 4 0          0 15 56 0 15 0
PasserByVol:           0 0 0          0 0 0          0 0 0 0 0 0 0
Initial Fut:            87 1195 149          68 415 0          4 15 83 185 15 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:             87 1195 149          68 415 0          4 15 83 185 15 75
Reduct Vol:             0 0 0          0 0 0          0 0 0 0 0 0 0
Reduced Vol:           87 1195 149          68 415 0          4 15 83 185 15 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 1.10 1.00 1.00
Final Vol.:            87 1195 149          68 415 0          4 15 83 204 15 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:                 1.00 2.00 1.00          1.00 3.00 0.00          0.04 0.15 0.81 2.00 0.17 0.83
Final Sat.:           1425 2850 1425          1425 4275 0          56 210 1160 2850 238 1188
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.42 0.10          0.05 0.10 0.00          0.07 0.07 0.07 0.07 0.06 0.06
Crit Vol:              598          68          102          102
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.740
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        88          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0 0 0 0 0 0 0 0 0 0
Lanes:                 1 0 3 0 1 1 0 3 0 1 1 0 2 0 1 1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              43 1827 95 22 1240 41 69 142 73 311 172 30
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           43 1827 95 22 1240 41 69 142 73 311 172 30
Added Vol:              0 6 0 0 217 0 0 0 1 2 2 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           43 1833 95 22 1457 41 69 142 74 313 174 30
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            43 1833 95 22 1457 41 69 142 74 313 174 30
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           43 1833 95 22 1457 41 69 142 74 313 174 30
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            43 1833 95 22 1457 41 69 142 74 313 174 30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 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 1.71 0.29
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2346 404
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.44 0.07 0.02 0.35 0.03 0.05 0.05 0.05 0.23 0.07 0.07
Crit Vol:               611 22 71 313
Crit Moves:            **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.824
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        106          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  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1929 2106          0          0 1352 25          0  0 1074          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:           1929 2106          0          0 1352 25          0  0 1074          0  0  0
Added Vol:              14 188          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:           1943 2294          0          0 1353 25          0  0 1074          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:            1943 2294          0          0 1353 25          0  0 1074          0  0  0
Reduct Vol:            0  0          0          0  0  0          0  0  0          0  0  0
Reduced Vol:           1943 2294          0          0 1353 25          0  0 1074          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:               1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:            2137 2294          0          0 1353 25          0  0 1181          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:                 4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:            5700 4275          0          0 5597 103          0  0 5700          0 1425  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.37 0.54  0.00  0.00 0.24  0.24  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:               534          344          295          0
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.905
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             71 1772          55 96 1003          79 107 244          78 52 616          376
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          71 1772          55 96 1003          79 107 244          78 52 616          376
Added Vol:            0 7          0 0 217          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          71 1779          55 96 1220          79 107 244          78 52 616          376
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          71 1779          55 96 1220          79 107 244          78 52 616          376
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:         71 1779          55 96 1220          79 107 244          78 52 616          376
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:           71 1779          55 96 1220          79 118 244          78 52 616          376
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.24 0.76
Final Sat.:           1375 4125          1375 1375 4125          1375 2750 2750          1375 1375 1708 1042
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.43          0.04 0.07 0.30          0.06 0.04 0.09          0.06 0.04 0.36          0.36
Crit Vol:              593          96          59
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.635
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Pershing Drive          Westchester Parkway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  0  0  2  0  1          1  0  2  0  0          0  0  0  0  0          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 1074  404  64 457  0  0  0  0  265  0  55
Growth Adj:             1.00 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 1074  404  64 457  0  0  0  0  265  0  55
Added Vol:              0  0  192  0  0  0  0  0  0  179  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0 1074  596  64 457  0  0  0  0  444  0  55
User Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                1.00 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 1074  596  64 457  0  0  0  0  444  0  55
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1074  596  64 457  0  0  0  0  444  0  55
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1074  596  64 457  0  0  0  0  488  0  55
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 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 0.38  0.42  0.04 0.16  0.00 0.00 0.00  0.00 0.17 0.00  0.04
Crit Vol:              596  64 0  244
Crit Moves:            ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.947
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:              169 2023          23   129 1540          62   14 141   70   173 529   315
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           169 2023          23   129 1540          62   14 141   70   173 529   315
Added Vol:             182   6           0   0   1 219          0   0   0   0   3   0
PasserByVol:           0   0           0   0   0           0   0   0   0   0   0
Initial Fut:           351 2029          23   129 1541          281  14 141   70   173 532   315
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               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 2029          23   129 1541          281  14 141   70   173 532   315
Reduct Vol:            0   0           0   0   0           0   0   0   0   0   0
Reduced Vol:           351 2029          23   129 1541          281  14 141   70   173 532   315
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 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
Final Vol.:            351 2029          23   129 1541          281  14 141   70   173 532   315
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 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 1.34 0.66          1.00 1.26 0.74
Final Sat.:            1375 4125          1375 1375 4125          1375 1838 912          1375 1727 1023
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.26 0.49          0.02 0.09 0.37          0.20 0.01 0.08          0.08 0.13 0.31          0.31
Crit Vol:              351                    514                    14                    423
Crit Moves:           ****                    ****                    ****                    ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.954
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             64 1952  10    35 1251  200    708  73  75    39 108  353
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          64 1952  10    35 1251  200    708  73  75    39 108  353
Added Vol:            0  7  0          0  217  0          0  0  0          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          64 1959  10    35 1468  200    708  73  75    39 108  353
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           64 1959  10    35 1468  200    708  73  75    39 108  353
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          64 1959  10    35 1468  200    708  73  75    39 108  353
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           64 1959  10    35 1468  200    779  73  75    39 108  353
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
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:              0.04 0.44  0.01  0.02 0.33  0.13  0.26 0.05  0.05  0.03 0.07  0.24
Crit Vol:              653          35          389          353
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.822
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        81          Level Of Service:          D
*****
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:               134 2135          27 32 1168 181 162 89 141 43 198 118
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           134 2135          27 32 1168 181 162 89 141 43 198 118
Added Vol:              0 7 0          0 217 0 0 0 0 0 0 0 0
PasserByVol:           0 0 0          0 0 0 0 0 0 0 0 0 0
Initial Fut:           134 2142          27 32 1385 181 162 89 141 43 198 118
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            134 2142          27 32 1385 181 162 89 141 43 198 118
Reduct Vol:            0 0 0          0 0 0 0 0 0 0 0 0 0
Reduced Vol:           134 2142          27 32 1385 181 162 89 141 43 198 118
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            134 2142          27 32 1385 181 162 89 141 43 198 118
-----|-----|-----|-----|
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 0.63 0.37
Final Sat.:            1500 4444          56 1500 4500 1500 1500 1500 1500 1500 940 560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.48 0.48 0.02 0.31 0.12 0.11 0.06 0.09 0.03 0.21 0.21
Crit Vol:              723          32          162          316
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.690
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             38 2008          17  27 1204          34  68  63  41  23 118  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:          38 2008          17  27 1204          34  68  63  41  23 118  145
Added Vol:            0  7  0            0  217  0            0  0  0  0  0  0  0
PasserByVol:          0  0  0            0  0  0            0  0  0  0  0  0  0
Initial Fut:          38 2015          17  27 1421          34  68  63  41  23 118  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:           38 2015          17  27 1421          34  68  63  41  23 118  145
Reduct Vol:           0  0  0            0  0  0            0  0  0  0  0  0  0
Reduced Vol:          38 2015          17  27 1421          34  68  63  41  23 118  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.:           38 2015          17  27 1421          34  68  63  41  23 118  145
-----|-----|-----|-----|-----|
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 2.93  0.07  0.39 0.37  0.24 1.00 0.45  0.55
Final Sat.:           1500 4462          38 1500 4395          105 593 549  358 1500 673  827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.45  0.45  0.02 0.32  0.32  0.11 0.11  0.11  0.02 0.18  0.18
Crit Vol:              677          27          68          263
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.431
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.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                1 0 1 1 0           1 0 2 1 0           1 0 1 0 1           0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             362  921   11   12  437   80   18   0   74   5   0   13
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           362  921   11   12  437   80   18   0   74   5   0   13
Added Vol:             0   10   0           0   4   0   0   0   0   0   0
PasserByVol:          0   0   0           0   0   0   0   0   0   0   0
Initial Fut:           362  931   11   12  441   80   18   0   74   5   0   13
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           362  931   11   12  441   80   18   0   74   5   0   13
Reduct Vol:           0   0   0           0   0   0   0   0   0   0   0
Reduced Vol:           362  931   11   12  441   80   18   0   74   5   0   13
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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.:            362  931   11   12  441   80   18   0   74   5   0   13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.98  0.02  1.00 2.54  0.46  1.00 1.00  1.00 0.28 0.00  0.72
Final Sat.:           1425 2817   33  1425 3619   656  1425 1425  1425 396   0  1029
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.25 0.33  0.33  0.01 0.12  0.12  0.01 0.00  0.05 0.01 0.00  0.01
Crit Vol:              362          174          74   5
Crit Moves:          ****          ****          ****  ****
*****

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Scenario Report
Scenario: Future 2019 w/o-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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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.913
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             455  528  123  105  491  141  142 1958  455  101 1208  146
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          455  528  123  105  491  141  142 1958  455  101 1208  146
Added Vol:            46   5   0   0   1   1   0  107   9   0  38   0
PasserByVol:         0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          501  533  123  105  492  142  142 2065  464  101 1246  146
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          501  533  123  105  492  142  142 2065  464  101 1246  146
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:         501  533  123  105  492  142  142 2065  464  101 1246  146
PCE Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:             1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:          551  533  123  116  492  142  142 2065  464  101 1246  146
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.27  0.73  1.00 3.58  0.42
Final Sat.:          2750 2234   516  2750 2750  1375  1375 4491  1009  1375 4923   577
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.20 0.24  0.24  0.04 0.18  0.10  0.10 0.46  0.46  0.07 0.25  0.25
Crit Vol:            276          246          632          101
Crit Moves:         ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.726
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             136  363  235  370  578  123  225  1204  263  162  420  398
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          136  363  235  370  578  123  225  1204  263  162  420  398
Added Vol:            2   3   0   9   0   1   6  69  16   0  14  43
PasserByVol:         0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:         138  366  235  379  578  124  231  1273  279  162  434  441
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:          138  366  235  379  578  124  231  1273  279  162  434  441
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:         138  366  235  379  578  124  231  1273  279  162  434  441
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:          152  366  235  417  578  136  254  1273  279  178  434  441
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  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  2.46  0.54  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2750  1375  2750  3383  742  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06  0.13  0.17  0.15  0.21  0.10  0.09  0.38  0.38  0.06  0.11  0.32
Crit Vol:              183          208          517          89
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
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.          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:        13  977  32  36 1112  66  61  81  24  27  41  62
Growth Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     13  977  32  36 1112  66  61  81  24  27  41  62
Added Vol:       0  52  0  0  10  0  0  0  0  0  0  0
PasserByVol:    0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:     13 1029  32  36 1122  66  61  81  24  27  41  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:     13 1029  32  36 1122  66  61  81  24  27  41  62
Reduct Vol:     0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:    13 1029  32  36 1122  66  61  81  24  27  41  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  1.00 1.00  1.00
Final Vol.:     13 1029  32  36 1122  66  61  81  24  27  41  62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.77  0.23  1.00 1.00  1.00
Final Sat.:    1375 2667  83  1375 2597  153  1375 1061  314  1375 1375  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.01 0.39  0.39  0.03 0.43  0.43  0.04 0.08  0.08  0.02 0.03  0.05
Crit Vol:       13          594          105          27
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.954
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:              123  286  547  585  715  339  109  1236  470  88  790  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:           123  286  547  585  715  339  109  1236  470  88  790  211
Added Vol:              4   0   0           0   1   1           0  43  64           0  33   0
PasserByVol:           0   0   0           0   0   0           0   0   0           0   0   0
Initial Fut:           127  286  547  585  716  340  109  1279  534  88  823  211
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  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  286  547  585  716  340  109  1279  534  88  823  211
Reduct Vol:            0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:           127  286  547  585  716  340  109  1279  534  88  823  211
PCE Adj:               1.00  1.00  1.00  1.00  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.:            127  286  602  585  716  374  109  1279  534  88  823  211
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:            1.00  1.00  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  3.18  0.82
Final Sat.:            1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4378  1122
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09  0.10  0.22  0.43  0.26  0.14  0.08  0.31  0.39  0.06  0.19  0.19
Crit Vol:              301  585           426           0
Crit Moves:            ****  ****           ****           ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.795
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3443          0 0 2700          50 0 0 0          467 88 229
Growth Adj:             1.00 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 3443          0 0 2700          50 0 0 0          467 88 229
Added Vol:              0 1 0          0 0 235          19 0 0 0          5 57 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:            0 3444          0 0 2935          69 0 0 0          472 145 229
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 3444          0 0 2935          69 0 0 0          472 145 229
Reduct Vol:             0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           0 3444          0 0 2935          69 0 0 0          472 145 229
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 3444          0 0 2935          69 0 0 0          519 145 252
-----|-----|-----|-----|-----|
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 1.56 0.44 2.00
Final Sat.:             0 6000 1500          0 6000 1500          0 0 0          2345 655 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.00 0.57 0.00 0.00 0.49 0.05 0.00 0.00 0.00 0.22 0.22 0.08
Crit Vol:               861          0          0          332
Crit Moves:             ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.675
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          0  0  0  0
Lanes:               2  0  0  0  1          0  0  0  0  1          1  0  2  1  1          0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:            649  0  338          0  0  39          24 1756  552          0  888  14
Growth Adj:          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:         649  0  338          0  0  39          24 1756  552          0  888  14
Added Vol:           26  0  0          0  0  0          0  38  5          0  6  0
PasserByVol:         0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:         675  0  338          0  0  39          24 1794  557          0  894  14
User Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          675  0  338          0  0  39          24 1794  557          0  894  14
Reduct Vol:          0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:         675  0  338          0  0  39          24 1794  557          0  894  14
PCE Adj:            1.00 1.00 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.:          743  0  338          0  0  39          24 1794  613          0  894  14
-----|-----|-----|-----|-----|
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 2.98 1.02          0.00 2.95 0.05
Final Sat.:          3000  0 1500          0  0 1500          1500 4473 1527          0 4431  69
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.25 0.00 0.23          0.00 0.00 0.03          0.02 0.40 0.40          0.00 0.20 0.20
Crit Vol:            371          39          602          0
Crit Moves:         ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.695
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        75          Level Of Service:          B
*****
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:             152 23 382        54 31 14         21 1502 147      120 556 34
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          152 23 382        54 31 14         21 1502 147      120 556 34
Added Vol:            0 0 0          0 0 0          0 91 2           0 17 0
PasserByVol:         0 0 0          0 0 0          0 0 0           0 0 0
Initial Fut:          152 23 382        54 31 14         21 1593 149      120 573 34
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           152 23 382        54 31 14         21 1593 149      120 573 34
Reduct Vol:           0 0 0          0 0 0          0 0 0           0 0 0
Reduced Vol:          152 23 382        54 31 14         21 1593 149      120 573 34
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.10    1.10 1.00 1.10    1.00 1.00 1.00    1.10 1.00 1.00
Final Vol.:           152 23 420        59 31 15         21 1593 149      132 573 34
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375    1375 1375 1375    1375 1375 1375    1375 1375 1375
Adjustment:           1.00 1.00 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    1.68 0.32 1.00    1.00 2.74 0.26    2.00 2.83 0.17
Final Sat.:           1375 1375 2750    2316 434 1375    1375 3772 353     2750 3894 231
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.02 0.15    0.03 0.07 0.01    0.02 0.42 0.42    0.05 0.15 0.15
Crit Vol:             210          98          581          66
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.714
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          C
*****
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 1401  652  565 2476  0  0  0  0  620  0  102
Growth Adj:            1.00 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 1401  652  565 2476  0  0  0  0  620  0  102
Added Vol:              0  48  169  0  13  0  0  0  0  39  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0 1449  821  565 2489  0  0  0  0  659  0  102
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 1449  0  565 2489  0  0  0  0  659  0  102
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1449  0  565 2489  0  0  0  0  659  0  102
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 1449  0  622 2489  0  0  0  0  725  0  102
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              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
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 0.24  0.00  0.21 0.55  0.00 0.00 0.00  0.00 0.16 0.00  0.07
Crit Vol:              0          830          0          242
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.763
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        96          Level Of Service:          C
*****
Street Name:          La CIENEGA BLVD.          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:             63 198  677  386 378  238  223 1261  144  41 360  165
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          63 198  677  386 378  238  223 1261  144  41 360  165
Added Vol:            0  0  0          16  0  41  41  40  1  0  7  19
PasserByVol:         0  0  0          0  0  0  0  0  0  0  0  0
Initial Fut:          63 198  677  402 378  279  264 1301  145  41 367  184
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          63 198  677  402 378  279  264 1301  145  41 367  184
Reduct Vol:           0  0  0          0  0  0  0  0  0  0  0  0
Reduced Vol:         63 198  677  402 378  279  264 1301  145  41 367  184
PCE Adj:             1.00 1.00  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.:          69 198  745  442 378  307  290 1301  160  45 367  202
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:          1.00 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 1.66  1.34  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:          2750 1375  2750  2750 2277  1848  2750 4125  2750  2750 4125  2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.03 0.14  0.27  0.16 0.17  0.17  0.11 0.32  0.06  0.02 0.09  0.07
Crit Vol:            372  221          434          23
Crit Moves:          ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.847
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        122          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:             224 0 438          4 1 1              0 1038 384 572 727 2
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
Initial Bse:          224 0 438          4 1 1              0 1038 384 572 727 2
Added Vol:            0 0 0              0 0 0              0 489 1 0 191 0
PasserByVol:          0 0 0              0 0 0              0 0 0 0 0 0 0
Initial Fut:          224 0 438          4 1 1              0 1527 385 572 918 2
User Adj:             1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
PHF Volume:           224 0 0              4 1 1              0 1527 385 572 918 2
Reduct Vol:           0 0 0              0 0 0              0 0 0 0 0 0 0
Reduced Vol:          224 0 0              4 1 1              0 1527 385 572 918 2
PCE Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.10 1.00
Final Vol.:           246 0 0              4 1 1              0 1527 385 629 918 2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425
Adjustment:           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          0.66 0.17 0.17          1.00 2.00 1.00 2.00 2.00
Final Sat.:           2850 0 1425          950 238 238          1425 2850 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.00 0.00          0.00 0.00 0.00          0.00 0.54 0.27 0.22 0.32 0.00
Crit Vol:             123              6              763              315
Crit Moves:          ****              ****              ****              ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.741
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        72          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  0  1  0          2  0  0  0  1          2  0  2  0  0          1  0  2  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  3  6  890  0  201  149  421  0  1  413  556
Growth Adj:              1.00 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  3  6  890  0  201  149  421  0  1  413  556
Added Vol:                0  0  0  489  0  0  0  0  0  0  0  191
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0  3  6  1379  0  201  149  421  0  1  413  747
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  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  3  6  1379  0  201  149  421  0  1  413  747
Reduct Vol:              0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:              0  3  6  1379  0  201  149  421  0  1  413  747
PCE Adj:                  1.00 1.00 1.00 1.00 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 1.10
Final Vol.:              0  3  6  1517  0  201  164  421  0  1  413  822
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 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 0.33 0.67 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:              0  475  950 2850 0  1425  2850 2850 0  1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.01 0.01 0.53 0.00 0.14 0.06 0.15 0.00 0.00 0.14 0.29
Crit Vol:                 9  758  82  207
Crit Moves:              ****  ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.375
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             141 1762  987  670 2348  15  228 358  168  155 331  383
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          141 1762  987  670 2348  15  228 358  168  155 331  383
Added Vol:            4   6   0   38  40   0   11  57   0   0  18   0
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          145 1768  987  708 2388  15  239 415  168  155 349  383
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              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 1768  987  708 2388  15  239 415  168  155 349  383
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          145 1768  987  708 2388  15  239 415  168  155 349  383
PCE Adj:              1.00 1.00  1.00  1.00 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.:           145 1768  987  779 2388  15  263 415  168  171 349  383
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 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 3.98  0.02 2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5466  34  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.43  0.72  0.28 0.44  0.44 0.10 0.10  0.12  0.06 0.08  0.28
Crit Vol:              987  389          131          383
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.463
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        35          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:       123  0  248  97  175  179  0  972  56  35  758  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:    123  0  248  97  175  179  0  972  56  35  758  0
Added Vol:      0  0  0  0  0  0  0  93  2  0  17  0
PasserByVol:    0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:    123  0  248  97  175  179  0  1065  58  35  775  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:     123  0  248  97  175  179  0  1065  58  35  775  0
Reduct Vol:     0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:    123  0  248  97  175  179  0  1065  58  35  775  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.:     123  0  273  107  175  197  0  1065  58  39  775  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 1.35 1.65 0.00 2.85 0.15 2.00 3.00 0.00
Final Sat.:     1425 0  2850 1425 1926 2349 0 4054 221 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.09 0.00 0.10 0.07 0.09 0.08 0.00 0.26 0.26 0.01 0.18 0.00
Crit Vol:        136          129          374          19
Crit Moves:      ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 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:             499  0  198      0  0  0         0 1550  477  136  612  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:           499  0  198      0  0  0         0 1550  477  136  612  0
Added Vol:             32  0  22       0  0  0         0  59  19  22  26  0
PasserByVol:          0  0  0         0  0  0         0  0  0  0  0  0  0
Initial Fut:          531  0  220      0  0  0         0 1609  496  158  638  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:           531  0  220      0  0  0         0 1609  496  158  638  0
Reduct Vol:           0  0  0         0  0  0         0  0  0  0  0  0  0
Reduced Vol:          531  0  220      0  0  0         0 1609  496  158  638  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.:           584  0  242      0  0  0         0 1609  546  174  638  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 2.99 1.01 2.00 2.00 0.00
Final Sat.:           2850  0 2850      0  0  0         0 4257 1443 2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.00 0.08  0.00 0.00 0.00  0.00 0.38 0.38 0.06 0.22 0.00
Crit Vol:              292          0          539          87
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.820
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
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:                165  0  284          0  0  0          0  2613  277          0  429  233
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              165  0  284          0  0  0          0  2613  277          0  429  233
Added Vol:                16  0  0          0  0  0          0  40  16          0  11  0
PasserByVol:             0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              181  0  284          0  0  0          0  2653  293          0  440  233
User Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 0.00          1.00 1.00 0.00
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 0.00          1.00 1.00 0.00
PHF Volume:              181  0  284          0  0  0          0  2653  0          0  440  0
Reduct Vol:              0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              181  0  284          0  0  0          0  2653  0          0  440  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.:              199  0  284          0  0  0          0  2653  0          0  440  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.:              1425  0 1425          0  0  0          0  4275 1425          0  4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.14 0.00 0.20          0.00 0.00 0.00          0.00 0.62 0.00          0.00 0.10 0.00
Crit Vol:                 284          0          884          0
Crit Moves:               ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.587
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          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  541  352  310  705  4  0  0  0  69  0  77
Growth Adj:           1.00 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  541  352  310  705  4  0  0  0  69  0  77
Added Vol:            0  4  1  0  1  0  0  0  0  0  0  0
PasserByVol:         0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:         0  545  353  310  706  4  0  0  0  69  0  77
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 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  545  353  310  706  4  0  0  0  69  0  77
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:         0  545  353  310  706  4  0  0  0  69  0  77
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  545  353  310  706  4  0  0  0  76  0  77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 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 1.21  0.79  1.00 2.98  0.02  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:           0 1730  1120  1425 4251  24  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.32  0.32  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:             449 310 0
Crit Moves:           ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.362
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.          / 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:             52 761          0 0 828          66 111 0 134          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:          52 761          0 0 828          66 111 0 134          0 0 0
Added Vol:            0 4          0 0 1          0 0 0          0 0 0
PasserByVol:         0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          52 765          0 0 829          66 111 0 134          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:           52 765          0 0 829          66 111 0 134          0 0 0
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          52 765          0 0 829          66 111 0 134          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.:           52 765          0 0 829          66 122 0 134          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 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3960          315 2850 0 1425          0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27 0.00 0.00 0.21 0.21 0.04 0.00 0.09 0.00 0.00 0.00
Crit Vol:              383          0          134          0
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.802
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        94          Level Of Service:          D
*****
Street Name:          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  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  604  63  194  769  0  0  0  0  850  0  359
Growth Adj:           1.00 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  604  63  194  769  0  0  0  0  850  0  359
Added Vol:            0  0  0  0  2  0  0  0  0  0  0  1
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  604  63  194  771  0  0  0  0  850  0  360
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  604  63  194  771  0  0  0  0  850  0  360
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  604  63  194  771  0  0  0  0  850  0  360
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           0  604  69  194  771  0  0  0  0  935  0  360
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 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 1.44 0.00 0.56
Final Sat.:           0  2850 1425 1425 2850 0  0  0  0  2058  0  792
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.21 0.05 0.14 0.27 0.00 0.00 0.00 0.00 0.45 0.00 0.45
Crit Vol:              302          194          0          648
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.413
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          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  634  38  351  837  1  0  0  2  0  0  409
Growth Adj:            1.00 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  634  38  351  837  1  0  0  2  0  0  409
Added Vol:              0  4  0  64  1  0  0  0  0  0  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0  638  38  415  838  1  0  0  2  0  0  409
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               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  638  38  415  838  1  0  0  2  0  0  409
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  638  38  415  838  1  0  0  2  0  0  409
PCE Adj:               1.00 1.00 1.00 1.00 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 1.10
Final Vol.:            0  638  38  457  838  1  0  0  2  0  0  450
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            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 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2595 155 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.25 0.25 0.17 0.31 0.31 0.00 0.00 0.00 0.00 0.00 0.16
Crit Vol:               338          228          2          0
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.413
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.          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  1  0          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                26  603  29          65  877  3          0  0  11  225  0  225
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              26  603  29          65  877  3          0  0  11  225  0  225
Added Vol:                56  4  0          0  1  0          0  15  56  0  15  0
PasserByVol:              0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:              82  607  29          65  878  3          0  15  67  225  15  225
User Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:               82  607  29          65  878  3          0  15  67  225  15  225
Reduct Vol:               0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:              82  607  29          65  878  3          0  15  67  225  15  225
PCE Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:               82  607  29          65  878  3          0  15  67  248  15  225
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:              1.00 1.00  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 2.99  0.01          0.00 0.18  0.82  1.89 0.11  1.00
Final Sat.:              1425 2850  1425          1425 4260  15          0  261  1164  2687 163  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.06 0.21  0.02          0.05 0.21  0.21          0.00 0.06  0.06  0.09 0.09  0.16
Crit Vol:                 82          294          82          131
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.921
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             122 1244   221   115 1704   141   130 352   97   324 263   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:          122 1244   221   115 1704   141   130 352   97   324 263   67
Added Vol:            0 164     0     0  51     0     53  8   139     0  0     0
PasserByVol:         0  0     0     0  0     0     0  0     0     0  0     0
Initial Fut:          122 1408   221   115 1755   141   183 360   236   324 263   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:          122 1408   221   115 1755   141   183 360   236   324 263   67
Reduct Vol:           0  0     0     0  0     0     0  0     0     0  0     0
Reduced Vol:         122 1408   221   115 1755   141   183 360   236   324 263   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   1.00 1.00   1.00   1.00 1.00   1.00
Final Vol.:           122 1408   221   115 1755   141   183 360   236   324 263   67
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   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 1.59   0.41
Final Sat.:           1375 4125   1375   1375 4125   1375   1375 2750   1375   1375 2192   558
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.34   0.16   0.08 0.43   0.10   0.13 0.13   0.17   0.24 0.12   0.12
Crit Vol:             122          585          236   324
Crit Moves:          ****          ****          ****   ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.052
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 4 0 2 1 0      0 0 3 1 0      0 0 0 0 4      0 0 1 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              1516 1959          0 0 2060 41          0 0 1790          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:           1516 1959          0 0 2060 41          0 0 1790          0 0 0
Added Vol:             0 1 0          0 221 0          0 0 33          0 0 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           1516 1960          0 0 2281 41          0 0 1823          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
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            1516 1960          0 0 2281 41          0 0 1823          0 0 0
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           1516 1960          0 0 2281 41          0 0 1823          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
MLF Adj:               1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:            1668 1960          0 0 2281 41          0 0 2005          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            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 3.00 0.00 0.00 3.93 0.07 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:            5700 4275          0 0 5599 101          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.29 0.46 0.00 0.00 0.41 0.41 0.00 0.00 0.35 0.00 0.00 0.00
Crit Vol:               417          580          501          0
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.982
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             167 1319 117 342 1763 272 218 776 129 108 515 201
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          167 1319 117 342 1763 272 218 776 129 108 515 201
Added Vol:            0 217 0 0 51 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          167 1536 117 342 1814 272 218 776 129 108 515 201
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:           167 1536 117 342 1814 272 218 776 129 108 515 201
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          167 1536 117 342 1814 272 218 776 129 108 515 201
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 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:           167 1536 117 342 1814 272 240 776 129 108 515 201
-----|-----|-----|-----|
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 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.44 0.56
Final Sat.:           1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1978 772
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.37 0.09 0.25 0.44 0.20 0.09 0.28 0.09 0.08 0.26 0.26
Crit Vol:              512          342          388          108
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.567
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          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  566  311      75  628      0      0  0  0  0  187  0  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:          0  566  311      75  628      0      0  0  0  0  187  0  108
Added Vol:            0  0  201      0  0  0      0  0  0  0  216  0  0
PasserByVol:         0  0  0      0  0  0      0  0  0  0  0  0  0
Initial Fut:          0  566  512      75  628      0      0  0  0  0  403  0  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:           0  566  512      75  628      0      0  0  0  0  403  0  108
Reduct Vol:           0  0  0      0  0  0      0  0  0  0  0  0  0
Reduced Vol:          0  566  512      75  628      0      0  0  0  0  403  0  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:              1.00 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  566  512      75  628      0      0  0  0  0  443  0  108
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 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 0.20  0.36  0.05 0.22  0.00 0.00 0.00  0.00 0.16 0.00  0.08
Crit Vol:              512  75      0      222
Crit Moves:           ****  ****      ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.998
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:                189 1575          74 212 1956          65 63 272 100          262 285 206
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              189 1575          74 212 1956          65 63 272 100          262 285 206
Added Vol:                1 0 0          2 166 23          164 0 55          0 0 0
PasserByVol:              0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:              190 1575          74 214 2122          88 227 272 155          262 285 206
User Adj:                 1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:              190 1575          74 214 2122          88 227 272 155          262 285 206
Reduct Vol:                0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:              190 1575          74 214 2122          88 227 272 155          262 285 206
PCE Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Vol.:               190 1575          74 214 2122          88 227 272 155          262 285 206
-----|-----|-----|-----|-----|
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:                   1.00 3.00 1.00          1.00 3.00 1.00          1.00 1.27 0.73          1.00 1.16 0.84
Final Sat.:              1375 4125 1375          1375 4125 1375          1375 1752 998          1375 1596 1154
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.14 0.38 0.05          0.16 0.51 0.06          0.17 0.16 0.16          0.19 0.18 0.18
Crit Vol:                 190          707          214          262
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.590
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          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:             64 1621   38   123 1374   324   187  38   53   23  47   35
Growth Adj:           1.00 1.00   1.00  1.00 1.00   1.00  1.00  1.00  1.00 1.00  1.00
Initial Bse:          64 1621   38   123 1374   324   187  38   53   23  47   35
Added Vol:            0  217    0    0  51    0    0  0  0  0  0  0
PasserByVol:          0  0  0    0  0  0    0  0  0  0  0  0
Initial Fut:          64 1838   38   123 1425   324   187  38   53   23  47   35
User Adj:             1.00 1.00   1.00  1.00 1.00   1.00  1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00   1.00  1.00 1.00   1.00  1.00  1.00  1.00 1.00  1.00
PHF Volume:           64 1838   38   123 1425   324   187  38   53   23  47   35
Reduct Vol:           0  0  0    0  0  0    0  0  0  0  0  0
Reduced Vol:          64 1838   38   123 1425   324   187  38   53   23  47   35
PCE Adj:              1.00 1.00   1.00  1.00 1.00   1.00  1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00   1.00  1.00 1.00   1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:           64 1838   38   123 1425   324   206  38   53   23  47   35
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                1.00 3.00   1.00  1.00 3.00   1.00  2.00 1.00  1.00 1.00  1.00
Final Sat.:           1500 4500   1500  1500 4500   1500 3000 1500  1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.41   0.03  0.08 0.32   0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:              613          123          103          47
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.607
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:             86 1802          34 35 1415          184 113 58 83          28 48 30
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          86 1802          34 35 1415          184 113 58 83          28 48 30
Added Vol:            0 217           0 0 51 0          0 0 0 0          0 0 0 0
PasserByVol:         0 0 0           0 0 0 0          0 0 0 0          0 0 0 0
Initial Fut:          86 2019          34 35 1466          184 113 58 83          28 48 30
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           86 2019          34 35 1466          184 113 58 83          28 48 30
Reduct Vol:           0 0 0           0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:          86 2019          34 35 1466          184 113 58 83          28 48 30
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           86 2019          34 35 1466          184 113 58 83          28 48 30
-----|-----|-----|-----|
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 0.62 0.38
Final Sat.:           1500 4425          75 1500 4500          1500 1500 1500          1500 923 577
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.46 0.46 0.02 0.33 0.12 0.08 0.04 0.06 0.02 0.05 0.05
Crit Vol:              684          35          113          78
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.561
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             52 1794    16    41 1457    52    47 42    27    9 29    26
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          52 1794    16    41 1457    52    47 42    27    9 29    26
Added Vol:            0  217     0     0  51     0     0  0     0     0  0     0
PasserByVol:         0  0  0     0  0  0     0  0  0     0  0  0     0
Initial Fut:          52 2011    16    41 1508    52    47 42    27    9 29    26
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           52 2011    16    41 1508    52    47 42    27    9 29    26
Reduct Vol:           0  0  0     0  0  0     0  0  0     0  0  0     0
Reduced Vol:          52 2011    16    41 1508    52    47 42    27    9 29    26
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           52 2011    16    41 1508    52    47 42    27    9 29    26
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                1.00 2.98  0.02  1.00 2.90  0.10  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:           1500 4464    36  1500 4350    150  608 543  349  1500 791  709
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.45  0.45  0.03 0.35  0.35  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:              676          41          116          9
Crit Moves:           ****          ****          ****          ****
*****

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3. Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.464
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.          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:             118 564   12   45 767   52   88   3 264   6   1   11
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          118 564   12   45 767   52   88   3 264   6   1   11
Added Vol:            0   4   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:          118 568   12   45 768   52   88   3 264   6   1   11
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          118 568   12   45 768   52   88   3 264   6   1   11
Reduct Vol:           0   0   0          0   0   0          0   0   0          0   0   0
Reduced Vol:         118 568   12   45 768   52   88   3 264   6   1   11
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:          118 568   12   45 768   52   88   3 264   6   1   11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00 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 2.81 0.19 1.00 1.00 1.00 0.33 0.06 0.61
Final Sat.:         1425 2791   59 1425 4004 271 1425 1425 1425 475 79 871
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.08 0.20 0.20 0.03 0.19 0.19 0.06 0.00 0.19 0.01 0.01 0.01
Crit Vol:            118          273          264          6
Crit Moves:          ****          ****          ****  ****
*****

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3. Study Area Intersection Capacity Analysis

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Scenario Report
Scenario: Future 2019 with-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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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.656
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        66          Level Of Service:          B
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 2 0 1 1 0        2 0 2 0 1        1 0 3 1 0        1 0 3 1 0
-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              529 549 61 53 320 167 119 907 223 55 1158 83
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           529 549 61 53 320 167 119 907 223 55 1158 83
Added Vol:              9 0 0 0 5 0 1 64 16 0 52 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           538 549 61 53 325 167 120 971 239 55 1210 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
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            538 549 61 53 325 167 120 971 239 55 1210 83
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           538 549 61 53 325 167 120 971 239 55 1210 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
MLF Adj:               1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            592 549 61 58 325 167 120 971 239 55 1210 83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            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 1.80 0.20 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.74 0.26
Final Sat.:            2750 2475 275 2750 2750 1375 1375 4414 1086 1375 5147 353
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.22 0.22 0.22 0.02 0.12 0.12 0.09 0.22 0.22 0.04 0.24 0.24
Crit Vol:               296 163 120 323
Crit Moves:            **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.762
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Ovl              Include            Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             273  521  102  211  274  195  123  225  60  228  977  711
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          273  521  102  211  274  195  123  225  60  228  977  711
Added Vol:            16   0   0   14   2   5   0  12   0   0   63   9
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          289  521  102  225  276  200  123  237  60  228 1040  720
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           289  521  102  225  276  200  123  237  60  228 1040  720
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          289  521  102  225  276  200  123  237  60  228 1040  720
PCE Adj:              1.00 1.00 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.:           318  521  102  248  276  220  135  237  60  251 1040  720
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 2.00 1.00 2.00 1.67 1.33 2.00 2.39 0.61 2.00 3.00 1.00
Final Sat.:           2750 2750 1375 2750 2295 1830 2750 3292 833 2750 4125 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.19 0.07 0.09 0.12 0.12 0.05 0.07 0.07 0.09 0.25 0.52
Crit Vol:              261          0          68          720
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.593
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    56          Level Of Service:      A
*****
Street Name:      AVIATION BLVD.          111TH STREET
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Ovl          Include          Include          Ovl
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:   >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       30 1362  22  29 635  55  39 30  28  25 51  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:    30 1362  22  29 635  55  39 30  28  25 51  54
Added Vol:      0  9  0  0  22  0  0  0  0  0  0  0
PasserByVol:    0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:    30 1371  22  29 657  55  39 30  28  25 51  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:    30 1371  22  29 657  55  39 30  28  25 51  54
Reduct Vol:     0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   30 1371  22  29 657  55  39 30  28  25 51  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  1.00 1.00  1.00
Final Vol.:    30 1371  22  29 657  55  39 30  28  25 51  54
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:    1.00 1.00  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 1.85  0.15  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:   1375 2707  43  1375 2538  212  1375 711  664  1375 1375  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.51  0.51  0.02 0.26  0.26  0.03 0.04  0.04  0.02 0.04  0.04
Crit Vol:      696          29          39          51
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.857
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        160          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:             205  557  166  170  324  441  82  484  291  300  1615  817
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          205  557  166  170  324  441  82  484  291  300  1615  817
Added Vol:            10  0  0  0  4  0  1  32  31  0  41  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          215  557  166  170  328  441  83  516  322  300  1656  817
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           215  557  166  170  328  441  83  516  322  300  1656  817
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          215  557  166  170  328  441  83  516  322  300  1656  817
PCE Adj:              1.00  1.00  1.00  1.00  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.:           215  557  183  170  328  485  83  516  322  300  1656  817
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  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  3.00  1.00
Final Sat.:           1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16  0.20  0.07  0.12  0.12  0.18  0.06  0.13  0.23  0.22  0.40  0.59
Crit Vol:              279          0          83          817
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA 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:        168          Level Of Service:          E
*****
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 4230            0 0 1548            32 0 0 0            373 64 316
Growth Adj:           1.00 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 4230            0 0 1548            32 0 0 0            373 64 316
Added Vol:            0 159             0 0 8 0             0 0 0 0            52 17 43
PasserByVol:         0 0 0             0 0 0 0            0 0 0 0            0 0 0
Initial Fut:          0 4389            0 0 1556            32 0 0 0            425 81 359
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 4389            0 0 1556            32 0 0 0            425 81 359
Reduct Vol:           0 0 0             0 0 0 0            0 0 0 0            0 0 0
Reduced Vol:         0 4389            0 0 1556            32 0 0 0            425 81 359
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 4389            0 0 1556            32 0 0 0            468 81 395
-----|-----|-----|-----|-----|
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   1.70 0.30 2.00
Final Sat.:           0 6000 1500   0 6000 1500       0 0 0             2557 443 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.73 0.00   0.00 0.26 0.02   0.00 0.00 0.00   0.18 0.18 0.13
Crit Vol:              1097             0                 0                 274
Crit Moves:           ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.902
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        146          Level Of Service:          E
*****
Street Name:          405 NORTH OFF RAMP          CENTURY BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1169  0  357          0  0  24          4  559  182          0  1994  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:          1169  0  357          0  0  24          4  559  182          0  1994  6
Added Vol:            4  0  0          0  0  0          0  5  27          0  38  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          1173  0  357          0  0  24          4  564  209          0  2032  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:           1173  0  357          0  0  24          4  564  209          0  2032  6
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          1173  0  357          0  0  24          4  564  209          0  2032  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:              1.10  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.10          1.00  1.00  1.00
Final Vol.:           1290  0  357          0  0  24          4  564  230          0  2032  6
-----|-----|-----|-----|-----|
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  2.84  1.16          0.00  2.99  0.01
Final Sat.:           3000  0  1500          0  0  1500          1500  4263  1737          0  4487  13
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.43  0.00  0.24          0.00  0.00  0.02          0.00  0.13  0.13          0.00  0.45  0.45
Crit Vol:             645          24          4          679
Crit Moves:          ****          ****  ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.468
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Protected
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                1 0 1 0 2         1 0 1 0 1         1 0 2 1 0         2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             70 13 76          38 41 9           31 399 182        351 1294 53
Growth Adj:           1.00 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 13 76          38 41 9           31 399 182        351 1294 53
Added Vol:            2 0 0             0 0 0             0 12 0            0 85 0
PasserByVol:          0 0 0             0 0 0             0 0 0            0 0 0
Initial Fut:          72 13 76          38 41 9           31 411 182        351 1379 53
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           72 13 76          38 41 9           31 411 182        351 1379 53
Reduct Vol:           0 0 0             0 0 0             0 0 0            0 0 0
Reduced Vol:          72 13 76          38 41 9           31 411 182        351 1379 53
PCE Adj:              1.00 1.00 1.00    1.00 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.:           72 13 84          42 41 10          31 411 182        386 1379 53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375    1375 1375 1375    1375 1375 1375    1375 1375 1375
Adjustment:           1.00 1.00 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    1.35 0.65 1.00    1.00 2.08 0.92    2.00 2.89 0.11
Final Sat.:          1375 1375 2750    1860 890 1375    1375 2859 1266    2750 3972 153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.01 0.03    0.02 0.05 0.01    0.02 0.14 0.14    0.14 0.35 0.35
Crit Vol:             72             63             31             477
Crit Moves:          ****             ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.758
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          C
*****
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 2873 1012      136 898      0      0 0 0      0 764 0 132
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:          0 2873 1012      136 898      0      0 0 0      0 764 0 132
Added Vol:            0 7 2            0 48 0      0 0 0      0 169 0 0
PasserByVol:         0 0 0            0 0 0      0 0 0      0 0 0 0
Initial Fut:         0 2880 1014      136 946      0      0 0 0      0 933 0 132
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 2880 0          136 946      0      0 0 0      0 933 0 132
Reduct Vol:           0 0 0            0 0 0      0 0 0      0 0 0 0
Reduced Vol:         0 2880 0          136 946      0      0 0 0      0 933 0 132
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 2880 0          150 946      0      0 0 0      0 1026 0 132
-----|-----|-----|-----|-----|
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      0 4500 0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.48 0.00    0.05 0.21 0.00  0.00 0.00 0.00  0.23 0.00 0.09
Crit Vol:              720          75          0          342
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.567
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        53          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             71 279 132          92 184 314          288 192 133          96 865 633
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          71 279 132          92 184 314          288 192 133          96 865 633
Added Vol:            1 0 0          16 0 45          40 6 0          0 30 26
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          72 279 132          108 184 359          328 198 133          96 895 659
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           72 279 132          108 184 359          328 198 133          96 895 659
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          72 279 132          108 184 359          328 198 133          96 895 659
PCE Adj:              1.00 1.00 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.:           79 279 145          119 184 395          361 198 146          106 895 725
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.97 1.03          2.00 1.00 2.00          2.00 3.00 2.00          2.00 3.00 2.00
Final Sat.:           2750 2713 1412          2750 1375 2750          2750 4125 2750          2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.10 0.10          0.04 0.13 0.14          0.13 0.05 0.05          0.04 0.22 0.26
Crit Vol:             40          197 180          362
Crit Moves:          ****          **** ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.151
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
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  0  0  1        1  0  2  0  1        2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             461  1  550          0  0  4          0  825  205  498 1282  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:          461  1  550          0  0  4          0  825  205  498 1282  1
Added Vol:            1  0  0              0  0  0              0  137  0  0  519  0
PasserByVol:         0  0  0              0  0  0              0  0  0  0  0  0
Initial Fut:          462  1  550          0  0  4          0  962  205  498 1801  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:           462  1  0          0  0  4          0  962  205  498 1801  1
Reduct Vol:           0  0  0              0  0  0              0  0  0  0  0  0
Reduced Vol:          462  1  0          0  0  4          0  962  205  498 1801  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.:           508  1  0          0  0  4          0  962  205  548 1801  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:                1.99 0.01 1.00  0.00 0.00 1.00  1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2844  6 1425          0  0 1425  1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18 0.00  0.00 0.00 0.00  0.00 0.34 0.14 0.19 0.63 0.00
Crit Vol:              255                                4          481          901
Crit Moves:          ****                                ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.534
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        40          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          0 0 0 0
Lanes:                 0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:              0 1 3 717 0 83 189 311 1 8 368 1342
Growth Adj:            1.00 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 1 3 717 0 83 189 311 1 8 368 1342
Added Vol:             0 0 0 137 0 0 0 0 0 0 0 520
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           0 1 3 854 0 83 189 311 1 8 368 1862
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               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 1 3 854 0 83 189 311 1 8 368 1862
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 1 3 854 0 83 189 311 1 8 368 1862
PCE Adj:               1.00 1.00 1.00 1.00 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 1.10
Final Vol.:            0 1 3 939 0 83 208 311 1 8 368 2048
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            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 0.25 0.75 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:            0 356 1069 2850 0 1425 2850 2841 9 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00 0.33 0.00 0.06 0.07 0.11 0.11 0.01 0.13 0.72
Crit Vol:              4 470 104 184
Crit Moves:            **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.998
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             101 1738  527  369 2113  10  237 209  63  202 227  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:           101 1738  527  369 2113  10  237 209  63  202 227  421
Added Vol:             19  22  0          4  6  0          0  9  0          0  61  29
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:           120 1760  527  373 2119  10  237 218  63  202 288  450
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00
PHF Volume:           120 1760  527  373 2119  10  237 218  63  202 288  450
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:           120 1760  527  373 2119  10  237 218  63  202 288  450
PCE Adj:               1.00 1.00  1.00  1.00 1.00  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.:            120 1760  527  410 2119  10  261 218  63  222 288  450
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375 1375 1375 1375  1375
Adjustment:           1.00 1.00  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 3.98  0.02 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5474  26  2750 4125  1375 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.43  0.38  0.15 0.39  0.39 0.09 0.05  0.05 0.08 0.07  0.33
Crit Vol:              587          205          130          450
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.665
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Split Phase          Split Phase          Permitted          Protected
Rights:         Include          Include          Include          Include
Min. Green:     0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          1  0  0  0  2          1  1  0  1  1          0  0  2  1  0          2  0  3  0  0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       53  0  50  392  951  526  0  599  103  238  951  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:    53  0  50  392  951  526  0  599  103  238  951  0
Added Vol:      2  0  0  0  0  0  0  0  13  0  0  87  0
PasserByVol:    0  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:    55  0  50  392  951  526  0  612  103  238  1038  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:     55  0  50  392  951  526  0  612  103  238  1038  0
Reduct Vol:     0  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:    55  0  50  392  951  526  0  612  103  238  1038  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.:     55  0  55  431  951  579  0  612  103  262  1038  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 1.82 1.18 0.00 2.57 0.43 2.00 3.00 0.00
Final Sat.:     1425 0 2850 1425 2589 1686 0 3659 616 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.04 0.00 0.02 0.30 0.37 0.34 0.00 0.17 0.17 0.09 0.24 0.00
Crit Vol:       55          523          238          131
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.885
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        162          Level Of Service:          D
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ovl          Ovl          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1013  0  337          0  0  0          0  274  331  103 1036  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:           1013  0  337          0  0  0          0  274  331  103 1036  0
Added Vol:             19  0  22          0  0  0          0  24  3  22  53  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:           1032  0  359          0  0  0          0  298  334  125 1089  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:            1032  0  359          0  0  0          0  298  334  125 1089  0
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           1032  0  359          0  0  0          0  298  334  125 1089  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.:            1135  0  395          0  0  0          0  298  367  138 1089  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:              0.40 0.00 0.14          0.00 0.00 0.00          0.00 0.10 0.13 0.05 0.38 0.00
Crit Vol:              568          0          149          545
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.591
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        46          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 0 0 0
Lanes:                1 0 1! 0 0 0 0 0 0 0 2 1 1 0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             579 0 69 0 0 0 0 347 71 0 1403 524
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          579 0 69 0 0 0 0 347 71 0 1403 524
Added Vol:            16 0 0 0 0 0 0 6 16 0 40 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          595 0 69 0 0 0 0 353 87 0 1443 524
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:           595 0 69 0 0 0 0 353 0 0 1443 0
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          595 0 69 0 0 0 0 353 0 0 1443 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.:           655 0 69 0 0 0 0 353 0 0 1443 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.:           2578 0 272 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.25 0.00 0.25 0.00 0.00 0.00 0.00 0.08 0.00 0.00 0.34 0.00
Crit Vol:              362 0 0 0 0 0 0 0 0 0 481
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.606
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          LENNOX BLVD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permit+Prot          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                0 0 1 1 0          1 0 2 1 0          0 0 0 0 0          1 1 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 980 92          61 394 26          0 0 0          156 0 261
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0 980 92          61 394 26          0 0 0          156 0 261
Added Vol:            0 10 0          0 4 0          0 0 0          1 0 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          0 990 92          61 398 26          0 0 0          157 0 261
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0 990 92          61 398 26          0 0 0          157 0 261
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          0 990 92          61 398 26          0 0 0          157 0 261
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 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.:           0 990 92          61 398 26          0 0 0          173 0 261
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 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 2.82 0.18          0.00 0.00 0.00          2.00 0.00 1.00
Final Sat.:           0 2608 242          1425 4013 262          0 0 0          2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.38 0.38          0.04 0.10 0.10          0.00 0.00 0.00          0.06 0.00 0.18
Crit Vol:             541          61          0          261
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.419
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          / 111TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 2 0 0          0 0 2 1 0          2 0 0 0 1          0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             195 1084          0 0 420 102          41 0 50          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:          195 1084          0 0 420 102          41 0 50          0 0 0
Added Vol:            0 10 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:          195 1094          0 0 424 102          41 0 50          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:           195 1094          0 0 424 102          41 0 50          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          195 1094          0 0 424 102          41 0 50          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.:           195 1094          0 0 424 102          45 0 50          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 2.42 0.58 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3446 829 2850 0 1425          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.38 0.00 0.00 0.12 0.12 0.02 0.00 0.04 0.00 0.00 0.00
Crit Vol:              547          0          50          0
Crit Moves:           ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.941
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.           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 1 1 1           0 0 0 0           0 0 0 0           0 0 0 0
Lanes:                0 0 1 1 1           1 0 2 0 0         0 0 0 0 0         1 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             0 1752 130 131 381 0 0 0 0 534 0 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
Initial Bse:          0 1752 130 131 381 0 0 0 0 534 0 79
Added Vol:            0 1 0 0 4 0 0 0 0 0 0 1
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 1753 130 131 385 0 0 0 0 534 0 80
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              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 1753 130 131 385 0 0 0 0 534 0 80
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1753 130 131 385 0 0 0 0 534 0 80
PCE Adj:              1.00 1.00 1.00 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.:           0 1753 143 131 385 0 0 0 0 587 0 80
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 1.76 0.00 0.24
Final Sat.:           0 2850 1425 1425 2850 0 0 0 0 2508 0 342
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.62 0.10 0.09 0.14 0.00 0.00 0.00 0.00 0.23 0.00 0.23
Crit Vol:             876 131 0 334
Crit Moves:           ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B 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:        47          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:             0 876 41 416 489 18 0 0 2 0 0 100
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 876 41 416 489 18 0 0 2 0 0 100
Added Vol:            0 10 0 31 4 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 886 41 447 493 18 0 0 2 0 0 100
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 886 41 447 493 18 0 0 2 0 0 100
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 886 41 447 493 18 0 0 2 0 0 100
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Vol.:           0 886 41 492 493 18 0 0 2 0 0 110
-----|-----|-----|-----|-----|
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:                0.00 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2628 122 2750 2653 97 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.34 0.34 0.18 0.19 0.19 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:              463 246 2 0
Crit Moves:           **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.610
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
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          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             31 1185 149          68 411 0          4 0 27 185 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:          31 1185 149          68 411 0          4 0 27 185 0 75
Added Vol:            56 10 0          0 4 0          0 15 56 0 15 0
PasserByVol:         0 0 0          0 0 0          0 0 0 0 0 0 0
Initial Fut:          87 1195 149          68 415 0          4 15 83 185 15 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:           87 1195 149          68 415 0          4 15 83 185 15 75
Reduct Vol:           0 0 0          0 0 0          0 0 0 0 0 0 0
Reduced Vol:          87 1195 149          68 415 0          4 15 83 185 15 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 1.10 1.00 1.00
Final Vol.:           87 1195 149          68 415 0          4 15 83 204 15 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:                1.00 2.00 1.00 1.00 3.00 0.00 0.04 0.15 0.81 2.00 0.17 0.83
Final Sat.:           1425 2850 1425 1425 4275 0          56 210 1160 2850 238 1188
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.42 0.10 0.05 0.10 0.00 0.07 0.07 0.07 0.07 0.06 0.06
Crit Vol:             598          68          102          102
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.740
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        88          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                 1 0 3 0 1         1 0 3 0 1         1 0 2 0 1         1 0 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:              43 1827 95 22 1240 41 69 142 73 311 172 30
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           43 1827 95 22 1240 41 69 142 73 311 172 30
Added Vol:              0 9 0 0 217 0 0 0 1 2 2 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           43 1836 95 22 1457 41 69 142 74 313 174 30
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            43 1836 95 22 1457 41 69 142 74 313 174 30
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           43 1836 95 22 1457 41 69 142 74 313 174 30
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
Final Vol.:            43 1836 95 22 1457 41 69 142 74 313 174 30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 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 1.71 0.29
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2346 404
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.45 0.07 0.02 0.35 0.03 0.05 0.05 0.05 0.23 0.07 0.07
Crit Vol:               612 22 71 313
Crit Moves:            ****  ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.825
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        106          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  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               1929 2106          0          0 1352 25          0  0 1074          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:            1929 2106          0          0 1352 25          0  0 1074          0  0  0
Added Vol:               14 188          0          0  8  0          0  0  0          0  0  0
PasserByVol:            0  0          0          0  0  0          0  0  0          0  0  0
Initial Fut:            1943 2294          0          0 1360 25          0  0 1074          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:             1943 2294          0          0 1360 25          0  0 1074          0  0  0
Reduct Vol:              0  0          0          0  0  0          0  0  0          0  0  0
Reduced Vol:            1943 2294          0          0 1360 25          0  0 1074          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:                 1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:             2137 2294          0          0 1360 25          0  0 1181          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:                   4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:             5700 4275          0          0 5597 103          0  0 5700          0 1425  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.37 0.54  0.00  0.00 0.24  0.24  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:                 534          346          295          0
Crit Moves:              ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.905
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:                71 1772          55    96 1003          79    107 244          78    52 616          376
Growth Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:              71 1772          55    96 1003          79    107 244          78    52 616          376
Added Vol:                 0    9    0          0    217    0          0    0    0          0    0    0
PasserByVol:              0    0    0          0    0    0          0    0    0          0    0    0
Initial Fut:              71 1781          55    96 1220          79    107 244          78    52 616          376
User Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:               71 1781          55    96 1220          79    107 244          78    52 616          376
Reduct Vol:                 0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:              71 1781          55    96 1220          79    107 244          78    52 616          376
PCE Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:               71 1781          55    96 1220          79    118 244          78    52 616          376
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:              1.00 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 1.24 0.76
Final Sat.:              1375 4125          1375 1375 4125          1375 2750 2750          1375 1375 1708 1042
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.43          0.04 0.07 0.30          0.06 0.04 0.09          0.06 0.04 0.36          0.36
Crit Vol:                  594          96          59
Crit Moves:               ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
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:          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 1074  404  64 457  0  0  0  0  265  0  55
Growth Adj:             1.00 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 1074  404  64 457  0  0  0  0  265  0  55
Added Vol:              0  0  201  0  0  0  0  0  0  187  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0 1074  605  64 457  0  0  0  0  452  0  55
User Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                1.00 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 1074  605  64 457  0  0  0  0  452  0  55
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1074  605  64 457  0  0  0  0  452  0  55
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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 1074  605  64 457  0  0  0  0  497  0  55
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 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 0.38  0.42  0.04 0.16  0.00 0.00 0.00  0.00 0.17 0.00  0.04
Crit Vol:              605  64 0  249
Crit Moves:            ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.949
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:                169 2023          23 129 1540          62 14 141          70 173 529          315
Growth Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:              169 2023          23 129 1540          62 14 141          70 173 529          315
Added Vol:                182 6            0 0 1 219          3 0 8            0 0 3            0
PasserByVol:              0 0            0 0 0            0 0 0            0 0 0            0
Initial Fut:              351 2029          23 129 1541          281 17 141          78 173 532          315
User Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Adj:                  1.00 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 2029          23 129 1541          281 17 141          78 173 532          315
Reduct Vol:              0 0            0 0 0            0 0 0            0 0 0            0
Reduced Vol:              351 2029          23 129 1541          281 17 141          78 173 532          315
PCE Adj:                  1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          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.:              351 2029          23 129 1541          281 17 141          78 173 532          315
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:              1.00 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 1.29 0.71          1.00 1.26 0.74
Final Sat.:              1375 4125          1375 1375 4125          1375 1375 1771          979 1375 1727          1023
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.26 0.49          0.02 0.09 0.37          0.20 0.01 0.08          0.08 0.13 0.31          0.31
Crit Vol:                 351                    514                    17                    423
Crit Moves:              ****                    ****                    ****                    ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.954
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             64 1952          10  35 1251          200  708  73  75  39 108  353
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
Initial Bse:          64 1952          10  35 1251          200  708  73  75  39 108  353
Added Vol:            0  9  0            0  217  0            0  0  0  0  0  0  0
PasserByVol:          0  0  0            0  0  0            0  0  0  0  0  0  0
Initial Fut:          64 1961          10  35 1468          200  708  73  75  39 108  353
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
PHF Volume:           64 1961          10  35 1468          200  708  73  75  39 108  353
Reduct Vol:           0  0  0            0  0  0            0  0  0  0  0  0  0
Reduced Vol:          64 1961          10  35 1468          200  708  73  75  39 108  353
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
Final Vol.:           64 1961          10  35 1468          200  779  73  75  39 108  353
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
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  1.00
Final Sat.:           1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.44  0.01  0.02 0.33  0.13  0.26 0.05  0.05  0.03 0.07  0.24
Crit Vol:              654            35            389            353
Crit Moves:           ****            ****            ****            ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.822
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        81          Level Of Service:          D
*****
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:             134 2135          27 32 1168 181 162 89 141 43 198 118
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          134 2135          27 32 1168 181 162 89 141 43 198 118
Added Vol:            0 9 0          0 0 217 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0          0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          134 2144          27 32 1385 181 162 89 141 43 198 118
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           134 2144          27 32 1385 181 162 89 141 43 198 118
Reduct Vol:           0 0 0          0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          134 2144          27 32 1385 181 162 89 141 43 198 118
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           134 2144          27 32 1385 181 162 89 141 43 198 118
-----|-----|-----|-----|-----|
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 0.63 0.37
Final Sat.:           1500 4444          56 1500 4500 1500 1500 1500 1500 1500 940 560
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.48 0.48 0.02 0.31 0.12 0.11 0.06 0.09 0.03 0.21 0.21
Crit Vol:              724          32          162          316
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.691
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             38 2008          17  27 1204          34  68  63  41          23 118  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:          38 2008          17  27 1204          34  68  63  41          23 118  145
Added Vol:            0  9  0            0  217  0            0  0  0  0            0  0  0  0
PasserByVol:          0  0  0            0  0  0            0  0  0  0            0  0  0  0
Initial Fut:          38 2017          17  27 1421          34  68  63  41          23 118  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:           38 2017          17  27 1421          34  68  63  41          23 118  145
Reduct Vol:           0  0  0            0  0  0            0  0  0  0            0  0  0  0
Reduced Vol:          38 2017          17  27 1421          34  68  63  41          23 118  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.:           38 2017          17  27 1421          34  68  63  41          23 118  145
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                1.00 2.97  0.03  1.00 2.93  0.07  0.39 0.37  0.24  1.00 0.45  0.55
Final Sat.:           1500 4462          38 1500 4395          105 593 549  358 1500 673  827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.45  0.45  0.02 0.32  0.32  0.11 0.11  0.11  0.02 0.18  0.18
Crit Vol:              678          27          68          263
Crit Moves:           ****          ****          ****          ****
*****

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3. Study Area Intersection Capacity Analysis

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.431
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.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                1 0 1 1 0           1 0 2 1 0           1 0 1 0 1           0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             362 921   11   12 437   80   18   0   74   5   0   13
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          362 921   11   12 437   80   18   0   74   5   0   13
Added Vol:            0   10   0           0   4   0   0   0   0   0   0
PasserByVol:          0   0   0           0   0   0   0   0   0   0   0   0
Initial Fut:          362 931   11   12 441   80   18   0   74   5   0   13
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           362 931   11   12 441   80   18   0   74   5   0   13
Reduct Vol:           0   0   0           0   0   0   0   0   0   0   0   0
Reduced Vol:          362 931   11   12 441   80   18   0   74   5   0   13
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           362 931   11   12 441   80   18   0   74   5   0   13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.28 0.00 0.72
Final Sat.:           1425 2817 33 1425 3619 656 1425 1425 1425 396 0 1029
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.25 0.33 0.33 0.01 0.12 0.12 0.01 0.00 0.05 0.01 0.00 0.01
Crit Vol:              362           174           74           5
Crit Moves:          ****           ****           ****   ****
*****

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Scenario Report
Scenario: Future 2019 with-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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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.913
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:             455  528  123  105  491  141  142 1958  455  101 1208  146
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           455  528  123  105  491  141  142 1958  455  101 1208  146
Added Vol:             46   5   0   0   1   1   0  107   9   0  38   0
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:           501  533  123  105  492  142  142 2065  464  101 1246  146
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           501  533  123  105  492  142  142 2065  464  101 1246  146
Reduct Vol:            0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:           501  533  123  105  492  142  142 2065  464  101 1246  146
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           551  533  123  116  492  142  142 2065  464  101 1246  146
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.27  0.73  1.00 3.58  0.42
Final Sat.:           2750 2234   516  2750 2750  1375  1375 4491  1009  1375 4923   577
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.24  0.24  0.04 0.18  0.10  0.10 0.46  0.46  0.07 0.25  0.25
Crit Vol:             276          246          632          101
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.726
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        83          Level Of Service:          C
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             136  363  235  370  578  123  225  1204  263  162  420  398
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          136  363  235  370  578  123  225  1204  263  162  420  398
Added Vol:            2   3   0   9   0   1   6  69  16   0  14  43
PasserByVol:         0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:         138  366  235  379  578  124  231  1273  279  162  434  441
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:          138  366  235  379  578  124  231  1273  279  162  434  441
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:         138  366  235  379  578  124  231  1273  279  162  434  441
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.10  1.00  1.00  1.10  1.00  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Final Vol.:          152  366  235  417  578  136  254  1273  279  178  434  441
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  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  2.46  0.54  2.00  3.00  1.00
Final Sat.:          2750  2750  1375  2750  2750  1375  2750  3383  742  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06  0.13  0.17  0.15  0.21  0.10  0.09  0.38  0.38  0.06  0.11  0.32
Crit Vol:              183          208          517          89
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
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.          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:             13 977 32 36 1112 66 61 81 24 27 41 62
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          13 977 32 36 1112 66 61 81 24 27 41 62
Added Vol:            0 52 0 0 10 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          13 1029 32 36 1122 66 61 81 24 27 41 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:           13 1029 32 36 1122 66 61 81 24 27 41 62
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          13 1029 32 36 1122 66 61 81 24 27 41 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 1.00 1.00 1.00
Final Vol.:           13 1029 32 36 1122 66 61 81 24 27 41 62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.94 0.06 1.00 1.89 0.11 1.00 0.77 0.23 1.00 1.00 1.00
Final Sat.:           1375 2667 83 1375 2597 153 1375 1061 314 1375 1375 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.39 0.39 0.03 0.43 0.43 0.04 0.08 0.08 0.02 0.03 0.05
Crit Vol:              13          594          105          27
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.954
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:             123  286  547  585  715  339  109  1236  470  88  790  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:          123  286  547  585  715  339  109  1236  470  88  790  211
Added Vol:            4  0  0          0  1  1          0  43  64  0  33  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:          127  286  547  585  716  340  109  1279  534  88  823  211
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  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  286  547  585  716  340  109  1279  534  88  823  211
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:          127  286  547  585  716  340  109  1279  534  88  823  211
PCE Adj:              1.00  1.00  1.00  1.00  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.:           127  286  602  585  716  374  109  1279  534  88  823  211
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  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  3.18  0.82
Final Sat.:           1375  2750  2750  1375  2750  2750  1375  4125  1375  1375  4378  1122
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09  0.10  0.22  0.43  0.26  0.14  0.08  0.31  0.39  0.06  0.19  0.19
Crit Vol:              301  585          426          0
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.795
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Ignore          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  0 0 4 0 1      0 0 4 0 1      0 0 0 0 0      1 1 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0 3443          0 0 2700 50          0 0 0          467 88 229
Growth Adj:             1.00 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 3443          0 0 2700 50          0 0 0          467 88 229
Added Vol:              0 1 0          0 0 235 19          0 0 0          5 57 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:            0 3444          0 0 2935 69          0 0 0          472 145 229
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 3444          0 0 2935 69          0 0 0          472 145 229
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           0 3444          0 0 2935 69          0 0 0          472 145 229
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 3444          0 0 2935 69          0 0 0          519 145 252
-----|-----|-----|-----|-----|
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 1.56 0.44 2.00
Final Sat.:            0 6000 1500          0 6000 1500          0 0 0          2345 655 3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.57 0.00 0.00 0.49 0.05 0.00 0.00 0.00 0.22 0.22 0.08
Crit Vol:              861          0          0          332
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.675
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: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:               649  0  338          0  0  39          24 1756  552          0 888  14
Growth Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:            649  0  338          0  0  39          24 1756  552          0 888  14
Added Vol:              26  0  0          0  0  0          0  38  5          0  6  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           675  0  338          0  0  39          24 1794  557          0 894  14
User Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            675  0  338          0  0  39          24 1794  557          0 894  14
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           675  0  338          0  0  39          24 1794  557          0 894  14
PCE Adj:               1.00 1.00 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.:            743  0  338          0  0  39          24 1794  613          0 894  14
-----|-----|-----|-----|-----|
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 2.98 1.02          0.00 2.95 0.05
Final Sat.:           3000  0 1500          0  0 1500          1500 4473 1527          0 4431  69
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.25 0.00 0.23          0.00 0.00 0.03          0.02 0.40 0.40          0.00 0.20 0.20
Crit Vol:              371          39          602          0
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.695
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        75          Level Of Service:          B
*****
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:             152 23 382        54 31 14        21 1502 147        120 556 34
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          152 23 382        54 31 14        21 1502 147        120 556 34
Added Vol:            0 0 0          0 0 0          0 91 2          0 17 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          152 23 382        54 31 14        21 1593 149        120 573 34
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           152 23 382        54 31 14        21 1593 149        120 573 34
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          152 23 382        54 31 14        21 1593 149        120 573 34
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.10    1.10 1.00 1.10    1.00 1.00 1.00    1.10 1.00 1.00
Final Vol.:           152 23 420        59 31 15        21 1593 149        132 573 34
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375    1375 1375 1375    1375 1375 1375    1375 1375 1375
Adjustment:           1.00 1.00 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    1.68 0.32 1.00    1.00 2.74 0.26    2.00 2.83 0.17
Final Sat.:           1375 1375 2750    2316 434 1375    1375 3772 353    2750 3894 231
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.02 0.15    0.03 0.07 0.01    0.02 0.42 0.42    0.05 0.15 0.15
Crit Vol:             210          98          581          66
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.714
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          C
*****
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 1401  652  565 2476  0  0  0  0  620  0  102
Growth Adj:             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 1401  652  565 2476  0  0  0  0  620  0  102
Added Vol:              0  48  169  0  13  0  0  0  0  39  0  0
PasserByVol:           0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:            0 1449  821  565 2489  0  0  0  0  659  0  102
User Adj:               1.00 1.00  0.00  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
PHF Volume:             0 1449  0  565 2489  0  0  0  0  659  0  102
Reduct Vol:             0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0 1449  0  565 2489  0  0  0  0  659  0  102
PCE Adj:                1.00 1.00  0.00  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  1.10 1.00 1.00
Final Vol.:             0 1449  0  622 2489  0  0  0  0  725  0  102
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              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
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 0.24  0.00  0.21 0.55  0.00 0.00 0.00  0.00 0.16 0.00  0.07
Crit Vol:              0          830          0          242
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.763
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        96          Level Of Service:          C
*****
Street Name:          La CIENEGA BLVD.          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:             63 198 677 386 378 238 223 1261 144 41 360 165
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          63 198 677 386 378 238 223 1261 144 41 360 165
Added Vol:            0 0 0          16 0 41 41 40 1 0 7 19
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          63 198 677 402 378 279 264 1301 145 41 367 184
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           63 198 677 402 378 279 264 1301 145 41 367 184
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          63 198 677 402 378 279 264 1301 145 41 367 184
PCE Adj:              1.00 1.00 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.:           69 198 745 442 378 307 290 1301 160 45 367 202
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 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 1.66 1.34 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:           2750 1375 2750 2750 2277 1848 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.14 0.27 0.16 0.17 0.17 0.11 0.32 0.06 0.02 0.09 0.07
Crit Vol:             372 221          434          23
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.850
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        124          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:             224  0  438          4  1  1  1          0  1038  384  572  727  2
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          224  0  438          4  1  1  1          0  1038  384  572  727  2
Added Vol:            0  0  0              0  0  0              0  497  1  0  199  0
PasserByVol:         0  0  0              0  0  0              0  0  0  0  0  0
Initial Fut:          224  0  438          4  1  1  1          0  1535  385  572  926  2
User Adj:             1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           224  0  0              4  1  1  1          0  1535  385  572  926  2
Reduct Vol:           0  0  0              0  0  0              0  0  0  0  0  0
Reduced Vol:          224  0  0              4  1  1  1          0  1535  385  572  926  2
PCE Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           246  0  0              4  1  1  1          0  1535  385  629  926  2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425
Adjustment:           1.00 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          0.66 0.17 0.17          1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2850  0  1425          950  238  238          1425 2850 1425 2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.00 0.00          0.00 0.00 0.00          0.00 0.54 0.27 0.22 0.32 0.00
Crit Vol:             123              6              768              315
Crit Moves:          ****              ****              ****              ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.744
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        73          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          0 0 0 0
Lanes:                0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 3 6 890 0 201 149 421 0 1 413 556
Growth Adj:           1.00 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 3 6 890 0 201 149 421 0 1 413 556
Added Vol:            0 0 0 497 0 0 0 0 0 0 0 199
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 3 6 1387 0 201 149 421 0 1 413 755
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 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 3 6 1387 0 201 149 421 0 1 413 755
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 3 6 1387 0 201 149 421 0 1 413 755
PCE Adj:              1.00 1.00 1.00 1.00 1.00 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.:           0 3 6 1526 0 201 164 421 0 1 413 831
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 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 0.33 0.67 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:           0 475 950 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.01 0.01 0.54 0.00 0.14 0.06 0.15 0.00 0.00 0.14 0.29
Crit Vol:             9 763 82 207
Crit Moves:           **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.375
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             141 1762  987  670 2348  15  228 358  168  155 331  383
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          141 1762  987  670 2348  15  228 358  168  155 331  383
Added Vol:            4   6   0   38  40   0   11  57   0   0   18   0
PasserByVol:          0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:          145 1768  987  708 2388  15  239 415  168  155 349  383
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              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 1768  987  708 2388  15  239 415  168  155 349  383
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          145 1768  987  708 2388  15  239 415  168  155 349  383
PCE Adj:              1.00 1.00  1.00  1.00 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.:           145 1768  987  779 2388  15  263 415  168  171 349  383
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 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 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5466  34  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.43  0.72  0.28 0.44  0.44  0.10 0.10  0.12  0.06 0.08  0.28
Crit Vol:              987  389          131          383
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.463
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        35          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:       123 0 248          97 175 179          0 972 56          35 758 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:    123 0 248          97 175 179          0 972 56          35 758 0
Added Vol:      0 0 0          0 0 0          0 93 2          0 17 0
PasserByVol:    0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:    123 0 248          97 175 179          0 1065 58          35 775 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:     123 0 248          97 175 179          0 1065 58          35 775 0
Reduct Vol:     0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:    123 0 248          97 175 179          0 1065 58          35 775 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.:     123 0 273          107 175 197          0 1065 58          39 775 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 1.35 1.65          0.00 2.85 0.15          2.00 3.00 0.00
Final Sat.:     1425 0 2850          1425 1926 2349          0 4054 221          2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.09 0.00 0.10          0.07 0.09 0.08          0.00 0.26 0.26          0.01 0.18 0.00
Crit Vol:       136          129          374          19
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 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:             499  0  198          0  0  0          0 1550  477  136  612  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:          499  0  198          0  0  0          0 1550  477  136  612  0
Added Vol:            32  0  22          0  0  0          0  59  19  22  26  0
PasserByVol:          0  0  0          0  0  0          0  0  0  0  0  0  0
Initial Fut:          531  0  220          0  0  0          0 1609  496  158  638  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:           531  0  220          0  0  0          0 1609  496  158  638  0
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0  0
Reduced Vol:          531  0  220          0  0  0          0 1609  496  158  638  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.:           584  0  242          0  0  0          0 1609  546  174  638  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 2.99 1.01 2.00 2.00 0.00
Final Sat.:           2850  0  2850          0  0  0          0 4257  1443  2850  2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.00 0.08          0.00 0.00 0.00          0.00 0.38 0.38 0.06 0.22 0.00
Crit Vol:              292          0          539          87
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.820
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
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:             165 0 284          0 0 0             0 2613 277          0 429 233
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          165 0 284          0 0 0             0 2613 277          0 429 233
Added Vol:             16 0 0             0 0 0             0 40 16             0 11 0
PasserByVol:          0 0 0             0 0 0             0 0 0             0 0 0
Initial Fut:          181 0 284          0 0 0             0 2653 293          0 440 233
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 0.00    1.00 1.00 0.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 0.00    1.00 1.00 0.00
PHF Volume:           181 0 284          0 0 0             0 2653 0             0 440 0
Reduct Vol:           0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:          181 0 284          0 0 0             0 2653 0             0 440 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.:           199 0 284          0 0 0             0 2653 0             0 440 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.:           1425 0 1425          0 0 0             0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.00 0.20    0.00 0.00 0.00    0.00 0.62 0.00    0.00 0.10 0.00
Crit Vol:              284             0             884             0
Crit Moves:           ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.587
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          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  541  352  310  705  4  0  0  0  69  0  77
Growth Adj:           1.00 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  541  352  310  705  4  0  0  0  69  0  77
Added Vol:            0  4  1  0  1  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:          0  545  353  310  706  4  0  0  0  69  0  77
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 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  545  353  310  706  4  0  0  0  69  0  77
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  545  353  310  706  4  0  0  0  69  0  77
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  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  545  353  310  706  4  0  0  0  76  0  77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 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 1.21  0.79  1.00 2.98  0.02  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:           0 1730  1120  1425 4251  24  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.32  0.32  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:              449  310  0  0  0  0  0  0  0  0  0  77
Crit Moves:           ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.362
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.          / 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:             52 761          0 0 828          66 111 0 134          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:          52 761          0 0 828          66 111 0 134          0 0 0
Added Vol:            0 4          0 0 1          0 0 0          0 0 0
PasserByVol:          0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          52 765          0 0 829          66 111 0 134          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:           52 765          0 0 829          66 111 0 134          0 0 0
Reduct Vol:           0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          52 765          0 0 829          66 111 0 134          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.:           52 765          0 0 829          66 122 0 134          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 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0 0 3960          315 2850 0 1425          0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27 0.00 0.00 0.21 0.21 0.04 0.00 0.09 0.00 0.00 0.00
Crit Vol:             383          0          134          0
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.802
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        94          Level Of Service:          D
*****
Street Name:          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  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0  604  63  194  769  0  0  0  0  850  0  359
Growth Adj:              1.00 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  604  63  194  769  0  0  0  0  850  0  359
Added Vol:                0  0  0  0  2  0  0  0  0  0  0  1
PasserByVol:              0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:              0  604  63  194  771  0  0  0  0  850  0  360
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              0  604  63  194  771  0  0  0  0  850  0  360
Reduct Vol:              0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:             0  604  63  194  771  0  0  0  0  850  0  360
PCE Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:              0  604  69  194  771  0  0  0  0  935  0  360
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 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 1.44 0.00 0.56
Final Sat.:              0  2850 1425 1425 2850 0  0  0  0  2058  0  792
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.21 0.05 0.14 0.27 0.00 0.00 0.00 0.00 0.45 0.00 0.45
Crit Vol:                 302          194          0          648
Crit Moves:              ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.413
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          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:             0 634 38 351 837 1 0 0 2 0 0 409
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 634 38 351 837 1 0 0 2 0 0 409
Added Vol:            0 4 0 64 1 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          0 638 38 415 838 1 0 0 2 0 0 409
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 638 38 415 838 1 0 0 2 0 0 409
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 638 38 415 838 1 0 0 2 0 0 409
PCE Adj:              1.00 1.00 1.00 1.00 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 1.10
Final Vol.:           0 638 38 457 838 1 0 0 2 0 0 450
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           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 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:           0 2595 155 2750 2747 3 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.25 0.25 0.17 0.31 0.31 0.00 0.00 0.00 0.00 0.00 0.16
Crit Vol:             338          228          2          0
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.413
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.          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  1  0      1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             26  603  29      65  877  3      0  0  11  225  0  225
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          26  603  29      65  877  3      0  0  11  225  0  225
Added Vol:            56  4  0          0  1  0          0  15  56  0  15  0
PasserByVol:         0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:          82  607  29      65  878  3      0  15  67  225  15  225
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           82  607  29      65  878  3      0  15  67  225  15  225
Reduct Vol:           0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:          82  607  29      65  878  3      0  15  67  225  15  225
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.00
Final Vol.:           82  607  29      65  878  3      0  15  67  248  15  225
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  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 2.99  0.01  0.00 0.18  0.82 1.89 0.11  1.00
Final Sat.:           1425 2850  1425  1425 4260  15      0  261  1164 2687 163  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.21  0.02  0.05 0.21  0.21  0.00 0.06  0.06 0.09 0.09  0.16
Crit Vol:             82          294          82          131
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.921
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:               122 1244   221   115 1704   141   130 352   97   324 263   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:            122 1244   221   115 1704   141   130 352   97   324 263   67
Added Vol:               0 164     0     0  51     0     53  8   139     0  0     0
PasserByVol:            0  0     0     0  0     0     0  0     0     0  0     0
Initial Fut:            122 1408   221   115 1755   141   183 360   236   324 263   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:             122 1408   221   115 1755   141   183 360   236   324 263   67
Reduct Vol:             0  0     0     0  0     0     0  0     0     0  0     0
Reduced Vol:            122 1408   221   115 1755   141   183 360   236   324 263   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   1.00 1.00   1.00   1.00 1.00   1.00
Final Vol.:             122 1408   221   115 1755   141   183 360   236   324 263   67
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:             1.00 1.00   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 1.59   0.41
Final Sat.:             1375 4125   1375   1375 4125   1375   1375 2750   1375   1375 2192   558
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.09 0.34   0.16   0.08 0.43   0.10   0.13 0.13   0.17   0.24 0.12   0.12
Crit Vol:                122          585          236   324
Crit Moves:             ****          ****          ****   ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.052
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                4 0 2 1 0      0 0 3 1 0      0 0 0 0 4      0 0 1 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             1516 1959          0 0 2060 41          0 0 1790          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
Initial Bse:          1516 1959          0 0 2060 41          0 0 1790          0 0 0
Added Vol:            0 1 0          0 221 0          0 0 33          0 0 0
PasserByVol:          0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          1516 1960          0 0 2281 41          0 0 1823          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
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           1516 1960          0 0 2281 41          0 0 1823          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          1516 1960          0 0 2281 41          0 0 1823          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
MLF Adj:              1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           1668 1960          0 0 2281 41          0 0 2005          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           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 3.00 0.00 0.00 3.93 0.07 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:           5700 4275          0 0 5599 101          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.29 0.46 0.00 0.00 0.41 0.41 0.00 0.00 0.35 0.00 0.00 0.00
Crit Vol:             417          580          501          0
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.982
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:              167 1319 117 342 1763 272 218 776 129 108 515 201
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           167 1319 117 342 1763 272 218 776 129 108 515 201
Added Vol:              0 217 0 0 51 0 0 0 0 0 0 0
PasserByVol:           0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           167 1536 117 342 1814 272 218 776 129 108 515 201
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:            167 1536 117 342 1814 272 218 776 129 108 515 201
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           167 1536 117 342 1814 272 218 776 129 108 515 201
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 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:            167 1536 117 342 1814 272 240 776 129 108 515 201
-----|-----|-----|-----|
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 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.44 0.56
Final Sat.:            1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1978 772
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.37 0.09 0.25 0.44 0.20 0.09 0.28 0.09 0.08 0.26 0.26
Crit Vol:              512 342 388 108
Crit Moves:            **** **** **** ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.576
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          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  566  311      75  628      0      0  0  0  0  187  0  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:          0  566  311      75  628      0      0  0  0  0  187  0  108
Added Vol:            0  0  209      0  0  0      0  0  0  0  224  0  0
PasserByVol:         0  0  0            0  0  0      0  0  0  0  0  0  0
Initial Fut:          0  566  520      75  628      0      0  0  0  0  411  0  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:           0  566  520      75  628      0      0  0  0  0  411  0  108
Reduct Vol:           0  0  0            0  0  0      0  0  0  0  0  0  0
Reduced Vol:          0  566  520      75  628      0      0  0  0  0  411  0  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:              1.00 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  566  520      75  628      0      0  0  0  0  452  0  108
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 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  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20  0.36  0.05 0.22  0.00 0.00 0.00  0.00 0.16 0.00  0.08
Crit Vol:              520  75          0          226
Crit Moves:           ****  ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.998
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
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:                189 1575          74  212 1956          65  63 272  100  262 285  206
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              189 1575          74  212 1956          65  63 272  100  262 285  206
Added Vol:                1  0  0          2  166  23  164  0  55  0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0  0  0  0
Initial Fut:              190 1575          74  214 2122          88  227 272  155  262 285  206
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              190 1575          74  214 2122          88  227 272  155  262 285  206
Reduct Vol:               0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:              190 1575          74  214 2122          88  227 272  155  262 285  206
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:               190 1575          74  214 2122          88  227 272  155  262 285  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:                   1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.27  0.73 1.00 1.16  0.84
Final Sat.:              1375 4125  1375  1375 4125  1375 1375 1752  998 1375 1596  1154
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.14 0.38  0.05  0.16 0.51  0.06  0.17 0.16  0.16  0.19 0.18  0.18
Crit Vol:                 190          707          214          262
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.590
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          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:             64 1621          38 123 1374          324 187 38 53          23 47 35
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          64 1621          38 123 1374          324 187 38 53          23 47 35
Added Vol:            0  217           0  0  51           0  0  0  0           0  0  0
PasserByVol:         0  0           0  0  0           0  0  0  0           0  0  0
Initial Fut:          64 1838          38 123 1425          324 187 38 53          23 47 35
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           64 1838          38 123 1425          324 187 38 53          23 47 35
Reduct Vol:           0  0           0  0  0           0  0  0  0           0  0  0
Reduced Vol:          64 1838          38 123 1425          324 187 38 53          23 47 35
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:           64 1838          38 123 1425          324 206 38 53          23 47 35
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
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:              0.04 0.41          0.03 0.08 0.32          0.22 0.07 0.03          0.04 0.02 0.03          0.02
Crit Vol:              613           123           103           47
Crit Moves:           ****           ****           ****           ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.607
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:                86 1802          34          35 1415          184          113  58          83          28  48          30
Growth Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:              86 1802          34          35 1415          184          113  58          83          28  48          30
Added Vol:                0  217          0          0  51          0          0  0          0          0  0          0
PasserByVol:              0  0          0          0  0          0          0  0          0          0  0          0
Initial Fut:              86 2019          34          35 1466          184          113  58          83          28  48          30
User Adj:                 1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:              86 2019          34          35 1466          184          113  58          83          28  48          30
Reduct Vol:                0  0          0          0  0          0          0  0          0          0  0          0
Reduced Vol:              86 2019          34          35 1466          184          113  58          83          28  48          30
PCE Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          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.:               86 2019          34          35 1466          184          113  58          83          28  48          30
-----|-----|-----|-----|
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 0.62          0.38
Final Sat.:              1500 4425          75          1500 4500          1500          1500 1500          1500          1500 923          577
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.06 0.46          0.46          0.02 0.33          0.12          0.08 0.04          0.06          0.02 0.05          0.05
Crit Vol:                  684          35          113          78
Crit Moves:                ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.561
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Sepulveda Boulevard          83rd Street
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                1  0  2  1  0      1  0  2  1  0      0  0  1!  0  0      1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             52 1794   16   41 1457   52   47 42   27   9 29   26
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          52 1794   16   41 1457   52   47 42   27   9 29   26
Added Vol:            0  217    0    0  51    0    0  0    0    0  0    0
PasserByVol:         0  0  0    0  0  0    0  0  0    0  0  0    0
Initial Fut:         52 2011   16   41 1508   52   47 42   27   9 29   26
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          52 2011   16   41 1508   52   47 42   27   9 29   26
Reduct Vol:           0  0  0    0  0  0    0  0  0    0  0  0    0
Reduced Vol:         52 2011   16   41 1508   52   47 42   27   9 29   26
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:          52 2011   16   41 1508   52   47 42   27   9 29   26
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                1.00 2.98  0.02  1.00 2.90  0.10  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:           1500 4464   36  1500 4350   150  608 543  349  1500 791  709
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.45  0.45  0.03 0.35  0.35  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:              676          41          116          9
Crit Moves:           ****          ****          ****          ****
*****

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3. Study Area Intersection Capacity Analysis

Future 2019 with-PM Peak

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.464
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.          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 0 0 0
Lanes:                1 0 1 1 0 1 0 2 1 0 1 0 1 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             118 564 12 45 767 52 88 3 264 6 1 11
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          118 564 12 45 767 52 88 3 264 6 1 11
Added Vol:            0 4 0 0 1 0 0 0 0 0 0 0 0
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:          118 568 12 45 768 52 88 3 264 6 1 11
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           118 568 12 45 768 52 88 3 264 6 1 11
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          118 568 12 45 768 52 88 3 264 6 1 11
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           118 568 12 45 768 52 88 3 264 6 1 11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 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 2.81 0.19 1.00 1.00 1.00 0.33 0.06 0.61
Final Sat.:           1425 2791 59 1425 4004 271 1425 1425 1425 475 79 871
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.20 0.20 0.03 0.19 0.19 0.06 0.00 0.19 0.01 0.01 0.01
Crit Vol:             118 273 264 6
Crit Moves:          ****          ****          ****          ****
*****

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3. Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-AM Tue Apr 12, 2016 11:56:54

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Scenario: Scenario Report
Baseline 2015 plus Proj-AM Peak

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

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.593
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        56          Level Of Service:          A
*****
Street Name:          AVIATION BLVD.          CENTURY BLVD.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Include          Include          Include
Min. Green:             0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                  2 0 1 1 0        2 0 2 0 1        1 0 3 1 0        1 0 3 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               489 507 56 49 296 154 110 838 206 51 1070 77
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            489 507 56 49 296 154 110 838 206 51 1070 77
Added Vol:               2 0 0 0 0 0 0 0 15 2 0 0 0
PasserByVol:            0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:            491 507 56 49 296 154 110 853 208 51 1070 77
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             491 507 56 49 296 154 110 853 208 51 1070 77
Reduct Vol:             0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:            491 507 56 49 296 154 110 853 208 51 1070 77
PCE Adj:                 1.00 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
Final Vol.:             540 507 56 54 296 154 110 853 208 51 1070 77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:             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 1.80 0.20 2.00 2.00 1.00 1.00 3.22 0.78 1.00 3.73 0.27
Final Sat.:             2750 2476 274 2750 2750 1375 1375 4422 1078 1375 5131 369
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.20 0.20 0.20 0.02 0.11 0.11 0.08 0.19 0.19 0.04 0.21 0.21
Crit Vol:                270 148 110 287
Crit Moves:             ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.700
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          B
*****
Street Name:          AVIATION BL.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl          Ovl          Include          Ovl
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  2  0  1          2  0  1  1  1          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             252  481  94  195  253  180  114  208  55  211  903  657
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          252  481  94  195  253  180  114  208  55  211  903  657
Added Vol:            0  0  0          2  0  0          0  12  1          0  0  2
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          252  481  94  197  253  180  114  220  56  211  903  659
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           252  481  94  197  253  180  114  220  56  211  903  659
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          252  481  94  197  253  180  114  220  56  211  903  659
PCE Adj:              1.00  1.00  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.:           277  481  94  217  253  198  125  220  56  232  903  659
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                2.00  2.00  1.00  2.00  1.68  1.32  2.00  2.39  0.61  2.00  3.00  1.00
Final Sat.:           2750  2750  1375  2750  2314  1811  2750  3288  837  2750  4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10  0.17  0.07  0.08  0.11  0.11  0.05  0.07  0.07  0.08  0.22  0.48
Crit Vol:              240          0          63          659
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.545
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        50          Level Of Service:          A
*****
Street Name:          AVIATION BLVD.          111TH STREET
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Ovl          Include          Include          Ovl
Min. Green:              0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                   1  0  1  1  0          1  0  1  1  0          1  0  0  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              28 1258          20  27  587          51  36  28  26          23  47  50
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           28 1258          20  27  587          51  36  28  26          23  47  50
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:           28 1260          20  27  589          51  36  28  26          23  47  50
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           28 1260          20  27  589          51  36  28  26          23  47  50
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          28 1260          20  27  589          51  36  28  26          23  47  50
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           28 1260          20  27  589          51  36  28  26          23  47  50
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:            1.00 1.00  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 1.84  0.16  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:           1375 2707          43 1375 2531  219 1375  713  662 1375 1375  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.47  0.47  0.02 0.23  0.23  0.03 0.04  0.04  0.02 0.03  0.04
Crit Vol:              640          27          36          47
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.792
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        109          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:                189  515  153  157  299  407  76  447  269  277  1492  755
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              189  515  153  157  299  407  76  447  269  277  1492  755
Added Vol:                 0   0   0           0   0   0           0   8   7           0   0   0
PasserByVol:              0   0   0           0   0   0           0   0   0           0   0   0
Initial Fut:              189  515  153  157  299  407  76  455  276  277  1492  755
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              189  515  153  157  299  407  76  455  276  277  1492  755
Reduct Vol:                 0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:              189  515  153  157  299  407  76  455  276  277  1492  755
PCE Adj:                  1.00 1.00  1.00  1.00 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.:              189  515  168  157  299  448  76  455  276  277  1492  755
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:              1.00 1.00  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 3.00  1.00
Final Sat.:              1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.14 0.19  0.06  0.11 0.11  0.16  0.06 0.11  0.20  0.20 0.36  0.55
Crit Vol:                  258           0           76           755
Crit Moves:                ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.797
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:   71          Level Of Service:      C
*****
Street Name:      SEPULVEDA BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:          Permitted          Permitted          Permitted          Permitted
Rights:           Ignore          Include          Include          Include
Min. Green:       0  0  0          0  0  0          0  0  0          0  0  0
Lanes:           0  0  4  0  1      0  0  4  0  1      0  0  0  0  0      1  1  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:         0 3908      0  0 1430  30      0  0  0      345  59  292
Growth Adj:      1.00 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 3908      0  0 1430  30      0  0  0      345  59  292
Added Vol:       0  0  0          0  0  30  0      0  0  0          0  0  0
PasserByVol:    0  0  0          0  0  0  0      0  0  0          0  0  0
Initial Fut:     0 3908      0  0 1460  30      0  0  0      345  59  292
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 3908      0  0 1460  30      0  0  0      345  59  292
Reduct Vol:     0  0  0          0  0  0  0      0  0  0          0  0  0
Reduced Vol:    0 3908      0  0 1460  30      0  0  0      345  59  292
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 3908      0  0 1460  30      0  0  0      380  59  321
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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
Lanes:           0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.73 0.27  2.00
Final Sat.:     0 6000  1500      0 6000  1500      0  0  0      2596  404  3000
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.65  0.00  0.00 0.24  0.02  0.00 0.00  0.00  0.15 0.15  0.11
Crit Vol:         977          0          0          219
Crit Moves:      ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.824
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):    xxxxxx
Optimal Cycle:         82                Level Of Service:           D
*****
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  1                0  0  0  0  1                0  0  0  0  1                0  0  0  0  0
Lanes:                2  0  0  0  1                0  0  0  0  1                1  0  2  1  1                0  0  2  1  0
-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             1080  0  330                0  0  22                4  516  168                0  1842  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:           1080  0  330                0  0  22                4  516  168                0  1842  6
Added Vol:             0  0  0                0  0  0                0  8  0                0  0  0
PasserByVol:          0  0  0                0  0  0                0  0  0                0  0  0
Initial Fut:           1080  0  330                0  0  22                4  524  168                0  1842  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:           1080  0  330                0  0  22                4  524  168                0  1842  6
Reduct Vol:           0  0  0                0  0  0                0  0  0                0  0  0
Reduced Vol:           1080  0  330                0  0  22                4  524  168                0  1842  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:              1.10  1.00  1.00            1.00  1.00  1.00        1.00  1.00  1.10        1.00  1.00  1.00
Final Vol.:           1188  0  330                0  0  22                4  524  185                0  1842  6
-----|-----|-----|-----|-----|-----|-----|-----|
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  2.96  1.04        0.00  2.99  0.01
Final Sat.:           3000  0  1500                0  0  1500            1500  4436  1564                0  4485  15
-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.40  0.00  0.22            0.00  0.00  0.01        0.00  0.12  0.12        0.00  0.41  0.41
Crit Vol:              594                                22            4                                616
Crit Moves:          ****                                ****  ****                                ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.413
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          DOUGLAS STREET          IMPERIAL HWY.
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 1 0 2          1 0 1 0 1          1 0 2 1 0          2 0 2 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              65 12 70          35 38 8          29 369 168          324 1195 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:           65 12 70          35 38 8          29 369 168          324 1195 49
Added Vol:              0 0 0          0 0 0          0 13 0          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           65 12 70          35 38 8          29 382 168          324 1195 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:            65 12 70          35 38 8          29 382 168          324 1195 49
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           65 12 70          35 38 8          29 382 168          324 1195 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 1.10          1.10 1.00 1.10          1.00 1.00 1.00          1.10 1.00 1.00
Final Vol.:            65 12 77          39 38 9          29 382 168          356 1195 49
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 1.00 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          1.35 0.65 1.00          1.00 2.08 0.92          2.00 2.88 0.12
Final Sat.:            1375 1375 2750          1862 888 1375          1375 2865 1260          2750 3963 162
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.01 0.03          0.02 0.04 0.01          0.02 0.13 0.13          0.13 0.30 0.30
Crit Vol:              65          59          29          415
Crit Moves:           ****          ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.661
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):     xxxxxx
Optimal Cycle:         43                Level Of Service:           B
*****
Street Name:           Sepulveda Boulevard      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 2654 935 126 830 0 0 0 0 706 0 122
Growth Adj:            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 2654 935 126 830 0 0 0 0 706 0 122
Added Vol:             0 2 8 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 2656 943 126 830 0 0 0 0 706 0 122
User Adj:              1.00 1.00 0.00 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
PHF Volume:            0 2656 0 126 830 0 0 0 0 706 0 122
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           0 2656 0 126 830 0 0 0 0 706 0 122
PCE Adj:               1.00 1.00 0.00 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 2656 0 139 830 0 0 0 0 777 0 122
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              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
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 0.44 0.00 0.05 0.18 0.00 0.00 0.00 0.00 0.17 0.00 0.08
Crit Vol:              664 69 0 259
Crit Moves:            ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
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:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             66 258 122          85 170 290          266 177 123          89 799 585
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          66 258 122          85 170 290          266 177 123          89 799 585
Added Vol:            0 0 0          0 0 0          0 2 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          66 258 122          85 170 290          266 179 123          89 799 585
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           66 258 122          85 170 290          266 179 123          89 799 585
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          66 258 122          85 170 290          266 179 123          89 799 585
PCE Adj:              1.00 1.00 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.:           73 258 134          94 170 319          293 179 135          98 799 644
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.97 1.03          2.00 1.04 1.96          2.00 3.00 2.00          2.00 3.00 2.00
Final Sat.:           2750 2714 1411          2750 1434 2691          2750 4125 2750          2750 4125 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.10 0.10          0.03 0.12 0.12          0.11 0.04 0.05          0.04 0.19 0.23
Crit Vol:             36          163          146          322
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.621
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 0 0 1          1 0 2 0 1          2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             426 1 508          0 0 4              0 762 189          460 1184 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:          426 1 508          0 0 4              0 762 189          460 1184 1
Added Vol:            0 0 0              0 0 0              0 24 0              0 19 0
PasserByVol:         0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:          426 1 508          0 0 4              0 786 189          460 1203 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:           426 1 0              0 0 4              0 786 189          460 1203 1
Reduct Vol:          0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:          426 1 0              0 0 4              0 786 189          460 1203 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.:           469 1 0              0 0 4              0 786 189          506 1203 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:                1.99 0.01 1.00          0.00 0.00 1.00          1.00 2.00 1.00          2.00 2.00 1.00
Final Sat.:           2844 6 1425          0 0 1425          1425 2850 1425          2850 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.16 0.00          0.00 0.00 0.00          0.00 0.28 0.13          0.18 0.42 0.00
Crit Vol:             235              4              393              253
Crit Moves:          ****              ****              ****              ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.454
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:         PERSHING DR./HYPERION DWY.          IMPERIAL HWY
Approach:            North Bound          South Bound          East Bound          West Bound
Movement:           L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:            Split Phase          Split Phase          Protected          Permitted
Rights:              Include          Include          Include          Ovl
Min. Green:         0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:              0 0 0 1 0          2 0 0 0 1          2 0 1 1 0          1 0 2 0 2
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:           0 1 3 662 0 77 175 287 1 7 340 1240
Growth Adj:         1.00 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 1 3 662 0 77 175 287 1 7 340 1240
Added Vol:          0 0 0 24 0 0 0 0 0 0 0 0 19
PasserByVol:        0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:        0 1 3 686 0 77 175 287 1 7 340 1259
User Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            1.00 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 1 3 686 0 77 175 287 1 7 340 1259
Reduct Vol:         0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:        0 1 3 686 0 77 175 287 1 7 340 1259
PCE Adj:            1.00 1.00 1.00 1.00 1.00 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.:         0 1 3 755 0 77 193 287 1 7 340 1385
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:         1.00 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 0.25 0.75 2.00 0.00 1.00 2.00 1.99 0.01 1.00 2.00 2.00
Final Sat.:         0 356 1069 2850 0 1425 2850 2840 10 1425 2850 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:           0.00 0.00 0.00 0.26 0.00 0.05 0.07 0.10 0.10 0.00 0.12 0.49
Crit Vol:           4 377 96 170
Crit Moves:        ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.901
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                 1  0  3  0  1          2  0  3  1  0          2  0  3  0  1          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              93 1606  487  341 1952  9  219 193  58  187 210  389
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           93 1606  487  341 1952  9  219 193  58  187 210  389
Added Vol:              0  0  0          12  2  0          0  1  0          0  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           93 1606  487  353 1954  9  219 194  58  187 210  389
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:            93 1606  487  353 1954  9  219 194  58  187 210  389
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           93 1606  487  353 1954  9  219 194  58  187 210  389
PCE Adj:               1.00 1.00  1.00  1.00 1.00  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.:            93 1606  487  388 1954  9  241 194  58  206 210  389
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:            1.00 1.00  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 3.98  0.02 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:            1375 4125  1375  2750 5475  25  2750 4125  1375 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.39  0.35  0.14 0.36  0.36 0.09 0.05  0.04 0.07 0.05  0.28
Crit Vol:              535          194          120          389
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.613
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Split Phase          Split Phase          Permitted          Protected
Rights:          Include          Include          Include          Include
Min. Green:     0 0 0 0 2          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:          1 0 0 0 2          1 1 0 1 1          0 0 2 1 0          2 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module:  >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       49 0 46 362 879 486 0 553 95 220 879 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:    49 0 46 362 879 486 0 553 95 220 879 0
Added Vol:      0 0 0 0 0 0 0 13 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    49 0 46 362 879 486 0 566 95 220 879 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:     49 0 46 362 879 486 0 566 95 220 879 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    49 0 46 362 879 486 0 566 95 220 879 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.:     49 0 51 398 879 535 0 566 95 242 879 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 1.82 1.18 0.00 2.57 0.43 2.00 3.00 0.00
Final Sat.:     1425 0 2850 1425 2589 1686 0 3661 614 2850 4275 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.03 0.00 0.02 0.28 0.34 0.32 0.00 0.15 0.15 0.08 0.21 0.00
Crit Vol:       49          484          220          121
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.787
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        87          Level Of Service:          C
*****
Street Name:          / 105 RAMP          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:               Ovl          Ovl          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  2          0  0  0  0  0          0  0  2  1  1          2  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             936  0  311          0  0  0          0  253  306          95  957  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:          936  0  311          0  0  0          0  253  306          95  957  0
Added Vol:            2  0  0          0  0  0          0  2  12          0  0  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:          938  0  311          0  0  0          0  255  318          95  957  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:           938  0  311          0  0  0          0  255  318          95  957  0
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          938  0  311          0  0  0          0  255  318          95  957  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.:           1032  0  342          0  0  0          0  255  350          104  957  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:              0.36 0.00 0.12          0.00 0.00 0.00          0.00 0.09 0.12          0.04 0.34 0.00
Crit Vol:              516          0          128          479
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.532
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          405 NORTH RAMP          IMPERIAL HWY
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Ignore          Ignore
Min. Green:            0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                 1 0 1! 0 0          0 0 0 0 0          0 0 2 1 1          0 0 2 1 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              535 0 64          0 0 0          0 321 66          0 1296 484
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           535 0 64          0 0 0          0 321 66          0 1296 484
Added Vol:              0 0 0          0 0 0          0 2 0          0 0 0
PasserByVol:           0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:           535 0 64          0 0 0          0 323 66          0 1296 484
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:            535 0 64          0 0 0          0 323 66          0 1296 484
Reduct Vol:            0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:           535 0 64          0 0 0          0 323 66          0 1296 484
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.:            589 0 64          0 0 0          0 323 66          0 1296 484
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 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.:            2570 0 280          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.23 0.00 0.23          0.00 0.00 0.00          0.00 0.08 0.00          0.00 0.30 0.00
Crit Vol:              326          0          0          432
Crit Moves:           ****          ****          ****
*****

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                        Level Of Service Computation Report
                        Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):           100                Critical Vol./Cap. (X):           0.556
Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         42                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 1 1 0                    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                    1 1 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              0 905 85 56 364 24 0 0 0 144 0 241
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 905 85 56 364 24 0 0 0 144 0 241
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:           0 905 85 56 364 24 0 0 0 144 0 241
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 905 85 56 364 24 0 0 0 144 0 241
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 905 85 56 364 24 0 0 0 144 0 241
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:            0 905 85 56 364 24 0 0 0 158 0 241
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 2.81 0.19 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.:            0 2605 245 1425 4011 264 0 0 0 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.35 0.35 0.04 0.09 0.09 0.00 0.00 0.00 0.06 0.00 0.17
Crit Vol:              495 56 0 241
Crit Moves:            ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.384
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: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:               180 1001          0 0 388          94 38 0 46          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:            180 1001          0 0 388          94 38 0 46          0 0 0
Added Vol:               0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:            0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:            180 1001          0 0 388          94 38 0 46          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:             180 1001          0 0 388          94 38 0 46          0 0 0
Reduct Vol:              0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:            180 1001          0 0 388          94 38 0 46          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.:             180 1001          0 0 388          94 42 0 46          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 2.41 0.59 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:             1425 2850          0 0 3441          834 2850 0 1425          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.13 0.35 0.00 0.00 0.11 0.11 0.01 0.00 0.03 0.00 0.00 0.00
Crit Vol:                501          0          46          0
Crit Moves:              ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.869
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):     xxxxxx
Optimal Cycle:         142                Level Of Service:           D
*****
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  1  1  1       0  0  0  0         0  0  0  0         0  0  0  0
Lanes:                 0  0  1  1  1       1  0  2  0  0       0  0  0  0  0       1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              0 1619 120 121 352 0 0 0 0 0 493 0 73
Growth Adj:            1.00 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 1619 120 121 352 0 0 0 0 0 493 0 73
Added Vol:             0  0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:          0  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:           0 1619 120 121 352 0 0 0 0 0 493 0 73
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 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 1619 120 121 352 0 0 0 0 0 493 0 73
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0 1619 120 121 352 0 0 0 0 0 493 0 73
PCE Adj:               1.00 1.00 1.00 1.00 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.:            0 1619 132 121 352 0 0 0 0 0 542 0 73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 1.76 0.00 0.24
Final Sat.:            0 2850 1425 1425 2850 0 0 0 0 0 2512 0 338
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.57 0.09 0.08 0.12 0.00 0.00 0.00 0.00 0.22 0.00 0.22
Crit Vol:              810           121           0           308
Crit Moves:           ****           ****           ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.466
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          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:                0 809 38 384 452 17 0 0 2 0 0 92
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 809 38 384 452 17 0 0 2 0 0 92
Added Vol:                0 0 0 7 0 0 0 0 0 0 0 0
PasserByVol:              0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:              0 809 38 391 452 17 0 0 2 0 0 92
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:                0 809 38 391 452 17 0 0 2 0 0 92
Reduct Vol:                0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:              0 809 38 391 452 17 0 0 2 0 0 92
PCE Adj:                  1.00 1.00 1.00 1.00 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 1.10
Final Vol.:                0 809 38 430 452 17 0 0 2 0 0 101
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:                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 1.91 0.09 2.00 1.93 0.07 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:                0 2627 123 2750 2650 100 0 0 1375 0 0 2750
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.31 0.31 0.16 0.17 0.17 0.00 0.00 0.00 0.00 0.00 0.04
Crit Vol:                  423 215 2 0
Crit Moves:                ****          ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.515
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:               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: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:              29 1095 138 63 380 0 4 0 25 171 0 69
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           29 1095 138 63 380 0 4 0 25 171 0 69
Added Vol:             0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:          0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:           29 1095 138 63 380 0 4 0 25 171 0 69
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           29 1095 138 63 380 0 4 0 25 171 0 69
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          29 1095 138 63 380 0 4 0 25 171 0 69
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
Final Vol.:           29 1095 138 63 380 0 4 0 25 188 0 69
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 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 0.14 0.00 0.86 2.00 0.00 1.00
Final Sat.:           1425 2850 1425 1425 4275 0 197 0 1228 2850 0 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.38 0.10 0.04 0.09 0.00 0.02 0.00 0.02 0.07 0.00 0.05
Crit Vol:              547 63 29 94
Crit Moves:           ****  ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 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:              40 1688 88 20 1146 38 64 131 67 287 159 28
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           40 1688 88 20 1146 38 64 131 67 287 159 28
Added Vol:              0 11 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:           40 1699 88 20 1146 38 64 131 67 287 159 28
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            40 1699 88 20 1146 38 64 131 67 287 159 28
Reduct Vol:            0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:           40 1699 88 20 1146 38 64 131 67 287 159 28
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:            40 1699 88 20 1146 38 64 131 67 287 159 28
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 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 1.70 0.30
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2338 412
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.41 0.06 0.01 0.28 0.03 0.05 0.05 0.05 0.21 0.07 0.07
Crit Vol:              566 20 66 287
Crit Moves:           ****  ****  ****  ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):           100                Critical Vol./Cap. (X):           0.764
Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):           xxxxxx
Optimal Cycle:         79                Level Of Service:             C
*****
Street Name:          SEPULVEDA BOULEVARD                LINCOLN BOULEVARD
Approach:             North Bound                South Bound                East Bound                West Bound
Movement:            L - T - R                L - T - R                L - T - R                L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Protected                Permitted                Permitted                Permitted
Rights:               Include                Include                Include                Include
Min. Green:           0 0 0                0 0 0                0 0 0                0 0 0
Lanes:                4 0 2 1 0                0 0 3 1 0                0 0 0 0 4                0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             1782 1946                0 0 1249 23                0 0 992                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:          1782 1946                0 0 1249 23                0 0 992                0 0 0
Added Vol:            0 0                0 29 0                0 0 0                0 0 0
PasserByVol:         0 0                0 0 0                0 0 0                0 0 0
Initial Fut:          1782 1946                0 0 1278 23                0 0 992                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:          1782 1946                0 0 1278 23                0 0 992                0 0 0
Reduct Vol:           0 0                0 0 0                0 0 0                0 0 0
Reduced Vol:          1782 1946                0 0 1278 23                0 0 992                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:              1.10 1.00 1.00                1.00 1.00 1.00                1.00 1.00 1.10                1.00 1.00 1.00
Final Vol.:           1960 1946                0 0 1278 23                0 0 1091                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:                4.00 3.00 0.00                0.00 3.93 0.07                0.00 0.00 4.00                0.00 1.00 0.00
Final Sat.:           5700 4275                0 5599 101                0 0 5700                0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.34 0.46 0.00                0.00 0.23 0.23                0.00 0.00 0.19                0.00 0.00 0.00
Crit Vol:             490                325                273                0
Crit Moves:          ****                ****                ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.837
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        140          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:              66 1637          51 89 927          73 99 225          72 48 569          347
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           66 1637          51 89 927          73 99 225          72 48 569          347
Added Vol:              0 11          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:           66 1648          51 89 927          73 99 225          72 48 569          347
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           66 1648          51 89 927          73 99 225          72 48 569          347
Reduct Vol:            0 0          0 0 0          0 0 0          0 0 0          0
Reduced Vol:          66 1648          51 89 927          73 99 225          72 48 569          347
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Vol.:            66 1648          51 89 927          73 109 225          72 48 569          347
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 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 1.24          0.76
Final Sat.:            1375 4125          1375 1375 4125          1375 2750 2750          1375 1375 1708          1042
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.40          0.04 0.06 0.22          0.05 0.04 0.08          0.05 0.03 0.33          0.33
Crit Vol:              549          89          54          458
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.491
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        37          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  992  373          59  422          0          0  0  0          245  0  51
Growth Adj:             1.00 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  992  373          59  422          0          0  0  0          245  0  51
Added Vol:              0  0  22          0  0  0          0  0  0          19  0  0
PasserByVol:           0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           0  992  395          59  422          0          0  0  0          264  0  51
User Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                1.00 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  992  395          59  422          0          0  0  0          264  0  51
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           0  992  395          59  422          0          0  0  0          264  0  51
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 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  992  395          59  422          0          0  0  0          290  0  51
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 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 0.35 0.28          0.04 0.15 0.00          0.00 0.00 0.00          0.10 0.00 0.04
Crit Vol:               496          59          0          145
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.841
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        143          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:             156 1869          21  119 1423          57  13 130          65  160 489          291
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          156 1869          21  119 1423          57  13 130          65  160 489          291
Added Vol:             0   0   0           0   0   0           11  0   29           0   0   0
PasserByVol:          0   0   0           0   0   0           0   0   0           0   0   0
Initial Fut:          156 1869          21  119 1423          57  24 130          94  160 489          291
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           156 1869          21  119 1423          57  24 130          94  160 489          291
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          156 1869          21  119 1423          57  24 130          94  160 489          291
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 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
Final Vol.:           156 1869          21  119 1423          57  24 130          94  160 489          291
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375          1375 1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 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 1.16 0.84          1.00 1.25 0.75
Final Sat.:           1375 4125          1375 1375 4125          1375 1596 1154          1375 1724 1026
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.45          0.02 0.09 0.34          0.04 0.02 0.08          0.08 0.12 0.28          0.28
Crit Vol:              623           119           24           390
Crit Moves:           ****           ****           ****           ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.882
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):     xxxxxx
Optimal Cycle:         122                Level Of Service:           D
*****
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:              59 1803          9  32 1156 185 654 67 69 36 100 326
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           59 1803          9  32 1156 185 654 67 69 36 100 326
Added Vol:              0  11            0  0  0            0  0  0            0  0  0
PasserByVol:           0  0            0  0  0            0  0  0            0  0  0
Initial Fut:           59 1814          9  32 1156 185 654 67 69 36 100 326
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            59 1814          9  32 1156 185 654 67 69 36 100 326
Reduct Vol:            0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:           59 1814          9  32 1156 185 654 67 69 36 100 326
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:            59 1814          9  32 1156 185 719 67 69 36 100 326
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              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
Lanes:                 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.:            1500 4500 1500 1500 4500 1500 3000 1500 1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.40 0.01 0.02 0.26 0.12 0.24 0.04 0.05 0.02 0.07 0.22
Crit Vol:              605                32                360                326
Crit Moves:           ****                ****                ****                ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.761
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          C
*****
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:             124 1972          25 30 1079 167 150 82 130 40 183 109
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:          124 1972          25 30 1079 167 150 82 130 40 183 109
Added Vol:            0 11          0 0 0 0 0 0 0 0 0
PasserByVol:          0 0          0 0 0 0 0 0 0 0 0
Initial Fut:          124 1983          25 30 1079 167 150 82 130 40 183 109
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              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 1983          25 30 1079 167 150 82 130 40 183 109
Reduct Vol:           0 0          0 0 0 0 0 0 0 0 0
Reduced Vol:          124 1983          25 30 1079 167 150 82 130 40 183 109
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           124 1983          25 30 1079 167 150 82 130 40 183 109
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                1.00 2.96 0.04 1.00 3.00 1.00 1.00 1.00 1.00 1.00 0.63 0.37
Final Sat.:           1500 4444          56 1500 4500 1500 1500 1500 1500 1500 940 560
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.45 0.45 0.02 0.24 0.11 0.10 0.05 0.09 0.03 0.19 0.19
Crit Vol:              669          30          150          292
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
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:          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:             35 1855    16    25 1112    31    63  58    38    21 109    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
Initial Bse:          35 1855    16    25 1112    31    63  58    38    21 109    134
Added Vol:            0  11     0     0  0     0     0  0     0     0  0     0
PasserByVol:          0  0     0     0  0     0     0  0     0     0  0     0
Initial Fut:          35 1866    16    25 1112    31    63  58    38    21 109    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
PHF Adj:              1.00 1.00    1.00  1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           35 1866    16    25 1112    31    63  58    38    21 109    134
Reduct Vol:           0  0     0     0  0     0     0  0     0     0  0     0
Reduced Vol:          35 1866    16    25 1112    31    63  58    38    21 109    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
MLF Adj:              1.00 1.00    1.00  1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:           35 1866    16    25 1112    31    63  58    38    21 109    134
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
Lanes:                1.00 2.97    0.03  1.00 2.92 0.08    0.40 0.36 0.24    1.00 0.45 0.55
Final Sat.:           1500 4462    38    1500 4378    122    594 547    358    1500 673    827
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.42    0.42  0.02 0.25 0.25    0.11 0.11 0.11    0.01 0.16 0.16
Crit Vol:              627          25          63          243
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH 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.          104 TH STREET
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                1 0 1 1 0          1 0 2 1 0          1 0 1 0 1          0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:             334 851 10 11 404 74 17 0 68 5 0 12
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          334 851 10 11 404 74 17 0 68 5 0 12
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:          334 851 10 11 404 74 17 0 68 5 0 12
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           334 851 10 11 404 74 17 0 68 5 0 12
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          334 851 10 11 404 74 17 0 68 5 0 12
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           334 851 10 11 404 74 17 0 68 5 0 12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.98 0.02 1.00 2.54 0.46 1.00 1.00 1.00 0.29 0.00 0.71
Final Sat.:           1425 2817 33 1425 3613 662 1425 1425 1425 419 0 1006
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23 0.30 0.30 0.01 0.11 0.11 0.01 0.00 0.05 0.01 0.00 0.01
Crit Vol:             334 159 68 5
Crit Moves:          ****          ****          ****          ****
*****

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Scenario Report

Scenario: Baseline 2015 plus Proj-PM Peak

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

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.807
Loss Time (sec):  0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    118          Level Of Service:      D
*****
Street Name:      AVIATION BLVD.          CENTURY BLVD.
Approach:         North Bound          South Bound          East Bound          West Bound
Movement:        L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:         Protected          Protected          Protected          Protected
Rights:          Include          Include          Include          Include
Min. Green:      0  0  0          0  0  0          0  0  0          0  0  0
Lanes:          2  0  1  1  0          2  0  2  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        420  488  114  97  454  130  131  1809  420  93  1116  135
Growth Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:     420  488  114  97  454  130  131  1809  420  93  1116  135
Added Vol:       2  0  0          0  0  0          0  0  0          2  0  0  0
PasserByVol:    0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:    422  488  114  97  454  130  131  1809  422  93  1116  135
User Adj:       1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:        1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     422  488  114  97  454  130  131  1809  422  93  1116  135
Reduct Vol:     0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:    422  488  114  97  454  130  131  1809  422  93  1116  135
PCE Adj:        1.00  1.00  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.:     464  488  114  107  454  130  131  1809  422  93  1116  135
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375  1375
Adjustment:     1.00  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  1.62  0.38  2.00  2.00  1.00  1.00  3.24  0.76  1.00  3.57  0.43
Final Sat.:    2750  2229  521  2750  2750  1375  1375  4460  1040  1375  4906  594
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.17  0.22  0.22  0.04  0.17  0.09  0.10  0.41  0.41  0.07  0.23  0.23
Crit Vol:       232          227          558          93
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.648
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:        65          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:             126  335  217  342  534  114  208 1112  243  150  388  368
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          126  335  217  342  534  114  208 1112  243  150  388  368
Added Vol:            0  0  0          2  0  0          0  0  0          0  0  0  2
PasserByVol:         0  0  0          0  0  0          0  0  0          0  0  0  0
Initial Fut:          126  335  217  344  534  114  208 1112  243  150  388  370
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           126  335  217  344  534  114  208 1112  243  150  388  370
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0  0
Reduced Vol:          126  335  217  344  534  114  208 1112  243  150  388  370
PCE Adj:              1.00 1.00  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.:           139  335  217  378  534  125  229 1112  243  165  388  370
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 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 2.46  0.54  2.00 3.00  1.00
Final Sat.:           2750 2750  1375  2750 2750  1375  2750 3385  740  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.12  0.16  0.14 0.19  0.09  0.08 0.33  0.33  0.06 0.09  0.27
Crit Vol:             168          189          452          83
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #19 AVIATION BLVD. @ 111TH
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.494
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        45          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:             12 903 30 33 1027 61 56 75 22 25 38 57
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          12 903 30 33 1027 61 56 75 22 25 38 57
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:          12 905 30 33 1029 61 56 75 22 25 38 57
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           12 905 30 33 1029 61 56 75 22 25 38 57
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          12 905 30 33 1029 61 56 75 22 25 38 57
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:           12 905 30 33 1029 61 56 75 22 25 38 57
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.94 0.06 1.00 1.89 0.11 1.00 0.77 0.23 1.00 1.00 1.00
Final Sat.:           1375 2662 88 1375 2596 154 1375 1063 312 1375 1375 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.34 0.34 0.02 0.40 0.40 0.04 0.07 0.07 0.02 0.03 0.04
Crit Vol:             12          545          97          25
Crit Moves:          ****          ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
*****
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:           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:               114  264  505  540  661  313  101  1142  434  81  730  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:            114  264  505  540  661  313  101  1142  434  81  730  195
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:           114  264  505  540  661  313  101  1142  434  81  730  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:            114  264  505  540  661  313  101  1142  434  81  730  195
Reduct Vol:             0  0  0                    0  0  0                    0  0  0                    0  0  0
Reduced Vol:           114  264  505  540  661  313  101  1142  434  81  730  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:                1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:            114  264  556  540  661  344  101  1142  434  81  730  195
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 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 3.16 0.84
Final Sat.:           1375 2750 2750 1375 2750 2750 1375 4125 1375 1375 4341 1159
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.10 0.20 0.39 0.24 0.13 0.07 0.28 0.32 0.06 0.17 0.17
Crit Vol:               278  540                381                0
Crit Moves:            ****  ****                ****                ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.715
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          SEPULVEDA BLVD.          CENTURY BLVD.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Ignore             Include             Include             Include
Min. Green:           0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                0 0 4 0 1         0 0 4 0 1         0 0 0 0 0         1 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 3181            0 2494            46 0 0            0 431 81 212
Growth Adj:           1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:          0 3181            0 2494            46 0 0            0 431 81 212
Added Vol:            0 0 0             0 0 0             0 0 0             0 0 0 0
PasserByVol:         0 0 0             0 0 0             0 0 0             0 0 0 0
Initial Fut:          0 3181            0 2494            46 0 0            0 431 81 212
User Adj:             1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:           0 3181            0 2494            46 0 0            0 431 81 212
Reduct Vol:           0 0 0             0 0 0             0 0 0             0 0 0 0
Reduced Vol:         0 3181            0 2494            46 0 0            0 431 81 212
PCE Adj:              1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:              1.00 1.00 0.00   1.00 1.00 1.00   1.00 1.00 1.00   1.10 1.00 1.10
Final Vol.:           0 3181            0 2494            46 0 0            0 474 81 233
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500   1500 1500 1500   1500 1500 1500   1500 1500 1500
Adjustment:           1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:                0.00 4.00 1.00   0.00 4.00 1.00   0.00 0.00 0.00   1.71 0.29 2.00
Final Sat.:           0 6000 1500   0 6000 1500     0 0 0             2562 438 3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.53 0.00   0.00 0.42 0.03   0.00 0.00 0.00   0.19 0.19 0.08
Crit Vol:              795             0                 0                 278
Crit Moves:           ****             ****             ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.608
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):    xxxxxx
Optimal Cycle:         37                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         0  0  0  0
Lanes:                  2  0  0  0  1     0  0  0  0  1     1  0  2  1  1     0  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:               600  0  312          0  0  36          22 1622  510          0  820  13
Growth Adj:             1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:            600  0  312          0  0  36          22 1622  510          0  820  13
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:           600  0  312          0  0  36          22 1622  510          0  820  13
User Adj:               1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
PHF Volume:             600  0  312          0  0  36          22 1622  510          0  820  13
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           600  0  312          0  0  36          22 1622  510          0  820  13
PCE Adj:                1.00 1.00 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.:            660  0  312          0  0  36          22 1622  561          0  820  13
-----|-----|-----|-----|-----|
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 2.97 1.03        0.00 2.95 0.05
Final Sat.:            3000  0 1500          0  0 1500        1500 4458 1542          0 4430  70
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.22 0.00 0.21        0.00 0.00 0.02        0.01 0.36 0.36        0.00 0.19 0.19
Crit Vol:              330                    36                    546                    0
Crit Moves:           ****                    ****                    ****                    ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.621
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        60          Level Of Service:          B
*****
Street Name:          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:             140 21 353         50 29 13          19 1388 136       111 514 31
Growth Adj:           1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
Initial Bse:          140 21 353         50 29 13          19 1388 136       111 514 31
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:          140 21 353         50 29 13          19 1388 136       111 514 31
User Adj:             1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
PHF Adj:              1.00 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 21 353         50 29 13          19 1388 136       111 514 31
Reduct Vol:           0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:          140 21 353         50 29 13          19 1388 136       111 514 31
PCE Adj:              1.00 1.00 1.00     1.00 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.:           140 21 388         55 29 14          19 1388 136       122 514 31
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375     1375 1375 1375     1375 1375 1375     1375 1375 1375
Adjustment:           1.00 1.00 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     1.68 0.32 1.00     1.00 2.73 0.27     2.00 2.83 0.17
Final Sat.:           1375 1375 2750     2308 442 1375     1375 3757 368       2750 3890 235
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.02 0.14     0.02 0.07 0.01     0.01 0.37 0.37     0.04 0.13 0.13
Crit Vol:             194             90             508             61
Crit Moves:          ****             ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.648
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
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 1294 602 522 2287 0 0 0 0 573 0 94
Growth Adj:           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 1294 602 522 2287 0 0 0 0 573 0 94
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 1294 602 522 2287 0 0 0 0 573 0 94
User Adj:             1.00 1.00 0.00 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
PHF Volume:           0 1294 0 522 2287 0 0 0 0 573 0 94
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 1294 0 522 2287 0 0 0 0 573 0 94
PCE Adj:              1.00 1.00 0.00 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
Final Vol.:           0 1294 0 574 2287 0 0 0 0 630 0 94
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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
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 0.19 0.51 0.00 0.00 0.00 0.00 0.14 0.00 0.06
Crit Vol:              0          762          0          210
Crit Moves:          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.690
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        74          Level Of Service:          B
*****
Street Name:          La CIENEGA BLVD.          IMPERIAL HWY.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                2 0 1 1 1          2 0 1 1 1          2 0 3 0 2          2 0 3 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             58 183 625 357 349 220 206 1165 133 38 333 152
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          58 183 625 357 349 220 206 1165 133 38 333 152
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:          58 183 625 357 349 220 206 1165 133 38 333 152
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           58 183 625 357 349 220 206 1165 133 38 333 152
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          58 183 625 357 349 220 206 1165 133 38 333 152
PCE Adj:              1.00 1.00 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.:           64 183 688 393 349 242 227 1165 146 42 333 167
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 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 1.77 1.23 2.00 3.00 2.00 2.00 3.00 2.00
Final Sat.:           2750 1375 2750 2750 2436 1689 2750 4125 2750 2750 4125 2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.13 0.25 0.14 0.14 0.14 0.08 0.28 0.05 0.02 0.08 0.06
Crit Vol:              344 196          388          21
Crit Moves:           ****  ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #68 IMPERIAL HWY @MAIN STREET
*****
Cycle (sec):           100                Critical Vol./Cap. (X):       0.631
Loss Time (sec):       0 (Y+R = 4 sec)    Average Delay (sec/veh):    xxxxxx
Optimal Cycle:         50                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:             207  0  405                4  1  1                0  959  355  528  672  2
Growth Adj:           1.00 1.00 1.00                1.00 1.00 1.00                1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          207  0  405                4  1  1                0  959  355  528  672  2
Added Vol:            0  0  0                    0  0  0                    0  19  0  0  19  0
PasserByVol:         0  0  0                    0  0  0                    0  0  0  0  0  0
Initial Fut:          207  0  405                4  1  1                0  978  355  528  691  2
User Adj:             1.00 1.00 0.00                1.00 1.00 1.00                1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 0.00                1.00 1.00 1.00                1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           207  0  0                    4  1  1                0  978  355  528  691  2
Reduct Vol:           0  0  0                    0  0  0                    0  0  0  0  0  0
Reduced Vol:          207  0  0                    4  1  1                0  978  355  528  691  2
PCE Adj:              1.00 1.00 0.00                1.00 1.00 1.00                1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 0.00                1.00 1.00 1.00                1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:           228  0  0                    4  1  1                0  978  355  581  691  2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425                1425 1425 1425                1425 1425 1425 1425 1425
Adjustment:           1.00 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                0.66 0.17 0.17                1.00 2.00 1.00 2.00 2.00 1.00
Final Sat.:           2850  0 1425                950  238  238                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 0.34 0.25 0.20 0.24 0.00
Crit Vol:             114                    6                    489                    290
Crit Moves:          ****                    ****                    ****                    ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.518
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        39          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          0 0 0 0
Lanes:              0 0 0 1 0          2 0 0 0 1          2 0 2 0 0          1 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:            0 3 6 822 0 186 138 389 0 1 382 514
Growth Adj:          1.00 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 3 6 822 0 186 138 389 0 1 382 514
Added Vol:           0 0 0 19 0 0 0 0 0 0 0 19
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:         0 3 6 841 0 186 138 389 0 1 382 533
User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 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 3 6 841 0 186 138 389 0 1 382 533
Reduct Vol:          0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:         0 3 6 841 0 186 138 389 0 1 382 533
PCE Adj:             1.00 1.00 1.00 1.00 1.00 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.:          0 3 6 925 0 186 152 389 0 1 382 586
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 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 0.33 0.67 2.00 0.00 1.00 2.00 2.00 0.00 1.00 2.00 2.00
Final Sat.:          0 475 950 2850 0 1425 2850 2850 0 1425 2850 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.00 0.01 0.01 0.32 0.00 0.13 0.05 0.14 0.00 0.00 0.13 0.21
Crit Vol:            9 463 76 191
Crit Moves:          ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      1.253
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          SEPULVEDA BL.          IMPERIAL HWY
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                1  0  3  0  1      2  0  3  1  0      2  0  3  0  1      2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:             130 1628  912  619 2169  14  211 331  155  143 306  354
Growth Adj:           1.00 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 1628  912  619 2169  14  211 331  155  143 306  354
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:           130 1628  912  619 2169  14  211 331  155  143 306  354
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 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 1628  912  619 2169  14  211 331  155  143 306  354
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           130 1628  912  619 2169  14  211 331  155  143 306  354
PCE Adj:              1.00 1.00  1.00  1.00 1.00  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.:           130 1628  912  681 2169  14  232 331  155  157 306  354
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  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 3.97  0.03  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:           1375 4125  1375  2750 5465  35  2750 4125  1375  2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.39  0.66  0.25 0.40  0.40  0.08 0.08  0.11  0.06 0.07  0.26
Crit Vol:              912  340          116          354
Crit Moves:           ****  ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #73 IMPERIAL HWY @ NASH ST.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.407
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:  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:       114  0  229  90  162  165  0  898  52  32  700  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:    114  0  229  90  162  165  0  898  52  32  700  0
Added Vol:      0  0  0  0  0  0  0  0  0  0  0  0
PasserByVol:    0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:    114  0  229  90  162  165  0  898  52  32  700  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:     114  0  229  90  162  165  0  898  52  32  700  0
Reduct Vol:     0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:    114  0  229  90  162  165  0  898  52  32  700  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.:     114  0  252  99  162  182  0  898  52  35  700  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 1.35 1.65 0.00 2.84 0.16 2.00 3.00 0.00
Final Sat.:     1425 0  2850 1425 1928 2347 0 4041 234 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.08 0.00 0.09 0.07 0.08 0.08 0.00 0.22 0.22 0.01 0.16 0.00
Crit Vol:       126          120          317          18
Crit Moves:     ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #74 IMPERIAL HWY. @ 105 RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.564
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        43          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:            461  0  183    0  0  0    0  1432  441  126  565    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:         461  0  183    0  0  0    0  1432  441  126  565    0
Added Vol:           2  0  0    0  0  0    0  0  2  0  0  0
PasserByVol:         0  0  0    0  0  0    0  0  0  0  0  0
Initial Fut:         463  0  183    0  0  0    0  1432  443  126  565    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:          463  0  183    0  0  0    0  1432  443  126  565    0
Reduct Vol:          0  0  0    0  0  0    0  0  0  0  0  0
Reduced Vol:         463  0  183    0  0  0    0  1432  443  126  565    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.:          509  0  201    0  0  0    0  1432  487  139  565    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 2.98 1.02  2.00 2.00 0.00
Final Sat.:          2850  0 2850    0  0  0    0  4253  1447  2850 2850  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.18 0.00 0.07  0.00 0.00 0.00  0.00 0.34 0.34  0.05 0.20 0.00
Crit Vol:            255          0          480          69
Crit Moves:         ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.749
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
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:                152 0 262          0 0 0          0 2414 256          0 396 215
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:             152 0 262          0 0 0          0 2414 256          0 396 215
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:             152 0 262          0 0 0          0 2414 256          0 396 215
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:              152 0 262          0 0 0          0 2414 0          0 396 0
Reduct Vol:              0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:             152 0 262          0 0 0          0 2414 0          0 396 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.:              167 0 262          0 0 0          0 2414 0          0 396 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.:              1425 0 1425          0 0 0          0 4275 1425          0 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.12 0.00 0.18          0.00 0.00 0.00          0.00 0.56 0.00          0.00 0.09 0.00
Crit Vol:                 262          0          805          0
Crit Moves:              ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*****
Cycle (sec):           100                Critical Vol./Cap. (X):           0.540
Loss Time (sec):       0 (Y+R = 4 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         40                Level Of Service:           A
*****
Street Name:          La CIENEGA BLVD.          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  1  1  0                0  0  2  1  0                0  0  0  0  0                0  0  0  0  1
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  500  325  286  651  4  0  0  0  64  0  71
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Initial Bse:          0  500  325  286  651  4  0  0  0  64  0  71
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  500  325  286  651  4  0  0  0  64  0  71
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Volume:           0  500  325  286  651  4  0  0  0  64  0  71
Reduct Vol:           0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:          0  500  325  286  651  4  0  0  0  64  0  71
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00 1.00
Final Vol.:           0  500  325  286  651  4  0  0  0  70  0  71
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425 1425
Adjustment:           1.00 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 1.21  0.79  1.00 2.98  0.02 0.00 0.00  0.00 2.00 0.00 1.00
Final Sat.:           0 1727  1123  1425 4249  26  0  0  0  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.29  0.29  0.20 0.15  0.15 0.00 0.00  0.00 0.02 0.00 0.05
Crit Vol:              412  286  0  0  0  0  0  0  0  0  0  71
Crit Moves:           ****  ****  ****  ****  ****  ****  ****  ****  ****  ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      0.334
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. / 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:         48 703      0 0 765 61 103 0 124 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:     48 703      0 0 765 61 103 0 124 0 0 0
Added Vol:        0 0 0          0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0          0 0 0 0 0 0 0 0 0 0
Initial Fut:     48 703      0 0 765 61 103 0 124 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
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      48 703      0 0 765 61 103 0 124 0 0 0
Reduct Vol:      0 0 0          0 0 0 0 0 0 0 0 0 0
Reduced Vol:     48 703      0 0 765 61 103 0 124 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
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:      48 703      0 0 765 61 113 0 124 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 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 2.78 0.22 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:      1425 2850 0 0 3959 316 2850 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.03 0.25 0.00 0.00 0.19 0.19 0.04 0.00 0.09 0.00 0.00 0.00
Crit Vol:        352          0          124          0
Crit Moves:      ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.741
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
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  0  1  1  1          1  0  2  0  0          0  0  0  0  0          1  0  1!  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               0  558  58  179  710  0  0  0  0  785  0  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:            0  558  58  179  710  0  0  0  0  785  0  332
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  558  58  179  710  0  0  0  0  785  0  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:             0  558  58  179  710  0  0  0  0  785  0  332
Reduct Vol:            0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:           0  558  58  179  710  0  0  0  0  785  0  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 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Vol.:             0  558  64  179  710  0  0  0  0  864  0  332
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 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 1.44 0.00 0.56
Final Sat.:            0  2850 1425 1425 2850 0  0  0  0  2059  0  791
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20 0.04 0.13 0.25 0.00 0.00 0.00 0.00 0.42 0.00 0.42
Crit Vol:              279          179          0          598
Crit Moves:            ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.378
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 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  586  35  324  773  1  0  0  2  0  0  378
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0  586  35  324  773  1  0  0  2  0  0  378
Added Vol:                0  0  0          0  0  0          0  0  0          0  0  0
PasserByVol:              0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:              0  586  35  324  773  1  0  0  2  0  0  378
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              0  586  35  324  773  1  0  0  2  0  0  378
Reduct Vol:              0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              0  586  35  324  773  1  0  0  2  0  0  378
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 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  586  35  356  773  1  0  0  2  0  0  416
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                    0.00 1.89 0.11 2.00 1.99 0.01 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:              0 2595 155 2750 2746 4 0 0 1375 0 0 2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.23 0.23 0.13 0.28 0.28 0.00 0.00 0.00 0.00 0.00 0.15
Crit Vol:                 311          0          2          208
Crit Moves:              ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.325
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          La CIENEGA BLVD.          405 S/B RAMP
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                  1  0  2  0  1          1  0  2  1  0          0  0  0  0  1          2  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               24  557  27          60  810  3          0  0  10  208  0  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:            24  557  27          60  810  3          0  0  10  208  0  208
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:            24  557  27          60  810  3          0  0  10  208  0  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:             24  557  27          60  810  3          0  0  10  208  0  208
Reduct Vol:            0  0  0          0  0  0          0  0  0  0  0  0
Reduced Vol:           24  557  27          60  810  3          0  0  10  208  0  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  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:            24  557  27          60  810  3          0  0  10  229  0  208
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  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 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:            1425 2850  1425  1425 4259  16          0  0  1425  2850  0  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.20  0.02  0.04 0.19  0.19  0.00 0.00  0.01  0.08 0.00  0.15
Crit Vol:              279          60          10  114
Crit Moves:            ****          ****          ****  ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.799
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        114          Level Of Service:          C
*****
Street Name:          Sepulveda Boulevard          La Tijera Boulevard
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include             Include             Include             Include
Min. Green:            0 0 0             0 0 0             0 0 0             0 0 0
Lanes:                 1 0 3 0 1         1 0 3 0 1         1 0 2 0 1         1 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              113 1149 204 106 1574 130 120 325 90 299 243 62
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           113 1149 204 106 1574 130 120 325 90 299 243 62
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:           113 1149 204 106 1574 130 120 325 90 299 243 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:            113 1149 204 106 1574 130 120 325 90 299 243 62
Reduct Vol:            0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:           113 1149 204 106 1574 130 120 325 90 299 243 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 1.00 1.00 1.00
Final Vol.:            113 1149 204 106 1574 130 120 325 90 299 243 62
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 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 1.59 0.41
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2750 1375 1375 2191 559
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.28 0.15 0.08 0.38 0.09 0.09 0.12 0.07 0.22 0.11 0.11
Crit Vol:              113             525             163             299
Crit Moves:           ****             ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):      0.930
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          SEPULVEDA BOULEVARD          LINCOLN BOULEVARD
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0 0 0          0 0 0          0 0 0          0 0 0
Lanes:                4 0 2 1 0          0 0 3 1 0          0 0 0 0 4          0 0 1 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             1401 1810          0 0 1903 38          0 0 1654          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:          1401 1810          0 0 1903 38          0 0 1654          0 0 0
Added Vol:            0 0 0          0 0 0          0 0 0          0 0 0
PasserByVol:         0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:          1401 1810          0 0 1903 38          0 0 1654          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:           1401 1810          0 0 1903 38          0 0 1654          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          1401 1810          0 0 1903 38          0 0 1654          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:              1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:           1541 1810          0 0 1903 38          0 0 1819          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:                4.00 3.00 0.00 0.00 3.92 0.08 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:           5700 4275          0 0 5588 112          0 0 5700          0 1425 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.27 0.42 0.00 0.00 0.34 0.34 0.00 0.00 0.32 0.00 0.00 0.00
Crit Vol:              385          485          455          0
Crit Moves:           ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.859
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        161          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:                154 1219 108 316 1629 251 201 717 119 100 476 186
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:             154 1219 108 316 1629 251 201 717 119 100 476 186
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:             154 1219 108 316 1629 251 201 717 119 100 476 186
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              154 1219 108 316 1629 251 201 717 119 100 476 186
Reduct Vol:              0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:             154 1219 108 316 1629 251 201 717 119 100 476 186
PCE Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:              154 1219 108 316 1629 251 221 717 119 100 476 186
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:              1.00 1.00 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 1.44 0.56
Final Sat.:              1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1977 773
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.11 0.30 0.08 0.23 0.39 0.18 0.08 0.26 0.09 0.07 0.24 0.24
Crit Vol:                 406          316          359          100
Crit Moves:              ****          ****          ****          ****
*****

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                        Level Of Service Computation Report
                    Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*****
Cycle (sec):           100                Critical Vol./Cap. (X):           0.337
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  523  287      69  580   0          0   0   0          173  0  100
Growth Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:              0  523  287      69  580   0          0   0   0          173  0  100
Added Vol:                0   0   19          0   0   0          0   0   0          19  0   0
PasserByVol:              0   0   0          0   0   0          0   0   0          0   0   0
Initial Fut:              0  523  306      69  580   0          0   0   0          192  0  100
User Adj:                 1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:                0  523  306      69  580   0          0   0   0          192  0  100
Reduct Vol:                0   0   0          0   0   0          0   0   0          0   0   0
Reduced Vol:              0  523  306      69  580   0          0   0   0          192  0  100
PCE Adj:                  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.10 1.00 1.00
Final Vol.:               0  523  306      69  580   0          0   0   0          211  0  100
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425    1425 1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:              1.00 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 0.18  0.21  0.05 0.20  0.00  0.00 0.00  0.00  0.07 0.00  0.07
Crit Vol:                  306   69          0          106
Crit Moves:                ****  ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.866
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        170          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:              175 1455          68 196 1807          60 58 251 92 242 263 190
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           175 1455          68 196 1807          60 58 251 92 242 263 190
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:           175 1455          68 196 1807          60 58 251 92 242 263 190
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            175 1455          68 196 1807          60 58 251 92 242 263 190
Reduct Vol:            0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:           175 1455          68 196 1807          60 58 251 92 242 263 190
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:            175 1455          68 196 1807          60 58 251 92 242 263 190
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:            1.00 1.00 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 1.46 0.54 1.00 1.16 0.84
Final Sat.:            1375 4125 1375 1375 4125 1375 1375 2012 738 1375 1597 1153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.35 0.05 0.14 0.44 0.04 0.04 0.12 0.12 0.18 0.16 0.16
Crit Vol:              175             602             172             242
Crit Moves:           ****             ****             ****             ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #136 SEPULVEDA @ 76th/77th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.501
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:               59 1498      35  114 1269  299  173  35  49  21  43  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:            59 1498      35  114 1269  299  173  35  49  21  43  32
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:           59 1498      35  114 1269  299  173  35  49  21  43  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:            59 1498      35  114 1269  299  173  35  49  21  43  32
Reduct Vol:             0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           59 1498      35  114 1269  299  173  35  49  21  43  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  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:            59 1498      35  114 1269  299  190  35  49  21  43  32
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              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
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:               0.04 0.33  0.02  0.08 0.28  0.20  0.06 0.02  0.03  0.01 0.03  0.02
Crit Vol:              499          114          95          43
Crit Moves:            ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.516
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        30          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:             79 1665          31 32 1307          170 104 54 77          26 44 28
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          79 1665          31 32 1307          170 104 54 77          26 44 28
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:          79 1665          31 32 1307          170 104 54 77          26 44 28
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           79 1665          31 32 1307          170 104 54 77          26 44 28
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          79 1665          31 32 1307          170 104 54 77          26 44 28
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           79 1665          31 32 1307          170 104 54 77          26 44 28
-----|-----|-----|-----|
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 0.61 0.39
Final Sat.:           1500 4418          82 1500 4500          1500 1500 1500          1500 917 583
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.38 0.38 0.02 0.29 0.11 0.07 0.04 0.05 0.02 0.05 0.05
Crit Vol:              565          32          104          72
Crit Moves:           ****          ****          ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.474
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        27          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:             48 1657          15          38 1346          48          43 39          25          8 27          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:          48 1657          15          38 1346          48          43 39          25          8 27          24
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:          48 1657          15          38 1346          48          43 39          25          8 27          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:           48 1657          15          38 1346          48          43 39          25          8 27          24
Reduct Vol:           0 0          0          0 0          0          0 0          0          0 0          0
Reduced Vol:          48 1657          15          38 1346          48          43 39          25          8 27          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.:           48 1657          15          38 1346          48          43 39          25          8 27          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 2.97          0.03          1.00 2.90          0.10          0.41 0.36          0.23          1.00 0.53          0.47
Final Sat.:           1500 4460          40          1500 4345          155          603 547          350          1500 794          706
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.37          0.37          0.03 0.31          0.31          0.07 0.07          0.07          0.01 0.03          0.03
Crit Vol:             557          38          107          8
Crit Moves:           ****          ****          ****          ****
*****

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3. Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-PM Tue Apr 12, 2016 11:57:56

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T1.5

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
*****
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.429
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.          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:             109 521 11 42 709 48 81 3 244 6 1 10
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          109 521 11 42 709 48 81 3 244 6 1 10
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:          109 521 11 42 709 48 81 3 244 6 1 10
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           109 521 11 42 709 48 81 3 244 6 1 10
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          109 521 11 42 709 48 81 3 244 6 1 10
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.:           109 521 11 42 709 48 81 3 244 6 1 10
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 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 2.81 0.19 1.00 1.00 1.00 0.35 0.06 0.59
Final Sat.:           1425 2791 59 1425 4004 271 1425 1425 1425 503 84 838
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.19 0.19 0.03 0.18 0.18 0.06 0.00 0.17 0.01 0.01 0.01
Crit Vol:             109          252          244          6
Crit Moves:          ****          ****          ****          ****
*****

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Attachment 4
TERMINAL 1.5 INITIAL STUDY

**Construction Vehicle Haul Routes and
Distributions**

July 2016

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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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 T1.5 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.

4. Construction Vehicle Haul Routes and Distributions

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4. Construction Vehicle Haul Routes and Distributions

Table 1

LAX T1.5 Project – Project Related Construction Vehicle Routes (Primary Construction Staging Lot L)

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 Sepulveda NB to Westchester WB	23%
I-405 North	Construction Employee Lot ³	I-405 SB to Howard Hughes Pkwy WB to Sepulveda SB to Westchester WB	21%
I-105 East	Construction Employee Lot ³	I-105 WB to Sepulveda NB to Westchester WB	32%
North Sepulveda ⁴	Construction Employee Lot ³	Sepulveda SB to Westchester WB	6%
South Sepulveda	Construction Employee Lot ³	Sepulveda NB to Westchester WB	5%
East Century	Construction Employee Lot ³	Century WB to Sepulveda NB to Westchester WB	3%
North La Cienega	Construction Employee Lot ³	La Cienega SB to La Tijera WB to Westchester WB	1%
South La Cienega	Construction Employee Lot ³	La Cienega NB to Imperial WB to Sepulveda NB to Westchester WB	0.1%
East Imperial	Construction Employee Lot ³	Imperial WB to Sepulveda NB to Westchester WB	5%
West Imperial	Construction Employee Lot ³	Imperial EB to Sepulveda NB to Westchester WB	0.03%
South Main	Construction Employee Lot ³	Main NB to Imperial EB to Sepulveda NB to Westchester WB	0.1%
South Nash	Construction Employee Lot ³	Nash NB to Imperial WB to Sepulveda NB to Westchester WB	0.3%
South Douglas	Construction Employee Lot ³	Douglas NB to Imperial WB to Sepulveda NB to Westchester WB	0.3%
North Aviation	Construction Employee Lot ³	Aviation SB to Westchester WB	1%
South Aviation	Construction Employee Lot ³	Aviation NB to Imperial WB to Sepulveda NB to Westchester WB	2%
East Lennox	Construction Employee Lot ³	Lennox WB to La Cienega NB to Century WB to Sepulveda NB to Westchester WB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot ³	I-405 South	Westchester EB to Sepulveda SB to Century EB to La Cienega SB to I-405 SB	23%
Construction Employee Lot ³	I-405 North	Westchester EB to Sepulveda NB to Howard Hughes Pkwy EB to I-405 NB	21%
Construction Employee Lot ³	I-105 East	Westchester EB to Sepulveda SB to I-105 EB	32%
Construction Employee Lot ³	North Sepulveda ⁴	Westchester EB to Sepulveda NB	6%
Construction Employee Lot ³	South Sepulveda	Westchester EB to Sepulveda SB	5%
Construction Employee Lot ³	East Century	Westchester EB to Sepulveda SB to Century EB	3%
Construction Employee Lot ³	North La Cienega	Westchester EB to La Tijera EB to La Cienega NB	1%
Construction Employee Lot ³	South La Cienega	Westchester EB to Sepulveda SB to Imperial EB to La Cienega SB	0.1%
Construction Employee Lot ³	East Imperial	Westchester EB to Sepulveda SB to Imperial EB	5%
Construction Employee Lot ³	West Imperial	Westchester EB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot ³	South Main	Westchester EB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ³	South Nash	Westchester EB to Sepulveda SB to Imperial EB to Nash SB	0.3%

4. Construction Vehicle Haul Routes and Distributions

Table 1

LAX T1.5 Project – Project Related Construction Vehicle Routes (Primary Construction Staging Lot L)

From	To	Route ¹	Percentage of Trips ²
Construction Employee Lot ³	South Douglas	Westchester EB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
Construction Employee Lot ³	North Aviation	Westchester EB to La Tijera EB to Manchester EB to Aviation NB	1%
Construction Employee Lot ³	South Aviation	Westchester EB to Sepulveda SB to Imperial EB to Aviation SB	2%
Construction Employee Lot ³	East Lennox	Westchester EB to Sepulveda SB to Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot ³	Construction Site	N/A ⁵	N/A
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot ³	N/A ⁵	N/A
Deliveries Entering the Construction Site			
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 off 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 2016.

4. Construction Vehicle Haul Routes and Distributions

Table 2

LAX T1.5 Project – Project Related Construction Vehicle Routes (Potential Construction Employee Parking Lot B)

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

4. Construction Vehicle Haul Routes and Distributions

Table 2

LAX T1.5 Project – Project Related Construction Vehicle Routes (Potential Construction Employee Parking Lot B)

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

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 Parking Lot B is located southeast of the intersection of South Pershing Drive and Bradley West Drive. Vehicles enter and exit this location via Bradley West Drive.

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 2016.

4. Construction Vehicle Haul Routes and Distributions

Table 3

LAX T1.5 Project – Project Related Construction Vehicle Routes (Secondary Construction Staging Project Site)

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 Imperial Hwy WB to Aviation NB to Century WB to CTA	30%
I-405 North	Staging Site ³	I-405 SB to Imperial Hwy WB to Aviation NB to Century WB to CTA	28%
I-105 East	Staging Site ³	I-105 WB to Imperial Hwy WB to Aviation NB to Century WB to CTA	42%
Deliveries Exiting the Staging Site			
Staging Site ³	I-405 South	CTA to Century EB to Aviation SB to Imperial Hwy EB to I-405 SB	30%
Staging Site ³	I-405 North	CTA to Century EB to Aviation SB to Imperial Hwy EB to I-405 NB	28%
Staging Site ³	I-105 East	CTA to Century EB to Aviation SB to Imperial Hwy 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 Secondary Staging Area is at the Project Site, located in the CTA. Vehicles enter and exit this location via Century Boulevard to/from World Way.

Sources: LAWA Staff and Ricondo & Associates, Inc., April 2016.

4. Construction Vehicle Haul Routes and Distributions

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