

SEPTEMBER 2016



Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX)
Landside Access Modernization Program

City of Los Angeles
Los Angeles World Airports

Appendix P



*Los Angeles
World Airports*

Appendix P

Construction Traffic



Appendix X.1
LANDSIDE ACCESS MODERNIZATION PROGRAM

Study Area Intersection Geometries

August 2016

Prepared for:

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

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Confidential - Preliminary Draft Deliberative Material

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1. INTERSECTION GEOMETRY

This appendix provides the geometry for each of the 29 intersections included in the construction traffic study area for the Landside Access Modernization Program.

Study Area Intersection Geometries

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2015)

LAMP					
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	

Study Areas Intersection Geometries

Figure 2 TRAFFIX Lane Geometry Report (2019 plus Other)

LAMP					
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	

Study Area Intersection Geometries

Figure 3 TRAFFIX Lane Geometry Report (2019 plus Other plus LAMP)

LAMP				
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

Study Areas Intersection Geometries

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2015 plus LAMP)

LAMP				
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

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Appendix X.2
LANDSIDE ACCESS MODERNIZATION PROGRAM

Study Area Intersection Volumes

August 2016

Prepared for:

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Confidential - Preliminary Draft Deliberative Material

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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 LAMP (With Project) AM Peak
- 2019 plus Other plus LAMP (With Project) PM Peak
- Baseline (2015) plus LAMP AM Peak
- Baseline (2015) plus LAMP PM Peak
- 2019 plus Other plus LAMP (With Project) plus Mitigation AM Peak
- 2019 plus Other plus LAMP (With Project) plus Mitigation PM Peak
- Baseline (2015) plus LAMP plus Mitigation AM Peak
- Baseline (2015) plus LAMP plus Mitigation PM Peak

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1. INTERSECTION VOLUMES

This appendix includes the intersection volumes used in the construction traffic analysis summary tables.

LAMP – Baseline (2015)

LAMP – 2019 Without Project

LAMP – 2019 With Project

LAMP – Baseline (2015) plus Project

LAMP – 2019 With Project plus Mitigation

LAMP – Baseline (2015) plus Project plus Mitigation

Baseline 2015-AM PeakTue Apr 12, 2016 10:37:27Page 1-1

LAMP

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

TRAFFIX Intersection Volume Report

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Study Area Intersection Volumes

Baseline 2015-AM Peak	Tue Apr 12, 2016 10:37:27												Page 2-1
LAMP													
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	98	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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Study Area Intersection Volumes

Baseline 2015-PM Peak	Tue Apr 12, 2016 10:40:12		Page 1-1

LAMP			

		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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Study Area Intersection Volumes

Baseline 2015-PM Peak		Tue Apr 12, 2016 10:40:12										Page 2-1	
LAMP													
Intersection Volume Report													
Base Volume Alternative													
		Northbound			Southbound			Eastbound			Westbound		
Node	Intersection	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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Study Area Intersection Volumes

Future 2019 w/o Proj-AM Peak	Wed Aug 17, 2016 10:35:12	Page 1-1
LAMP		
Scenario Report		
Scenario:	Future 2019 w/o 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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Study Area Intersection Volumes

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 10:35:12 Page 3-1

LAMP												
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	537	559	61	60	325	167	122	985	242	55	1283	93
2 IMPERIAL HWY.	293	522	102	227	277	200	123	233	60	228	1155	728
3 AVIATION BLVD	30	1379	22	29	659	55	39	30	28	25	51	54
4 La CIENEGA BL	212	557	166	170	328	441	84	526	332	300	1743	817
5 CENTURY BLVD.	0	4495	0	0	1551	32	0	0	0	445	84	440
6 CENTURY BLVD.	1178	0	357	0	0	24	4	564	220	0	2112	6
7 IMPERIAL HWY.	73	13	76	38	41	9	31	407	182	351	1497	53
8 SEPULVEDA 0 H	0	2883	1013	136	960	0	0	0	0	975	0	132
9 IMPERIAL HWY.	72	279	132	92	184	333	303	200	133	96	910	640
10 IMPERIAL HWY	461	1	551	0	0	4	0	1009	205	498	1812	1
11 IMPERIAL HWY	0	1	3	901	0	83	189	311	1	8	368	1872
12 IMPERIAL HWY	119	1772	527	370	2121	10	238	217	63	202	281	575
13 IMPERIAL HWY	56	0	50	392	951	526	0	607	103	238	1157	0
14 IMPERIAL HWY.	1143	0	337	0	0	0	0	297	331	103	1101	0
15 IMPERIAL HWY.	579	0	69	0	0	0	0	355	71	0	1455	524
16 La CIENEGA BL	0	987	92	61	398	26	0	0	0	156	0	262
17 La CIENEGA BL	195	1091	0	0	424	102	41	0	50	0	0	0
18 La CIENEGA BL	0	1754	130	131	385	0	0	0	0	534	0	80
19 La CIENEGA BL	0	883	41	457	493	18	0	0	2	0	0	100
20 La CIENEGA BL	46	1192	149	68	415	0	4	0	42	185	0	75
21 SEPULVEDA BLV	43	1837	95	22	1513	41	70	142	76	312	177	30
22 SEPULVEDA BLV	1940	2484	0	0	1355	25	0	0	1074	0	0	0
23 SEPULVEDA BLV	71	1783	55	96	1276	79	107	244	78	52	616	376
24 WESTCHESTER P	0	1074	631	64	457	0	0	0	0	498	0	55
25 SEPULVEDA BLV	537	2033	23	131	1543	335	14	141	70	173	534	315
26 SEPULVEDA 0 7	64	1963	10	35	1524	200	708	73	75	39	108	353
27 SEPULVEDA BLV	134	2146	27	32	1441	181	162	89	141	43	198	118
28 SEPULVEDA BLV	38	2019	17	27	1477	34	68	63	41	23	118	145
29 La CIENEGA BL	362	928	11	12	441	80	18	0	74	5	0	13

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Study Area Intersection Volumes

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 10:38:39 Page 1-1

LAMP	
Scenario Report	
Scenario:	Future 2019 w/o 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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Study Area Intersection Volumes

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 10:38:40 Page 3-1

LAMP											
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	463	533	123	119	503	141	142	2194	463	101	1210 150
2 IMPERIAL HWY.	138	363	235	387	579	125	230	1385	283	162	433 406
3 AVIATION BLVD	13	989	32	36	1132	66	61	81	24	27	41 62
4 La CIENEGA BL	123	286	547	585	716	339	109	1358	598	88	796 211
5 CENTURY BLVD.	0	3447	0	0	3183	50	0	0	0	469	96 229
6 CENTURY BLVD.	653	0	338	0	0	39	24	1874	556	0	890 14
7 IMPERIAL HWY.	152	23	382	54	31	14	21	1708	150	120	572 34
8 SEPULVEDA 0 H	0	1463	870	565	2481	0	0	0	0	637	0 102
9 IMPERIAL HWY.	63	198	677	386	378	254	238	1313	145	41	364 165
10 IMPERIAL HWY	224	0	438	4	1	1	0	1547	385	572	971 2
11 IMPERIAL HWY	0	3	6	1399	0	201	149	421	0	1	413 800
12 IMPERIAL HWY	145	1762	987	831	2398	15	239	409	168	156	347 383
13 IMPERIAL HWY	123	0	248	97	175	179	0	1181	59	35	775 0
14 IMPERIAL HWY.	499	0	198	0	0	0	0	1618	607	136	632 0
15 IMPERIAL HWY.	165	0	284	0	0	0	0	2665	277	0	433 233
16 La CIENEGA BL	0	541	352	311	712	4	0	0	0	69	0 77
17 La CIENEGA BL	52	761	0	0	835	66	111	0	134	0	0 0
18 La CIENEGA BL	0	604	63	194	770	0	0	0	0	850	0 360
19 La CIENEGA BL	0	634	38	473	844	1	0	0	2	0	0 409
20 La CIENEGA BL	41	603	29	71	878	3	0	0	26	225	0 225
21 SEPULVEDA BLV	122	1486	221	115	1726	141	167	362	195	324	263 67
22 SEPULVEDA BLV	1516	1963	0	0	2515	41	0	0	1819	0	0 0
23 SEPULVEDA BLV	167	1599	117	342	1785	272	218	776	129	108	515 201
24 WESTCHESTER P	0	566	565	75	628	0	0	0	0	437	0 108
25 SEPULVEDA BLV	193	1575	74	212	2054	87	299	272	457	262	285 213
26 SEPULVEDA 0 7	64	1901	38	123	1396	324	187	38	53	23	47 35
27 SEPULVEDA BLV	86	2082	34	35	1437	184	113	58	83	28	48 30
28 SEPULVEDA BLV	52	2074	16	41	1479	52	47	42	27	9	29 26
29 La CIENEGA BL	118	564	12	45	774	52	88	3	264	6	1 11

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Study Area Intersection Volumes

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 10:41:38 Page 1-1

LAMP	
Scenario Report	
Scenario:	Future 2019 with 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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Study Area Intersection Volumes

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 10:41:39 Page 3-1

LAMP												
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	608	559	61	60	325	167	122	1005	285	55	1283	93
2 IMPERIAL HWY.	293	522	102	269	277	200	123	233	60	228	1155	799
3 AVIATION BLVD	30	1450	22	29	701	55	39	30	28	25	51	54
4 La CIENEGA BL	212	557	166	170	328	441	84	546	332	300	1743	817
5 CENTURY BLVD.	0	4495	0	0	1551	32	0	0	0	445	84	440
6 CENTURY BLVD.	1178	0	357	0	0	24	4	564	240	0	2112	6
7 IMPERIAL HWY.	73	13	76	38	41	9	31	407	182	351	1497	53
8 SEPULVEDA 0 H	0	2883	1013	136	960	0	0	0	0	975	0	132
9 IMPERIAL HWY.	72	279	132	92	184	353	303	200	154	96	931	640
10 IMPERIAL HWY	461	1	551	0	0	4	0	1009	205	498	1812	1
11 IMPERIAL HWY	0	1	3	901	0	83	189	311	1	8	368	1872
12 IMPERIAL HWY	119	1772	527	370	2121	10	238	217	63	202	281	575
13 IMPERIAL HWY	56	0	50	392	951	526	0	607	103	238	1157	0
14 IMPERIAL HWY.	1172	0	337	0	0	0	0	318	352	103	1142	0
15 IMPERIAL HWY.	579	0	69	0	0	0	0	355	71	0	1476	524
16 La CIENEGA BL	0	987	92	61	398	26	0	0	0	156	0	262
17 La CIENEGA BL	195	1091	0	0	424	102	41	0	50	0	0	0
18 La CIENEGA BL	0	1754	130	131	385	0	0	0	0	534	0	80
19 La CIENEGA BL	0	883	41	457	493	18	0	0	2	0	0	100
20 La CIENEGA BL	46	1192	149	68	415	0	4	0	42	205	0	75
21 SEPULVEDA BLV	43	1837	95	22	1513	41	70	142	76	312	177	30
22 SEPULVEDA BLV	1940	2484	0	0	1355	25	0	0	1074	0	0	0
23 SEPULVEDA BLV	71	1783	55	96	1276	79	107	244	78	52	616	376
24 WESTCHESTER P	0	1074	631	64	457	0	0	0	0	498	0	55
25 SEPULVEDA BLV	537	2033	23	131	1543	335	14	141	70	173	534	315
26 SEPULVEDA 0 7	64	1963	10	35	1524	200	708	73	75	39	108	353
27 SEPULVEDA BLV	134	2146	27	32	1441	181	162	89	141	43	198	118
28 SEPULVEDA BLV	38	2019	17	27	1477	34	68	63	41	23	118	145
29 La CIENEGA BL	362	928	11	12	441	80	18	0	74	5	0	13

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Study Area Intersection Volumes

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 10:45:41 Page 1-1

LAMP	
Scenario Report	
Scenario:	Future 2019 with 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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Study Area Intersection Volumes

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 10:45:41 Page 3-1

LAMP											
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	534	533	123	119	503	141	142	2214	505	101	1210 150
2 IMPERIAL HWY.	138	363	235	429	579	125	230	1385	283	162	433 477
3 AVIATION BLVD	13	1060	32	36	1174	66	61	81	24	27	41 62
4 La CIENEGA BL	123	286	547	585	716	339	109	1378	598	88	796 211
5 CENTURY BLVD.	0	3447	0	0	3183	50	0	0	0	469	96 229
6 CENTURY BLVD.	653	0	338	0	0	39	24	1874	575	0	890 14
7 IMPERIAL HWY.	152	23	382	54	31	14	21	1708	150	120	572 34
8 SEPULVEDA @ H	0	1463	870	565	2481	0	0	0	0	637	0 102
9 IMPERIAL HWY.	63	198	677	386	378	274	238	1313	166	41	385 165
10 IMPERIAL HWY	224	0	438	4	1	1	0	1547	385	572	971 2
11 IMPERIAL HWY	0	3	6	1399	0	201	149	421	0	1	413 800
12 IMPERIAL HWY	145	1762	987	831	2398	15	239	409	168	156	347 383
13 IMPERIAL HWY	123	0	248	97	175	179	0	1181	59	35	775 0
14 IMPERIAL HWY.	529	0	198	0	0	0	0	1639	628	136	673 0
15 IMPERIAL HWY.	165	0	284	0	0	0	0	2665	277	0	454 233
16 La CIENEGA BL	0	541	352	311	712	4	0	0	0	69	0 77
17 La CIENEGA BL	52	761	0	0	835	66	111	0	134	0	0 0
18 La CIENEGA BL	0	604	63	194	770	0	0	0	0	850	0 360
19 La CIENEGA BL	0	634	38	473	844	1	0	0	2	0	0 409
20 La CIENEGA BL	41	603	29	71	878	3	0	0	26	245	0 225
21 SEPULVEDA BLV	122	1486	221	115	1726	141	167	362	195	324	263 67
22 SEPULVEDA BLV	1516	1963	0	0	2515	41	0	0	1819	0	0 0
23 SEPULVEDA BLV	167	1599	117	342	1785	272	218	776	129	108	515 201
24 WESTCHESTER P	0	566	565	75	628	0	0	0	0	437	0 108
25 SEPULVEDA BLV	193	1575	74	212	2054	87	299	272	457	262	285 213
26 SEPULVEDA @ 7	64	1901	38	123	1396	324	187	38	53	23	47 35
27 SEPULVEDA BLV	86	2082	34	35	1437	184	113	58	83	28	48 30
28 SEPULVEDA BLV	52	2074	16	41	1479	52	47	42	27	9	29 26
29 La CIENEGA BL	118	564	12	45	774	52	88	3	264	6	1 11

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Study Area Intersection Volumes

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 11:56:05 Page 1-1

LAMP	
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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Study Area Intersection Volumes

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 11:56:05 Page 3-1

LAMP												
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	569	507	56	49	296	154	110	860	254	51	1070	77
2 IMPERIAL HWY.	252	481	94	243	253	180	114	208	55	211	903	737
3 AVIATION BLVD	28	1338	20	27	635	51	36	28	26	23	47	50
4 La CIENEGA BL	189	515	153	157	299	407	76	469	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	190	0	1842	6
7 IMPERIAL HWY.	65	12	70	35	38	8	29	369	168	324	1195	49
8 SEPULVEDA 0 H	0	2654	935	126	830	0	0	0	0	706	0	122
9 IMPERIAL HWY.	66	258	122	85	170	312	266	177	147	89	823	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.	970	0	311	0	0	0	0	277	330	95	1003	0
15 IMPERIAL HWY.	535	0	64	0	0	0	0	321	66	0	1320	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	193	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 0 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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Study Area Intersection Volumes

Baseline 2015 plus Proj-PM Wed Aug 10, 2016 11:58:20 Page 1-1

LAMP	
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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Study Area Intersection Volumes

Baseline 2015 plus Proj-PM Wed Aug 10, 2016 11:58:21

Page 3-1

LAMP

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	500	488	114	97	454	130	131	1831	468	93	1116	135
2 IMPERIAL HWY.	126	335	217	390	534	114	208	1112	243	150	388	448
3 AVIATION BLVD	12	983	30	33	1075	61	56	75	22	25	38	57
4 La CIENEGA BL	114	264	505	540	661	313	101	1164	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	532	0	820	13
7 IMPERIAL HWY.	140	21	353	50	29	13	19	1388	136	111	514	31
8 SEPULVEDA 8 H	0	1294	602	522	2287	0	0	0	0	573	0	94
9 IMPERIAL HWY.	58	183	625	357	349	242	206	1165	157	38	357	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.	495	0	183	0	0	0	0	1456	465	126	611	0
15 IMPERIAL HWY.	152	0	262	0	0	0	0	2414	256	0	420	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	230	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 8 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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Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mit-AM Peak

Wed Aug 17, 2016 10:49:15

Page 1-1

LAMP

Scenario Report

Scenario: Future 2019 w/ Proj w/ Mit-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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Study Area Intersection Volumes

Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mit-AM Peak Wed Aug 17, 2016 10:49:16

Page 3-1

LAMP												
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	537	559	61	60	325	167	122	985	242	55	1283	93
2 IMPERIAL HWY.	293	522	102	227	277	200	123	233	60	228	1155	728
3 AVIATION BLVD	30	1379	22	29	659	55	39	30	28	25	51	54
4 La CIENEGA BL	212	557	166	170	328	441	84	526	332	300	1743	817
5 CENTURY BLVD.	0	4495	0	0	1551	32	0	0	0	494	84	440
6 CENTURY BLVD.	1178	0	357	0	0	24	4	564	220	0	2112	6
7 IMPERIAL HWY.	73	13	76	38	41	9	31	407	182	351	1497	53
8 SEPULVEDA 0 H	0	2883	1013	136	960	0	0	0	0	975	0	132
9 IMPERIAL HWY.	72	279	132	92	184	333	303	200	133	96	910	640
10 IMPERIAL HWY	461	1	551	0	0	4	0	1009	205	498	1812	1
11 IMPERIAL HWY	0	1	3	901	0	83	189	311	1	8	368	1872
12 IMPERIAL HWY	119	1772	527	370	2121	10	238	217	63	202	281	575
13 IMPERIAL HWY	56	0	50	392	951	526	0	607	103	238	1157	0
14 IMPERIAL HWY.	1143	0	337	0	0	0	0	297	331	103	1101	0
15 IMPERIAL HWY.	579	0	69	0	0	0	0	355	71	0	1455	524
16 La CIENEGA BL	0	987	92	61	398	26	0	0	0	156	0	262
17 La CIENEGA BL	195	1091	0	0	424	102	41	0	50	0	0	0
18 La CIENEGA BL	0	1754	130	131	385	0	0	0	0	534	0	80
19 La CIENEGA BL	0	883	41	457	493	18	0	0	2	0	0	100
20 La CIENEGA BL	46	1192	149	68	415	0	4	0	42	185	0	75
21 SEPULVEDA BLV	43	1837	95	22	1513	41	70	142	76	312	177	30
22 SEPULVEDA BLV	1940	2484	0	0	1355	25	0	0	1074	0	0	0
23 SEPULVEDA BLV	71	1783	55	96	1276	79	107	244	78	52	616	376
24 WESTCHESTER P	0	1074	631	64	457	0	0	0	0	498	0	55
25 SEPULVEDA BLV	537	2033	23	131	1543	335	14	141	70	173	534	315
26 SEPULVEDA 0 7	64	1963	10	35	1524	200	708	73	75	39	108	353
27 SEPULVEDA BLV	134	2146	27	32	1441	181	162	89	141	43	198	118
28 SEPULVEDA BLV	38	2019	17	27	1477	34	68	63	41	23	118	145
29 La CIENEGA BL	362	928	11	12	441	80	18	0	74	5	0	13

Future 2019 w/ Proj w/ Mit-PM Peak Wed Aug 17, 2016 10:52:13

Page 1-1

LAMP	
Scenario Report	
Scenario:	Future 2019 w/ Proj w/ Mit-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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Study Area Intersection Volumes

Study Area Intersection Volumes

Future 2019 w/ Proj w/ Mit-PM Peak Wed Aug 17, 2016 10:52:14

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LAMP												
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	463	533	123	119	503	141	142	2194	463	101	1210	150
2 IMPERIAL HWY.	138	363	235	387	579	125	230	1385	283	162	433	406
3 AVIATION BLVD	13	989	32	36	1132	66	61	81	24	27	41	62
4 La CIENEGA BL	123	286	547	585	716	339	109	1358	598	88	796	211
5 CENTURY BLVD.	0	3447	0	0	3183	50	0	0	0	518	96	229
6 CENTURY BLVD.	653	0	338	0	0	39	24	1874	556	0	890	14
7 IMPERIAL HWY.	152	23	382	54	31	14	21	1708	150	120	572	34
8 SEPULVEDA Ø H	0	1463	870	565	2481	0	0	0	0	637	0	102
9 IMPERIAL HWY.	63	198	677	386	378	254	238	1313	145	41	364	165
10 IMPERIAL HWY	224	0	438	4	1	1	0	1547	385	572	971	2
11 IMPERIAL HWY	0	3	6	1399	0	201	149	421	0	1	413	800
12 IMPERIAL HWY	145	1762	987	831	2398	15	239	409	168	156	347	383
13 IMPERIAL HWY	123	0	248	97	175	179	0	1181	59	35	775	0
14 IMPERIAL HWY.	499	0	198	0	0	0	0	1618	607	136	632	0
15 IMPERIAL HWY.	165	0	284	0	0	0	0	2665	277	0	433	233
16 La CIENEGA BL	0	541	352	311	712	4	0	0	0	69	0	77
17 La CIENEGA BL	52	761	0	0	835	66	111	0	134	0	0	0
18 La CIENEGA BL	0	604	63	194	770	0	0	0	0	850	0	360
19 La CIENEGA BL	0	634	38	473	844	1	0	0	2	0	0	409
20 La CIENEGA BL	41	603	29	71	878	3	0	0	26	225	0	225
21 SEPULVEDA BLV	122	1486	221	115	1726	141	167	362	195	324	263	67
22 SEPULVEDA BLV	1516	1963	0	0	2515	41	0	0	1819	0	0	0
23 SEPULVEDA BLV	167	1599	117	342	1785	272	218	776	129	108	515	201
24 WESTCHESTER P	0	566	565	75	628	0	0	0	0	437	0	108
25 SEPULVEDA BLV	193	1575	74	212	2054	87	299	272	457	262	285	213
26 SEPULVEDA Ø 7	64	1901	38	123	1396	324	187	38	53	23	47	35
27 SEPULVEDA BLV	86	2082	34	35	1437	184	113	58	83	28	48	30
28 SEPULVEDA BLV	52	2074	16	41	1479	52	47	42	27	9	29	26
29 La CIENEGA BL	118	564	12	45	774	52	88	3	264	6	1	11

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Baseline 2015 plus Proj with Mit-AM Wed Aug 10, 2016 12:02:16

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LAMP	
Scenario Report	
Scenario:	Baseline 2015 plus Proj with Mit-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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Study Area Intersection Volumes

Study Area Intersection Volumes

Baseline 2015 plus Proj with Mit-AM Wed Aug 10, 2016 12:02:16

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LAMP												
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	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	400	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 0 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 0 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

Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 12:03:35

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LAMP	
Scenario Report	
Scenario:	Baseline 2015 plus Proj with Mit-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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Study Area Intersection Volumes

Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 12:03:35

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LAMP

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	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	486	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 Ø 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 Ø 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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Appendix X.3 LANDSIDE ACCESS MODERNIZATION PROGRAM

Study Area Intersection Capacity Analysis

August 2016

Prepared for:

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

Prepared by:

Ricondo & Associates, Inc.
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TRAFFIX Analysis Reports

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Baseline (2015) PM Peak

2019 plus Other (Without Project) AM Peak

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2019 plus Other plus LAMP (With Project) PM Peak

Baseline (2015) plus LAMP AM Peak

Baseline (2015) plus LAMP PM Peak

2019 plus Other plus LAMP (With Project) plus Mitigation AM Peak

2019 plus Other plus LAMP (With Project) plus Mitigation PM Peak

Baseline (2015) plus LAMP plus Mitigation PM Peak

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1. CAPACITY ANALYSIS RESULTS

This appendix provides the capacity analysis results for each condition and scenario evaluated in the construction 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 Plus and without Project (2015), the Cumulative Traffic With and Without Project (2019), and those intersections requiring mitigation measures.

TRAFFIX Analysis Reports

Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak Tue Apr 12, 2016 11:47:35 Page 1-1

LAMP

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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Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak Tue Apr 12, 2016 11:47:36 Page 4-1

LAMP

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
Lanes: 2 0 1 1 0 2 0 2 0 1 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 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 1.00
PHF Adj: 1.00 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 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.: 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 1375
Adjustment: 1.00 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 1.80 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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Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak Tue Apr 12, 2016 11:47:36 Page 5-1

LAMP

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 1375
Adjustment: 1.00 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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Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak Tue Apr 12, 2016 11:47:36 Page 6-1

LAMP

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 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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Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak	Tue Apr 12, 2016 11:47:36	Page 7-1
LAMP		
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
Movement:	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit
Rights:	Ovl	Ovl
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 2	1 0 2 0 2
Volume Module:		
Base Vol:	189 515 153	157 299 407
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	189 515 153	157 299 407
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	189 515 153	157 299 407
Reduct Vol:	0 0 0	0 0 0
Reduced Vol:	189 515 153	157 299 407
PCE Adj:	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
Final Vol.:	189 515 168	157 299 448
Saturation Flow Module:		
Sat/Lane:	1375 1375 1375	1375 1375 1375
Adjustment:	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
Final Sat.:	1375 2750 2750	1375 2750 2750
Capacity Analysis Module:		
Vol/Sat:	0.14 0.19 0.06	0.11 0.11 0.16
Crit Vol:	258	0
Crit Moves:	***	***

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Study Area Intersection Capacity Analysis

Baseline 2015-AM Peak	Tue Apr 12, 2016 11:47:36	Page 8-1
LAMP		
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
Movement:	L - T - R	L - T - R
Control:	Permitted	Permitted
Rights:	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 4 0 1	0 0 4 0 1
Volume Module:		
Base Vol:	0 3908 0	0 1430 30
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 3908 0	0 1430 30
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00
PHF Volume:	0 3908 0	0 1430 30
Reduct Vol:	0 0 0	0 0 0
Reduced Vol:	0 3908 0	0 1430 30
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00
Final Vol.:	0 3908 0	0 1430 30
Saturation Flow Module:		
Sat/Lane:	1500 1500 1500	1500 1500 1500
Adjustment:	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
Final Sat.:	0 6000 1500	0 6000 1500
Capacity Analysis Module:		
Vol/Sat:	0.00 0.65 0.00	0.00 0.24 0.02
Crit Vol:	977	0
Crit Moves:	***	***

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Study Area Intersection Capacity Analysis

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LAMP

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 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 1.00 1.10 1.00 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)

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 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 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 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 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 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 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 0.44 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 (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 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 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
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
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:      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
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
MLF Adj:      1.10 1.00 0.00 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
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
-----
Capacity Analysis Module:
Vol/Sat:      0.16 0.16 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
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
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 3 662 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
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 3 728 0 77 193 287 1 7 340 1364
-----
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 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 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)

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 1375
Adjustment:	1.00 1.00 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
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)

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 2 0 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 0.00 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 0.09 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 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 PermitsProt 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 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 1.00 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 (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 RAMP

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 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: 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 0 0 0 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 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 1.00
PHF Adj: 1.00 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 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 0 542 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 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 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)

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
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 1.10 1.00 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
Adjustment: 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
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
Adjustment: 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)

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 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
PCE Adj: 1.00 1.00 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 1425
Adjustment: 1.00 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 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 1.00
PHF Adj: 1.00 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
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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 66 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 1375
Adjustment: 1.00 1.00 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: 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

 Include Include Include Include

Min. Green: 0 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

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

 Include Include Include Include

Min. Green: 0 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 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
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 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1500 4500 1500 1500 4500 1500 3000 1500 1500 1500 1500 1500

Capacity Analysis Module:
Vol/Sat: 0.04 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
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
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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      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 2.92      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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Study Area Intersection Capacity Analysis

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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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Study Area Intersection Capacity Analysis

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Scenario: Scenario Report
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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Study Area Intersection Capacity Analysis

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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
Lanes: 2 0 1 1 0 2 0 2 0 1 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)

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 1375
Adjustment: 1.00 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 Ovl 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 1 0 1
-----|-----|-----|-----|

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 0 2494 46 0 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 1.00
Initial Bse: 0 3181 0 0 2494 46 0 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 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 3181 0 0 2494 46 0 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 0 2494 46 0 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 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Vol.: 0 3181 0 0 2494 46 0 0 0 0 474 81 233
-----|-----|-----|-----|

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: 0.00 4.00 1.00 0.00 4.00 1.00 0.00 0.00 0.00 0.00 1.71 0.29 2.00
Final Sat.: 0 6000 1500 0 6000 1500 0 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)

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
Lanes:	2	0	0	0	1	0	0	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
Lanes:	1	0	1	0	2	1	0	2

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 1.00 1.10 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 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 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)

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 1 0 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
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
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 1.00
Final Sat.: 2850 0 1425 950 238 238 1425 2850 1425 2850 1425
-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.08 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
Lanes: 0 0 0 1 0 2 0 0 0 1 2 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
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
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 6 822 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
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 6 904 0 186 152 389 0 1 382 565
-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 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 0.33 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)

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 1375
Adjustment:	1.00 1.00 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	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
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
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 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 (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
	Ovl	Ovl	Include	Include
Rights:				
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 2	0 0 0 0 0	0 0 2 1 1	2 0 2 0 0

Volume Module:
 Base Vol: 461 0 183 0 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 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 0 1432 441 126 565 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 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 1.10 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 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 0 4258 1442 2850 2850 0

Capacity Analysis Module:
 Vol/Sat: 0.18 0.00 0.07 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
	Include	Include	Ignore	Ignore
Rights:				
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 0 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 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 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 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 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 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 0 4275 1425 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.12 0.00 0.18 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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LAMP

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 PermitsProt 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 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
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 1.00 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 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 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 1.00 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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Circular 212 Planning Method (Base Volume Alternative)							

Intersection #96 La CIENEGA BLVD. @ 405 S/B RAMP							

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 RAMP			
Approach:		North Bound		South Bound		East Bound	
Movement:		L - T - R		L - T - R		L - T - R	
Control:		Permitted		Permitted		Split Phase	
Rights:		Ovl		Include		Include	
Min. Green:		0 0 0		0 0 0		0 0 0	
Lanes:		0 0 1 1 1		1 0 2 0 0		0 0 0 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 1425	
Adjustment:		1.00 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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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			
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			
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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Circular 212 Planning Method (Base 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
Movement:	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
Lanes:	1 0 2 0 1	1 0 2 1 0
Volume Module:		
Base Vol:	24 557 27	60 810 3
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	24 557 27	60 810 3
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	24 557 27	60 810 3
Reduct Vol:	0 0 0	0 0 0
Reduced Vol:	24 557 27	60 810 3
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	24 557 27	60 810 3
Saturation Flow Module:		
Sat/Lane:	1425 1425 1425	1425 1425 1425
Adjustment:	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
Final Sat.:	1425 2850 1425	1425 4259 16
Capacity Analysis Module:		
Vol/Sat:	0.02 0.20 0.02	0.04 0.19 0.19
Crit Vol:	279	60
Crit Moves:	***	***

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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
Movement:	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
Lanes:	1 0 3 0 1	1 0 2 0 1
Volume Module:		
Base Vol:	113 1149 204	106 1574 130
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	113 1149 204	106 1574 130
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	113 1149 204	106 1574 130
Reduct Vol:	0 0 0	0 0 0
Reduced Vol:	113 1149 204	106 1574 130
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	113 1149 204	106 1574 130
Saturation Flow Module:		
Sat/Lane:	1375 1375 1375	1375 1375 1375
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 3.00 1.00	1.00 2.00 1.00
Final Sat.:	1375 4125 1375	1375 4125 1375
Capacity Analysis Module:		
Vol/Sat:	0.08 0.28 0.15	0.08 0.38 0.09
Crit Vol:	113	525
Crit Moves:	***	***

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Level Of Service Computation Report
Circular 212 Planning Method (Base 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	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	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	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	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	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	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 (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	1.00 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	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 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	0 0 0	0 0 0	0 0 0	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	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.10 1.00	1.00 1.10 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 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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Study Area Intersection Capacity Analysis

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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

Pershing Drive				Westchester Parkway			
North Bound		South Bound		East Bound		West Bound	
L	T - R	L	T - R	L	T - R	L	T - R
Control: Permitted				Control: Permitted			
Include				Include			
Rights:				Rights:			
Min. Green: 0 0 0 0				Min. Green: 0 0 0 0			
Lanes: 0 0 2 0 1				Lanes: 0 0 0 0 0			
Volume Module:				Volume Module:			
Base Vol: 0 523 287 69 580 0 0 0 0 173 0 100				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				Growth Adj: 1.00 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				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				User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				PHF Adj: 1.00 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				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				Reduct Vol: 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				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				PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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				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.: 0 523 287 69 580 0 0 0 0 190 0 100				Final Vol.: 0 523 287 69 580 0 0 0 0 190 0 100			
Saturation Flow Module:				Saturation Flow Module:			
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425				Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425			
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				Adjustment: 1.00 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				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				Final Sat.: 0 2850 1425 1425 2850 0 0 0 0 2850 0 1425			
Capacity Analysis Module:				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				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 Vol: 287 69 0 95			
Crit Moves: ****				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

Sepulveda Boulevard				Westchester Parkway			
North Bound		South Bound		East Bound		West Bound	
L	T - R	L	T - R	L	T - R	L	T - R
Control: Prot+Permit				Control: Prot+Permit			
Include				Include			
Rights:				Rights:			
Min. Green: 0 0 0 0				Min. Green: 0 0 0 0			
Lanes: 1 0 3 0 1				Lanes: 1 0 1 1 0			
Volume Module:				Volume Module:			
Base Vol: 175 1455 68 196 1807 60 58 251 92 242 263 190				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				Growth Adj: 1.00 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				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				User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				PHF Adj: 1.00 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				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				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				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				PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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				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				Final Vol.: 175 1455 68 196 1807 60 58 251 92 242 263 190			
Saturation Flow Module:				Saturation Flow Module:			
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375				Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375			
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				Adjustment: 1.00 1.00 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				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				Final Sat.: 1375 4125 1375 1375 4125 1375 1375 2012 738 1375 1597 1153			
Capacity Analysis Module:				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				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 Vol: 175 602 172 242			
Crit Moves: ****				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
 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
 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 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1500 4500 1500 1500 4500 1500 3000 1500 1500 1500 1500 1500
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.04 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
 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 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
Lanes: 1 0 2 1 0 1 0 2 1 0 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
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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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
Lanes: 1 0 1 1 0 1 0 2 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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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:11 Page 1-1

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Scenario Report

Scenario: Future 2019 w/o 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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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 2-1

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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): 0.672
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 69 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
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 1.00
Initial Bse: 529 549 61 53 320 167 119 907 223 55 1158 83
Added Vol: 8 10 0 7 5 0 3 78 19 0 125 10
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 537 559 61 60 325 167 122 985 242 55 1283 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 537 559 61 60 325 167 122 985 242 55 1283 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 537 559 61 60 325 167 122 985 242 55 1283 93
FCE Adj: 1.00 1.00 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.: 591 559 61 66 325 167 122 985 242 55 1283 93

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 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 1.80 0.20 2.00 2.00 1.00 1.00 3.21 0.79 1.00 3.73 0.27
Final Sat.: 2750 2479 271 2750 2750 1375 1375 4415 1085 1375 5128 372

Capacity Analysis Module:
Vol/Sat: 0.21 0.23 0.23 0.02 0.12 0.12 0.09 0.22 0.22 0.04 0.25 0.25
Crit Vol: 295 163 122 344
Crit Moves: **** *

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 3-1

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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											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	98											
Critical Vol./Cap. (X):	0.768											
Average Delay (sec/veh):	XXXXXX											
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:	20 1 0	16 3 5	0 8 0	0 0 178 17								
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0								
Initial Fut:	293 522 102	227 277 200	123 233	60 228 1155 728								
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
PHF Volume:	293 522 102	227 277 200	123 233	60 228 1155 728								
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0								
Reduced Vol:	293 522 102	227 277 200	123 233	60 228 1155 728								
PCE Adj:	1.00 1.00 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.:	322 522 102	250 277 220	135 233	60 251 1155 728								
Saturation Flow Module:												
Sat/Lane:	1375 1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375								
Adjustment:	1.00 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 2299 1826	2750 3280 845	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 0.28 0.53								
Crit Vol:	261	0	68	728								
Crit Moves:	****	****	****	****								

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Study Area Intersection Capacity Analysis

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #19 AVIATION BLVD. @ 111TH												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	56											
Critical Vol./Cap. (X):	0.596											
Average Delay (sec/veh):	XXXXXX											
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 17 0	0 24 0	0 0 0	0 0 0								
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0								
Initial Fut:	30 1379 22	29 659 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 1379 22	29 659 55	39 30 28	25 51 54								
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0								
Reduced Vol:	30 1379 22	29 659 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 1379 22	29 659 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:	700	29	39	51								
Crit Moves:	****	****	****	****								

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LAMP																
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):								0.858			
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	0	0	0	
Lanes:	1	0	2	0	2	1	0	2	0	1	0	3	0	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:	7	0	0		0	4	0		2	42	41		0	128	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	212	557	166		170	328	441		84	526	332		300	1743	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:	212	557	166		170	328	441		84	526	332		300	1743	817	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	212	557	166		170	328	441		84	526	332		300	1743	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.:	212	557	183		170	328	485		84	526	332		300	1743	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:	0.15	0.20	0.07		0.12	0.12	0.18		0.06	0.13	0.24		0.22	0.42	0.59	
Crit Vol:	279				0				84				817			
Crit Moves:	****				****				****				****			

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LAMP																
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):									0.940		
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):									XXXXXX		
Optimal Cycle:	180				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	0	0	0	0
Lanes:	0	0	4	0	1	0	0	4	0	1	0	0	0	0	0	2
----- ----- ----- -----																
Volume Module:																
Base Vol:	0	4230	0		0	1548	32		0	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		0	373	64	316
Added Vol:	0	265	0		0	3	0		0	0	0		0	72	20	124
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Initial Fut:	0	4495	0		0	1551	32		0	0	0		0	445	84	440
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	4495	0		0	1551	32		0	0	0		0	445	84	440
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	0	4495	0		0	1551	32		0	0	0		0	445	84	440
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	4495	0		0	1551	32		0	0	0		0	489	84	484
----- ----- ----- -----																
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		0	2561	439	3000
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00	0.75	0.00		0.00	0.26	0.02		0.00	0.00	0.00		0.19	0.19	0.16	
Crit Vol:	1124				0				0				287			
Crit Moves:	****				****				****				****			

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LAMP												
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):	0.921	
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	180									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	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	0	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:	9	0	0	0	0	0	0	5	38	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1178	0	357	0	0	24	4	564	220	0	2112	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:	1178	0	357	0	0	24	4	564	220	0	2112	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1178	0	357	0	0	24	4	564	220	0	2112	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	1.10	1.00	1.00	1.00	1.00
Final Vol.:	1296	0	357	0	0	24	4	564	242	0	2112	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	2.80	1.20	0.00	2.99	0.01
Final Sat.:	3000	0	1500	0	0	1500	1500	4199	1801	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	0.47	0.47
Crit Vol:	648					24	4			706		
Crit Moves:	****					****	****			****		

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LAMP												
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):	0.497	
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	45									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	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	1	0	2	1

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:	3	0	0	0	0	0	0	8	0	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	13	76	38	41	9	31	407	182	351	1497	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:	73	13	76	38	41	9	31	407	182	351	1497	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	13	76	38	41	9	31	407	182	351	1497	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.:	73	13	84	42	41	10	31	407	182	386	1497	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	2.90	0.10
Final Sat.:	1375	1375	2750	1860	890	1375	1375	2850	1275	2750	3984	141

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	0.38	0.38
Crit Vol:	73					63		31			517	
Crit Moves:	****					****		****			****	

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LAMP																
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):								0.769			
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX			
Optimal Cycle:	62				Level of Service:								C			

Street Name:				Sepulveda Boulevard				H. Hughes Parkway				West Bound				
Approach:				North Bound				South Bound				East Bound				
Movement:				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				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 10 1				0 62 0				0 0 0 0				211 0 0			
PasserByVol:	0 0 0				0 0 0				0 0 0 0				0 0 0 0			
Initial Fut:	0 2883 1013				136 960 0				0 0 0 0				975 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 2883 0				136 960 0				0 0 0 0				975 0 132			
Reduct Vol:	0 0 0				0 0 0 0				0 0 0 0				0 0 0 0			
Reduced Vol:	0 2883 0				136 960 0				0 0 0 0				975 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 2883 0				150 960 0				0 0 0 0				1073 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				0.00 0.24 0.00			
Crit Vol:	721				75				0				358			
Crit Moves:	****				****								****			

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Study Area Intersection Capacity Analysis

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LAMP																			
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):								0.539						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX						
Optimal Cycle:	50				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	
Lanes:				2		0		1		1		2		0		3		0	

Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.																			
Base Vol:				71		279		132		92		184		314		288		192	
Growth Adj:				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	
Added Vol:				1		0		0		0		19		15		8		0	
PasserByVol:				0		0		0		0		0		0		0		0	
Initial Fut:				72		279		132		92		184		333		303		200	
User Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:				72		279		132		92		184		333		303		200	
Reduct Vol:				0		0		0		0		0		0		0		0	
Reduced Vol:				72		279		132		92		184		333		303		200	
PCE Adj:				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		1.10	
Final Vol.:				79		279		145		101		184		366		333		200	

Saturation Flow Module:																			
Sat/Lane:				1375		1375		1375		1375		1375		1375		1375		1375	
Adjustment:				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		3.00		2.00	
Final Sat.:				2750		2713		1412		2750		1379		2746		2750		4125	

Capacity Analysis Module:																			
Vol/Sat:				0.03		0.10		0.10		0.04		0.13		0.13		0.12		0.05	
Crit Vol:				40						183				167				352	
Crit Moves:				***						***				***				***	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #68 IMPERIAL HWY @MAIN STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
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	1.00	1.00 1.00	1.00			
Initial Bse:	461	1 550	0 0 4	0 825	205	498	1282	1				
Added Vol:	0 0 1	0 0 0	0 0 0	0 184	0	0 530	0					
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0	0 0 0	0					
Initial Fut:	461	1 551	0 0 4	0 1009	205	498	1812	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	1.00	1.00 1.00	1.00			
PHF Adj:	1.00	1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00			
PHF Volume:	461	1 0	0 0 4	0 1009	205	498	1812	1				
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0	0 0 0	0					
Reduced Vol:	461	1 0	0 0 4	0 1009	205	498	1812	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	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	1.00	1.10 1.00	1.00			
Final Vol.:	507	1 0	0 0 4	0 1009	205	548	1812	1				
Saturation Flow Module:												
Sat/Lane:	1425	1425 1425	1425 1425 1425	1425 1425 1425	1425	1425 1425	1425	1425 1425	1425			
Adjustment:	1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00			
Lanes:	1.99	0.01 1.00	0.00 0.00 1.00	1.00 1.00 2.00	1.00	2.00 2.00	1.00	2.00 2.00	1.00			
Final Sat.:	2844	6 1425	0 0 1425	1425 2850	1425	2850 2850	1425	2850 2850	1425			
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18 0.00	0.00 0.00 0.00	0.00 0.00 0.35	0.14	0.19 0.64	0.00					
Crit Vol:	254			4 505		906						
Crit Moves:	****			****		****						

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #69 IMPERIAL HWY @ PERSHING DR.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	42											
Level Of Service: A												
Street Name: PERSHING DR./HYPERION DWY. IMPERIAL HWY												
Approach:	North Bound	South Bound	East Bound	West Bound								
Movement:	L - T - R	L - T - R	L - T - R	L - T - R								
Control:	Split Phase	Split Phase	Protected	Permitted								
Rights:	Include	Include	Include	Ovl								
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0								
Lanes:	0 0 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	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	184 0	0 0 0	0 0 0	530							
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0							
Initial Fut:	0 1 3	901 0	83 189 311	1 8 368	1872							
User Adj:	1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00			
PHF Adj:	1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00			
PHF Volume:	0 1 3	901 0	83 189 311	1 8 368	1872							
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0							
Reduced Vol:	0 1 3	901 0	83 189 311	1 8 368	1872							
PCE Adj:	1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00			
MLF Adj:	1.00	1.00 1.00	1.10 1.00 1.00	1.10 1.00 1.00	1.10	1.00 1.00	1.00	1.00 1.00	1.10			
Final Vol.:	0 1 3	991 0	83 208 311	1 8 368	2059							
Saturation Flow Module:												
Sat/Lane:	1425	1425 1425	1425 1425 1425	1425 1425 1425	1425	1425 1425	1425	1425 1425	1425			
Adjustment:	1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00			
Lanes:	0.00	0.25 0.75	2.00 0.00 1.00	2.00 1.99 0.01	1.00	2.00 2.00	2.00	2.00 2.00	2.00			
Final Sat.:	0	356 1069	2850 0 1425	2850 2841 9	1425	2850 2850	2850					
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00 0.00	0.35 0.00 0.06	0.07 0.11 0.11	0.01 0.13 0.72							
Crit Vol:	4		496	104	184							
Crit Moves:	****		****	****	****							

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LAMP
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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):      1.091
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 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
Initial Bse:      101 1738 527 369 2113 10 237 209 63 202 227 421
Added Vol:      18 34 0 1 8 0 1 8 0 0 54 154
PasserByVol:      0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:      119 1772 527 370 2121 10 238 217 63 202 281 575
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:      119 1772 527 370 2121 10 238 217 63 202 281 575
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      119 1772 527 370 2121 10 238 217 63 202 281 575
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MIF 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.:      119 1772 527 407 2121 10 262 217 63 222 281 575
-----
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 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 0.10 0.05 0.05 0.08 0.07 0.42
Crit Vol:      591 204 131 575
Crit Moves:      **** **** **** ****
*****

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LAMP
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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):      0.843
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):      XXXXXX
Optimal Cycle:     119      Level Of Service:      D
*****
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 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
Initial Bse:      53 0 50 392 951 526 0 599 103 238 951 0
Added Vol:      3 0 0 0 0 0 0 8 0 0 206 0
PasserByVol:      0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:      56 0 50 392 951 526 0 607 103 238 1157 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:      56 0 50 392 951 526 0 607 103 238 1157 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      56 0 50 392 951 526 0 607 103 238 1157 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
MIF Adj:      1.00 1.00 1.10 1.10 1.00 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.:      56 0 55 431 951 579 0 607 103 262 1157 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 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 3655 620 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 0.27 0.00
Crit Vol:      56 523 237 386
Crit Moves:      **** **** **** ****
*****

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LAMP												
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):							0.932		
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):							XXXXXX		
Optimal Cycle:	180		Level Of Service:							E		

Street Name: / 105 RAMP IMPERIAL HWY.												
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	2	0	0	0	2	1	1	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:	130	0	0	0	0	0	0	23	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1143	0	337	0	0	0	0	297	331	103	1101	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:	1143	0	337	0	0	0	0	297	331	103	1101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1143	0	337	0	0	0	0	297	331	103	1101	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.:	1257	0	371	0	0	0	0	297	364	113	1101	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	0.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.44	0.00	0.13	0.00	0.00	0.00	0.00	0.10	0.13	0.04	0.39	0.00
Crit Vol:	629			0		149		551				
Crit Moves:	****			****		****		****				

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LAMP													
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):								0.588		
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):								XXXXXX		
Optimal Cycle:	45		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	2	1	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
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:		0	0	0	0	0	0	0	8	0	0	52	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		579	0	69	0	0	0	0	355	71	0	1455	524
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:		579	0	69	0	0	0	0	355	0	0	1455	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		579	0	69	0	0	0	0	355	0	0	1455	0
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:		1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:		637	0	69	0	0	0	0	355	0	0	1455	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.:		2571	0	279	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:		353			0		0		485				
Crit Moves:		****			****		****		****				

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LAMP													
Level Of Service Computation Report													
Circular 212 Planning Method (Future Volume Alternative)													
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD													
Cycle (sec):	100											0.605	
Loss Time (sec):	0	(Y+R = 4 sec)										XXXXXX	
Optimal Cycle:	47											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			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	1	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	1	0	0	0	1	0	0

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	7	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	987	92	61	398	26	0	0	0	156	0	262	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	987	92	61	398	26	0	0	0	156	0	262	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	987	92	61	398	26	0	0	0	156	0	262	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	987	92	61	398	26	0	0	0	172	0	262	

Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	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	2607	243	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:	539			61			0					262	
Crit Moves:	****			****								****	

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Study Area Intersection Capacity Analysis

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LAMP													
Level Of Service Computation Report													
Circular 212 Planning Method (Future Volume Alternative)													
Intersection #94 La CIENEGA BLVD. @ 111TH STREET													
Cycle (sec):	100											0.418	
Loss Time (sec):	0	(Y+R = 4 sec)										XXXXXX	
Optimal Cycle:	32											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	0
Lanes:	1	0	2	0	0	0	0	0	2	0	0	1	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	7	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	1091	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	1091	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	1091	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	1091	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:	546			0			50					0	
Crit Moves:	****			****			****					****	

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

Intersection #96 La CIENEGA BLVD. @ 405 S/B RAMP																			

Cycle (sec):	100				Critical Vol./Cap. (X):								0.942						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								xxxxxxx						
Optimal Cycle:	180				Level Of Service:								E						

Street Name:				La CIENEGA BLVD.				405 N/B RAMP											
Approach:				North Bound				South Bound				East Bound				West Bound			
Movement:				L - T - R		L - T - R		L - T - R		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		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		0 0 0 0 0		0 0 0 0 0		1 0 1 0 0		0 0 0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.																			
Base Vol:				0 1752 130		131 381 0		0 0 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 1.00		1.00 1.00 1.00		1.00					
Initial Bse:				0 1752 130		131 381 0		0 0 0		0 0 0		534 0 79							
Added Vol:				0 2 0		0 4 0		0 0 0		0 0 0		0 0 1							
PasserByVol:				0 0 0		0 0 0		0 0 0		0 0 0		0 0 0							
Initial Fut:				0 1754 130		131 385 0		0 0 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 1.00		1.00 1.00 1.00		1.00					
PHF Adj:				1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00					
PHF Volume:				0 1754 130		131 385 0		0 0 0		0 0 0		534 0 80							
Reduct Vol:				0 0 0		0 0 0		0 0 0		0 0 0		0 0 0							
Reduced Vol:				0 1754 130		131 385 0		0 0 0		0 0 0		534 0 80							
PCR Adj:				1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00					
MLF Adj:				1.00 1.00 1.10		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.10 1.00 1.00		1.00					
Final Vol.:				0 1754 143		131 385 0		0 0 0		0 0 0		587 0 80							
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1425 1425 1425		1425 1425 1425		1425 1425 1425		1425 1425 1425		1425 1425 1425							
Adjustment:				1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00					
Lanes:				0.00 2.00 1.00		1.00 2.00 0.00		0.00 0.00 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 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		0.00 0.00 0.00		0.23 0.00 0.23							
Crit Vol:				877		131		0		0		334							
Crit Moves:				****		****						****							

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LAMP																
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):								0.520			
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX			
Optimal Cycle:	48				Level of Service:								A			

Street Name: La CIENEGA BLVD. 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:	0 876 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 7 0 41				4 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 0 0 0			
Initial Fut:	0 883 41				457 493 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:	0 883 41				457 493 18				0 0 2				0 0 100			
Reduct Vol:	0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0			
Reduced Vol:	0 883 41				457 493 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.:	0 883 41				503 493 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:	462				251				2				0			
Crit Moves:	****				****				****				****			

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LAMP																			
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):								0.570						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								xxxxxxx						
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:				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				0 0 0 0			
Lanes:				1 0 2 0 1				1 0 2 1 0				0 0 1 1 0				2 0 0 0 1			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
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:				15 7 0 0				0 4 0 0				0 15 0 0 0 0							
PasserByVol:				0 0 0 0				0 0 0 0				0 0 0 0 0 0							
Initial Fut:				46 1192 149				68 415 0				4 0 42 185 0 75							
User Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00 1.00 1.00 1.00							
PHF Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00 1.00 1.00 1.00							
PHF Volume:				46 1192 149				68 415 0				4 0 42 185 0 75							
Reduct Vol:				0 0 0 0				0 0 0 0				0 0 0 0 0 0							
Reduced Vol:				46 1192 149				68 415 0				4 0 42 185 0 75							
PCR Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00 1.00 1.00 1.00							
MLF Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.10 1.00 1.00 1.00 1.00							
Final Vol.:				46 1192 149				68 415 0				4 0 42 204 0 75							
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1425 1425 1425				1425 1425 1425				1425 1425 1425							
Adjustment:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00 1.00 1.00 1.00							
Lanes:				1.00 2.00 1.00				1.00 3.00 0.00				0.09 0.00 0.91 2.00 0.00 1.00							
Final Sat.:				1425 2850 1425				1425 4275 0				124 0 1301 2850 0 1425							
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.03 0.42 0.10				0.05 0.10 0.00				0.03 0.00 0.03 0.07 0.00 0.05							
Crit Vol:				596				68				46 102							
Crit Moves:				****				****				**** ****							

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LAMP																
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):										0.744		
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):										XXXXXXXX		
Optimal Cycle:	89			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	0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
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	10	0		0	273	0		1	0	3	1	5	0		
PasserByVol:	0	0	0		0	0	0		0	0	0	0	0	0		
Initial Fut:	43	1837	95		22	1513	41		70	142	76	312	177	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	1837	95		22	1513	41		70	142	76	312	177	30		
Reduct Vol:	0	0	0		0	0	0		0	0	0	0	0	0		
Reduced Vol:	43	1837	95		22	1513	41		70	142	76	312	177	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	1837	95		22	1513	41		70	142	76	312	177	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	2351	399		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.03	0.45	0.07		0.02	0.37	0.03		0.05	0.05	0.06	0.23	0.08	0.08		
Crit Vol:	612				22				76			312				
Crit Moves:	*****				*****				*****			*****				

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.															
Cycle (sec):	100													0.824	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	106													D	
Level Of Service:															
Street Name: SEPULVEDA BOULEVARD LINCOLN BOULEVARD															
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Protected				Protected				Protected				Protected			
Include				Include				Include				Include			
Min. Green:	0	0	0	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	4	0
Volume Module:															
Base Vol:	1929	2106	0	0	1352	25	0	0	1074	0	0	0	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	1.00	1.00	1.00
Initial Bse:	1929	2106	0	0	1352	25	0	0	1074	0	0	0	0	0	0
Added Vol:	11	378	0	0	3	0	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:	1940	2484	0	0	1355	25	0	0	1074	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1940	2484	0	0	1355	25	0	0	1074	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1940	2484	0	0	1355	25	0	0	1074	0	0	0	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	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	1.00	1.00	1.00
Final Vol.:	2134	2484	0	0	1355	25	0	0	1181	0	0	0	0	0	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	4.00	3.00	0.00	0.00	3.93	0.07	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	5700	4275	0	0	5597	103	0	0	5700	0	1425	0	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.37	0.58	0.00	0.00	0.24	0.21	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	534				345				295					0	
Crit Moves:	****				****				****					****	

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 24-1

LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.															
Cycle (sec):	100													0.906	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	180													E	
Level Of Service:															
Street Name: Sepulveda Boulevard Manchester Avenue															
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	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
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	1.00	1.00	1.00
Initial Bse:	71	1772	55	96	1003	79	107	244	78	52	616	376			
Added Vol:	0	11	0	0	273	0	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:	71	1783	55	96	1276	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1783	55	96	1276	79	107	244	78	52	616	376			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1783	55	96	1276	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	1.00	1.00	1.00	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	1.00	1.00
Final Vol.:	71	1783	55	96	1276	79	118	244	78	52	616	376			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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	0.31	0.06	0.04	0.09	0.06	0.04	0.36	0.36			
Crit Vol:	594			96			59			496					
Crit Moves:	****			****			****			****					

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 25-1

LAMP																		
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):								0.680				
Loss Time (sec):		0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX				
Optimal Cycle:		58				Level Of Service:								E				

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		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		0 0		0 0		
Lanes:		0 0		2 0		1 1		1 0		2 0		0 0		0 0		2 0 0 0 1		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																		
Volume Module:																		
Base Vol:		0		1074		404		64		457		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		
Initial Bse:		0		1074		404		64		457		0		0		0 265 0 55		
Added Vol:		0		0		227		0		0		0		0		0 233 0 0		
PasserByVol:		0		0		0		0		0		0		0		0 0 0 0		
Initial Fut:		0		1074		631		64		457		0		0		0 498 0 55		
User Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00		
PHF Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00		
PHF Volume:		0		1074		631		64		457		0		0		0 498 0 55		
Reduct Vol:		0		0		0		0		0		0		0		0 0 0 0		
Reduced Vol:		0		1074		631		64		457		0		0		0 498 0 55		
PCR Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00		
MLF Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.10 1.00 1.00		
Final Vol.:		0		1074		631		64		457		0		0		0 548 0 55		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:		1425		1425		1425		1425		1425		1425		1425		1425 1425 1425		
Adjustment:		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 2.00 0.00 1.00		
Final Sat.:		0		2850		1425		1425		2850		0		0		0 2850 0 1425		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																		
Capacity Analysis Module:																		
Vol/Sat:		0.00		0.38		0.44		0.04		0.16		0.00		0.00		0.00 0.19 0.00 0.04		
Crit Vol:				631		64										0 274		
Crit Moves:		****		****		****										****		

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 26-1

LAMP																					
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):								1.084							
Loss Time (sec):	0 (Y+R = 4 sec)					Average Delay (sec/veh):								XXXXXX							
Optimal Cycle:	180					Level of Service:								F							

Street Name:		Sepulveda Boulevard								Westchester Parkway											
Approach:		North Bound				South Bound				East Bound				West Bound							
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- -----																					

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Study Area Intersection Capacity Analysis

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #136 SEPULVEDA @ 76th/77th STREET															
Cycle (sec):	100													0.954	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	180													E	
Level Of Service:															
Street Name: Sepulveda Boulevard 76th/77th Street															
North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R
Control:	Permitted			Control:	Permitted			Control:	Permitted			Control:	Permitted		
Rights:	Include			Rights:	Include			Rights:	Include			Rights:	Include		
Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0
Lanes:	1	0	3	Lanes:	0	0	1	Lanes:	2	0	1	Lanes:	1	0	1
Volume Module:															
Base Vol:	64	1952	10	Base Vol:	35	1251	200	Base Vol:	708	73	75	Base Vol:	39	108	353
Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00
Initial Bse:	64	1952	10	Initial Bse:	35	1251	200	Initial Bse:	708	73	75	Initial Bse:	39	108	353
Added Vol:	0	11	0	Added Vol:	0	273	0	Added Vol:	0	0	0	Added Vol:	0	0	0
PasserByVol:	0	0	0	PasserByVol:	0	0	0	PasserByVol:	0	0	0	PasserByVol:	0	0	0
Initial Fut:	64	1963	10	Initial Fut:	35	1524	200	Initial Fut:	708	73	75	Initial Fut:	39	108	353
User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00
PHF Volume:	64	1963	10	PHF Volume:	35	1524	200	PHF Volume:	708	73	75	PHF Volume:	39	108	353
Reduct Vol:	0	0	0	Reduct Vol:	0	0	0	Reduct Vol:	0	0	0	Reduct Vol:	0	0	0
Reduced Vol:	64	1963	10	Reduced Vol:	35	1524	200	Reduced Vol:	708	73	75	Reduced Vol:	39	108	353
PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.10	1.00	1.00	MLF Adj:	1.00	1.00	1.00
Final Vol.:	64	1963	10	Final Vol.:	35	1524	200	Final Vol.:	779	73	75	Final Vol.:	39	108	353
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	Sat/Lane:	1500	1500	1500	Sat/Lane:	1500	1500	1500	Sat/Lane:	1500	1500	1500
Adjustment:	1.00	1.00	1.00	Adjustment:	1.00	1.00	1.00	Adjustment:	1.00	1.00	1.00	Adjustment:	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	Lanes:	1.00	3.00	1.00	Lanes:	2.00	1.00	1.00	Lanes:	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	Final Sat.:	1500	4500	1500	Final Sat.:	3000	1500	1500	Final Sat.:	1500	1500	1500
Capacity Analysis Module:															
Vol/Sat:	0.04	0.44	0.01	Vol/Sat:	0.02	0.34	0.13	Vol/Sat:	0.26	0.05	0.05	Vol/Sat:	0.03	0.07	0.24
Crit Vol:	654			Crit Vol:	35			Crit Vol:	389			Crit Vol:	353		
Crit Moves:	***			Crit Moves:	***			Crit Moves:	***			Crit Moves:	***		

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Study Area Intersection Capacity Analysis

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET															
Cycle (sec):	100													0.823	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	81													D	
Level Of Service:															
Street Name: Sepulveda Boulevard 79th/80th Street															
North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R
Control:	Permitted			Control:	Permitted			Control:	Permitted			Control:	Permitted		
Rights:	Include			Rights:	Include			Rights:	Include			Rights:	Include		
Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0
Lanes:	1	0	2	Lanes:	1	0	3	Lanes:	1	0	1	Lanes:	1	0	1
Volume Module:															
Base Vol:	134	2135	27	Base Vol:	32	1168	181	Base Vol:	162	89	141	Base Vol:	43	198	118
Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00	Growth Adj:	1.00	1.00	1.00
Initial Bse:	134	2135	27	Initial Bse:	32	1168	181	Initial Bse:	162	89	141	Initial Bse:	43	198	118
Added Vol:	0	11	0	Added Vol:	0	273	0	Added Vol:	0	0	0	Added Vol:	0	0	0
PasserByVol:	0	0	0	PasserByVol:	0	0	0	PasserByVol:	0	0	0	PasserByVol:	0	0	0
Initial Fut:	134	2146	27	Initial Fut:	32	1441	181	Initial Fut:	162	89	141	Initial Fut:	43	198	118
User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00	User Adj:	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00	PHF Adj:	1.00	1.00	1.00
PHF Volume:	134	2146	27	PHF Volume:	32	1441	181	PHF Volume:	162	89	141	PHF Volume:	43	198	118
Reduct Vol:	0	0	0	Reduct Vol:	0	0	0	Reduct Vol:	0	0	0	Reduct Vol:	0	0	0
Reduced Vol:	134	2146	27	Reduced Vol:	32	1441	181	Reduced Vol:	162	89	141	Reduced Vol:	43	198	118
PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00	PCE Adj:	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.00	1.00	1.00	MLF Adj:	1.00	1.00	1.00
Final Vol.:	134	2146	27	Final Vol.:	32	1441	181	Final Vol.:	162	89	141	Final Vol.:	43	198	118
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	Sat/Lane:	1500	1500	1500	Sat/Lane:	1500	1500	1500	Sat/Lane:	1500	1500	1500
Adjustment:	1.00	1.00	1.00	Adjustment:	1.00	1.00	1.00	Adjustment:	1.00	1.00	1.00	Adjustment:	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	Lanes:	1.00	3.00	1.00	Lanes:	1.00	1.00	1.00	Lanes:	1.00	0.63	0.37
Final Sat.:	1500	4444	56	Final Sat.:	1500	4500	1500	Final Sat.:	1500	1500	1500	Final Sat.:	1500	940	560
Capacity Analysis Module:															
Vol/Sat:	0.09	0.48	0.48	Vol/Sat:	0.02	0.32	0.12	Vol/Sat:	0.11	0.06	0.09	Vol/Sat:	0.03	0.21	0.21
Crit Vol:	724			Crit Vol:	32			Crit Vol:	162			Crit Vol:	316		
Crit Moves:	***			Crit Moves:	***			Crit Moves:	***			Crit Moves:	***		

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 29-1

LAMP																			
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:								E						

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				0 0 0 0			
Lanes:				1 0 2 1 0				1 0 2 1 0				0 0 1 1 0 0				1 0 0 1 0 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 11 0				0 273 0				0 0 0				0 0 0			
PasserByVol:				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0			
Initial Fut:				38 2019 17				27 1477 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 2019 17				27 1477 34				68 63 41				23 118 145			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				38 2019 17				27 1477 34				68 63 41				23 118 145			
PCR Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 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 2019 17				27 1477 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 4399 101				593 549 358				1500 673 827			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.03 0.45 0.45				0.02 0.34 0.34				0.11 0.11 0.11				0.02 0.18 0.18			
Crit Vol:				679				27				68				263			
Crit Moves:				****				****				****				****			

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 11:02:12 Page 30-1

LAMP																
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	0	0	0	
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0	1	0	1	
----- ----- ----- ----- ----- -----																
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	1.00		
Initial Bse:	362	921	11		12	437	80	18	0	74	5	0	13			
Added Vol:	0	7	0	0	0	4	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:	362	928	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	1.00		
PHF Adj:	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:	362	928	11		12	441	80	18	0	74	5	0	13			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	362	928	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	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.:	362	928	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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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 1-1

LAMP

Scenario Report

Scenario: Future 2019 w/o 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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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 2-1

LAMP

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): 0.925
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
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: 8 5 0 14 12 0 0 236 8 0 2 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 463 533 123 119 503 141 142 2194 463 101 1210 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 463 533 123 119 503 141 142 2194 463 101 1210 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 463 533 123 119 503 141 142 2194 463 101 1210 150
PCE Adj: 1.00 1.00 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.: 509 533 123 131 503 141 142 2194 463 101 1210 150
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 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 3.30 0.70 1.00 3.56 0.44
Final Sat.: 2750 2234 516 2750 2750 1375 1375 4542 958 1375 4893 607
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.19 0.24 0.24 0.05 0.18 0.10 0.10 0.48 0.48 0.07 0.25 0.25
Crit Vol: 255 252 664 101
Crit Moves: **** **

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 3-1

LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #16 IMPERIAL HWY. @ AVIATION BL.															
Cycle (sec):	100													0.756	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	93													C	
Level Of Service:															
Street Name: AVIATION BL. IMPERIAL HWY.															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
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	0	0	17	1	2	5	181	20	0	13	8			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	138	363	235	387	579	125	230	1385	283	162	433	406			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	363	235	387	579	125	230	1385	283	162	433	406			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	138	363	235	387	579	125	230	1385	283	162	433	406			
PCE Adj:	1.00	1.00	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	363	235	426	579	138	253	1385	283	178	433	406			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	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	2.49	0.51	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3425	700	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.13	0.17	0.15	0.21	0.10	0.09	0.40	0.40	0.06	0.10	0.30			
Crit Vol:	182			213				556		89					
Crit Moves:	****			****				****		****					

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 4-1

LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #19 AVIATION BLVD. @ 111TH															
Cycle (sec):	100													0.541	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	50													A	
Level Of Service:															
Street Name: AVIATION BLVD.								111TH STREET							
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
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	12	0	0	20	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	13	989	32	36	1132	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	989	32	36	1132	66	61	81	24	27	41	62			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	13	989	32	36	1132	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	989	32	36	1132	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	2664	86	1375	2598	152	1375	1061	314	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.37	0.37	0.03	0.44	0.44	0.04	0.08	0.08	0.02	0.03	0.05			
Crit Vol:	13			599			105		27						
Crit Moves:	****			****			****		****						

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 5-1

LAMP											
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):	0.990
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	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:	0 0 0	0 1 0	0 122 128	0 6 0							
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0							
Initial Fut:	123 286 547	585 716 339	109 1358 598	88 796 211							
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:	123 286 547	585 716 339	109 1358 598	88 796 211							
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0							
Reduced Vol:	123 286 547	585 716 339	109 1358 598	88 796 211							
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.:	123 286 602	585 716 373	109 1358 598	88 796 211							
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 3.16 0.84							
Final Sat.:	1375 2750 2750	1375 2750 2750	1375 4125 1375	1375 4348 1152							
Capacity Analysis Module:											
Vol/Sat:	0.09 0.10 0.22	0.43 0.26 0.14	0.08 0.33 0.43	0.06 0.18 0.18							
Crit Vol:	301 585		598 0								
Crit Moves:	****	****	****	****							

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 6-1

LAMP											
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):	0.778
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	65									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 4 0	0 483 0	0 0 0	2 8 0							
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0							
Initial Fut:	0 3447 0	0 3183 50	0 0 0	469 96 229							
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 3447 0	0 3183 50	0 0 0	469 96 229							
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0							
Reduced Vol:	0 3447 0	0 3183 50	0 0 0	469 96 229							
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 3447 0	0 3183 50	0 0 0	516 96 252							
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	1.69 0.31 2.00							
Final Sat.:	0 6000 1500	0 6000 1500	0 0 0	2529 471 3000							
Capacity Analysis Module:											
Vol/Sat:	0.00 0.57 0.00	0.00 0.53 0.03	0.00 0.00 0.00	0.20 0.20 0.08							
Crit Vol:	862 0		0 306								
Crit Moves:	****	****	****	****							

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:58 Page 7-1

LAMP												
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):	0.682	
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	45									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	1	1	0	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:	4	0	0	0	0	0	0	118	4	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	0	338	0	0	39	24	1874	556	0	890	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:	653	0	338	0	0	39	24	1874	556	0	890	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	0	338	0	0	39	24	1874	556	0	890	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.:	718	0	338	0	0	39	24	1874	612	0	890	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	3.00	1.00	0.00	2.95	0.05
Final Sat.:	3000	0	1500	0	0	1500	1500	4500	1500	0	4430	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.23	0.00	0.00	0.03	0.02	0.42	0.41	0.00	0.20	0.20
Crit Vol:	359					39		625		0		
Crit Moves:	****					****		****		****		

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LAMP												
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):	0.723	
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	82									Level Of Service:	C	
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	2	1	0	2	1
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	206	3	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	23	382	54	31	14	21	1708	150	120	572	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	1708	150	120	572	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	23	382	54	31	14	21	1708	150	120	572	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	1708	150	132	572	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	2.76	0.24	2.00	2.83	0.17
Final Sat.:	1375	1375	2750	2316	434	1375	1375	3792	333	2750	3894	231
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.15	0.03	0.07	0.01	0.02	0.45	0.45	0.05	0.15	0.15
Crit Vol:			210		98			619		66		
Crit Moves:	****		****		****			****		****		

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LAMP																	
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):								0.707				
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX				
Optimal Cycle:	49				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		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		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 1.00			
Initial Bse:				0 1401		652		565 2476		0 0		0 0		620 0 102			
Added Vol:				0 62		218		0 5		0 0		0 0		17 0 0			
PasserByVol:				0 0		0 0		0 0		0 0		0 0		0 0 0			
Initial Fut:				0 1463		870		565 2481		0 0		0 0		637 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 1.00			
PHF Adj:				1.00 1.00		0.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00		1.00 1.00 1.00			
PHF Volume:				0 1463		0		565 2481		0 0		0 0		637 0 102			
Reduct Vol:				0 0		0 0		0 0		0 0		0 0		0 0 0			
Reduced Vol:				0 1463		0		565 2481		0 0		0 0		637 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 1.00			
MLF Adj:				1.00 1.00		0.00		1.10 1.00 1.00		1.00 1.00 1.00		1.00		1.10 1.00 1.00			
Final Vol.:				0 1463		0		622 2481		0 0		0 0		701 0 102			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
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:				0.00 4.00		1.00		2.00 3.00 0.00		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				827		0		0		234			
Crit Moves:				****				****				****		****			

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LAMP																			
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):								0.760						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXXXX						
Optimal Cycle:	95				Level of Service:								C						

Street Name:				La CIENEGA BLVD.				IMPERIAL HWY.											
Approach:				North Bound				South Bound				East Bound				West Bound			
Movement:				L - T - R		R		L - T - R		R		L - T - R		R		L - T - R			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Control:				Protected				Protected				Protected				Protected			
Rights:				Include				Include				Include				Include			
Min. Green:				0		0		0		0		0		0		0			
Lanes:				2		0		1		1		1		2		0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Volume Module:																			
Base Vol:				63		198		677		386		378		238		223			
Growth Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:				63		198		677		386		378		238		223			
Added Vol:				0		0		0		0		16		15		52			
PasserByVol:				0		0		0		0		0		0		0			
Initial Fut:				63		198		677		386		378		254		238			
User Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Volume:				63		198		677		386		378		254		238			
Reduct Vol:				0		0		0		0		0		0		0			
Reduced Vol:				63		198		677		386		378		254		238			
PCE Adj:				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			
Final Vol.:				69		198		745		425		378		279		262			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1375		1375		1375		1375		1375		1375		1375			
Adjustment:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Lanes:				2.00		1.00		2.00		2.00		1.72		1.28		2.00			
Final Sat.:				2750		1375		2750		2750		2372		1753		2750			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.03		0.14		0.27		0.15		0.16		0.16		0.10			
Crit Vol:								372		212				438		23			
Crit Moves:				****				****		****				****		****			

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LAMP												
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):	0.854	
Loss Time (sec):	0	(Y+R = 4 sec)								Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	128									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	1	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	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	509	1	0	244	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	0	438	4	1	1	0	1547	385	572	971	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	0	1547	385	572	971	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	0	0	4	1	1	0	1547	385	572	971	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	0	1547	385	629	971	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	0.34	0.00
Crit Vol:	123			6			774		315			
Crit Moves:	****			****			****		****			

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LAMP												
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):	0.749	
Loss Time (sec):	0	(Y+R = 4 sec)								Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	74									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	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	509	0	0	0	0	0	0	0	244
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	6	1399	0	201	149	421	0	1	413	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1399	0	201	149	421	0	1	413	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	6	1399	0	201	149	421	0	1	413	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	1539	0	201	164	421	0	1	413	880
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	0.31
Crit Vol:	9			769			82			207		
Crit Moves:	****			****			****			****		

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LAMP																
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):								1.424			
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	0	0	0	0
Lanes:	1	0	3	0	1	2	0	3	1	0	2	0	3	0	1	2
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
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	1.00	
Initial Bse:	141	1762	987		670	2348	15		228	358	168		155	331	383	
Added Vol:	4	0	0		161	50	0		11	51	0		1	16	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	145	1762	987		831	2398	15		239	409	168		156	347	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	1.00	
PHF Adj:	1.00	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	1762	987		831	2398	15		239	409	168		156	347	383	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	1762	987		831	2398	15		239	409	168		156	347	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	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	1762	987		914	2398	15		263	409	168		172	347	383	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	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:																
V/Crit Vol:	0.11	0.43	0.72		0.33	0.44	0.44		0.10	0.10	0.12		0.06	0.08	0.28	
Crit Vol:		987	457							131					383	
Crit Moves:	****	****	****		****	****	****		****	****	****		****	****	****	

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LAMP																									
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):										0.490											
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):										XXXXXX											
Optimal Cycle:	36			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 0 1			0 0 2 1 0			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		209		3		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		1181		59		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		1181		59		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		1181		59		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		1.10		1.10		1.00		1.00	
Final Vol.:		123		0		273		107		175		197		0		1181		59		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		2.86		0.14		2.00		3.00		0.00	
Final Sat.:		1425		0		2850		1425		1926		2349		0		4072		203		2850		4275		0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																									
Capacity Analysis Module:																									
Vol/Sat:		0.09		0.00		0.10		0.07		0.09		0.08		0.00		0.29		0.29		0.01		0.18		0.00	
Crit Vol:						136				129						413				19					
Crit Moves:		****		****		****		****		****		****		****		****		****		****		****		****	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #74 IMPERIAL HWY. @ 105 RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	53											
Critical Vol./Cap. (X):	0.646											
Average Delay (sec/veh):	XXXXXX											
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	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:	0	0	0	0	0	0	0	68	130	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	0	198	0	0	0	0	1618	607	136	632	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:	499	0	198	0	0	0	0	1618	607	136	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	0	198	0	0	0	0	1618	607	136	632	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.:	549	0	218	0	0	0	0	1618	668	150	632	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	2.83	1.17	2.00	2.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	4035	1665	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.08	0.00	0.00	0.00	0.00	0.40	0.05	0.22	0.00	0.00
Crit Vol:	274			0				571		75		
Crit Moves:	****							****		****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	105											
Critical Vol./Cap. (X):	0.823											
Average Delay (sec/veh):	XXXXXX											
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	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:	0	0	0	0	0	0	0	52	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	284	0	0	0	0	2665	277	0	433	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	165	0	284	0	0	0	0	2665	0	0	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	0	284	0	0	0	0	2665	0	0	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	182	0	284	0	0	0	0	2665	0	0	433	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:	0.13	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				888		0		
Crit Moves:	****							****		****		

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LAMP																			
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):								0.586						
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 0 0				1 7 0				0 0 0				0 0 0			
PasserByVol:				0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut:				0 541 352				311 712 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:				0 541 352				311 712 4				0 0 0				69 0 77			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				0 541 352				311 712 4				0 0 0				69 0 77			
PCR Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 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.:				0 541 352				311 712 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 1727 1123				1425 4251 24				0 0 0				2850 0 1425			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.00 0.31 0.31				0.22 0.17 0.17				0.00 0.00 0.00				0.03 0.00 0.05			
Crit Vol:				447				311				0				77			
Crit Moves:				****				****				****				****			

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LAMP																	
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):						0.361					
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		R		L - T - R		R		L - T - R		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			
Lanes:		1		0		2		0		0		2		0			
		0		0		0		1		0		0		0			

Volume Module:																	
Base Vol:		52		761		0		0		828		66		111			
Growth Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:		52		761		0		0		828		66		111			
Added Vol:		0		0		0		0		7		0		0			
PasserByVol:		0		0		0		0		0		0		0			
Initial Fut:		52		761		0		0		835		66		111			
User Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Volume:		52		761		0		0		835		66		111			
Reduct Vol:		0		0		0		0		0		0		0			
Reduced Vol:		52		761		0		0		835		66		111			
PCE Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
MIF Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Final Vol.:		52		761		0		0		835		66		122			
		0		0		0		0		835		66		122			

Saturation Flow Module:																	
Sat/Lane:		1425		1425		1425		1425		1425		1425		1425			
Adjustment:		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			
Final Sat.:		1425		2850		0		0		3962		313		2850			
		0		0		0		0		3962		313		2850			

Capacity Analysis Module:																	
Vol/Sat:		0.04		0.27		0.00		0.00		0.21		0.21		0.04			
Crit Vol:		380		0		0		0		0		0		134			
Crit Moves:		****		****		****		****		****		****		****			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP												
Cycle (sec):	100										0.366	
Loss Time (sec):	0	(Y+R = 4 sec)									XXXXXX	
Optimal Cycle:	29										A	
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
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:	15	0	0	6	1	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	603	29	71	878	3	0	0	26	225	0	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:	41	603	29	71	878	3	0	0	26	225	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	603	29	71	878	3	0	0	26	225	0	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	1.10	1.00	1.00	1.00
Final Vol.:	41	603	29	71	878	3	0	0	26	248	0	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	0.00	1.00	2.00	0.00	1.00
Final Sat.:	1425	2850	1425	1425	4260	15	0	0	1425	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.02	0.05	0.21	0.21	0.00	0.00	0.02	0.09	0.00	0.16
Crit Vol:	302			71					26	124		
Crit Moves:	****			****					****	****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.												
Cycle (sec):	100										0.885	
Loss Time (sec):	0	(Y+R = 4 sec)									XXXXXX	
Optimal Cycle:	180										D	
Level Of Service: D												
Street Name: Sepulveda Boulevard La Tijera Boulevard												
Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												
Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit												
Rights: Include Include Include Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0
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	242	0	0	22	0	37	10	98	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1486	221	115	1726	141	167	362	195	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	1486	221	115	1726	141	167	362	195	324	263	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1486	221	115	1726	141	167	362	195	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	1486	221	115	1726	141	167	362	195	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	0.36	0.16	0.08	0.42	0.10	0.12	0.13	0.14	0.24	0.12	0.12
Crit Vol:	122			575					195	324		
Crit Moves:	****			****					****	****		

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

Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.																

Cycle (sec):	100													1.092		
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX		
Optimal Cycle:	180													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	0	0	0	
Lanes:	4	0	2	1	0	0	3	1	0	0	0	0	4	0	1	
----- ----- ----- -----																
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	4		0	0	455	0		0	0	29		0	0	0	
PasserByVol:	0	0		0	0	0	0		0	0	0		0	0	0	
Initial Fut:	1516	1963		0	0	2515	41		0	0	1819		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:	1516	1963		0	0	2515	41		0	0	1819		0	0	0	
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	1516	1963		0	0	2515	41		0	0	1819		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.:	1668	1963		0	0	2515	41		0	0	2001		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	3.94	0.06		0.00	0.00	4.00		0.00	1.00	0.00	
Final Sat.:	5700	4275	0		0	5609	91		0	0	5700		0	1425	0	
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.29	0.46	0.00		0.00	0.45	0.45		0.00	0.00	0.35		0.00	0.00	0.00	
Crit Vol:	417				639				500		0					
Crit Moves:	****				****				****							

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LAMP																
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):								0.997			
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	

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	280	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:	167	1599	117		342	1785	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	1599	117		342	1785	272		218	776	129		108	515	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	1599	117		342	1785	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	1599	117		342	1785	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	0.39	0.09		0.25	0.43	0.20		0.09	0.28	0.09		0.08	0.26	0.26	
Crit Vol:	533				342				388		108					
Crit Moves:	*****				*****				*****		*****					

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LAMP															
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):								0.618			
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):								XXXXXX			
Optimal Cycle:	49			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	2	0	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:		0	566	311	75	628	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	187	0	108		
Added Vol:		0	0	254	0	0	0	0	0	0	250	0	0		
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:		0	566	565	75	628	0	0	0	0	437	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	565	75	628	0	0	0	0	437	0	108		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		0	566	565	75	628	0	0	0	0	437	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	565	75	628	0	0	0	0	481	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	0.40	0.05	0.22	0.00	0.00	0.00	0.00	0.17	0.00	0.08		
Crit Vol:				565		75				0		240			
Crit Moves:		****	****		****					****	****				

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LAMP													
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):								1.161	
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):								XXXXXX	
Optimal Cycle:	180			Level of Service:								F	

Street Name:				Sepulveda Boulevard				Westchester Parkway					
Approach:		North Bound		South Bound		East Bound		West Bound					
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Control:		Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit					
Rights:		Include		Include		Include		Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		1	0	3	0	1	1	0	3	0	1	1	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
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:		4	0	0	0	98	22	236	0	357	0	0	7
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		193	1575	74	212	2054	87	299	272	457	262	285	213
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		193	1575	74	212	2054	87	299	272	457	262	285	213
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		193	1575	74	212	2054	87	299	272	457	262	285	213
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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.:		193	1575	74	212	2054	87	299	272	457	262	285	213
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:		1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.14	0.86
Final Sat.:		1375	4125	1375	1375	4125	1375	1375	1375	1375	1375	1574	1176
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:		0.14	0.38	0.05	0.15	0.50	0.06	0.22	0.20	0.33	0.19	0.18	0.18
Crit Vol:		193			685					457	262		
Crit Moves:		****			****	****				****	****		

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LAMP																			
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):								0.604						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX						
Optimal Cycle:	36				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				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 1.00			
Initial Bse:				64 1621 38				123 1374 324				187 38 53				23 47 35			
Added Vol:				0 280 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:				64 1901 38				123 1396 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 1.00			
PHF Adj:				1.00 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 1901 38				123 1396 324				187 38 53				23 47 35			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				64 1901 38				123 1396 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 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 1901 38				123 1396 324				206 38 53				23 47 35			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1500 1500 1500				1500 1500 1500				1500 1500 1500				1500 1500 1500			
Adjustment:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Lanes:				1.00 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:																			
V/Crat:				0.04 0.42 0.03				0.08 0.31 0.22				0.07 0.03 0.04				0.02 0.03 0.02			
Crat Vol:				634				123				103				47			
Crat Moves:				****				****				****				****			

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LAMP																
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):								0.621			
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX			
Optimal Cycle:	38				Level of Service:								B			

Street Name:	Sepulveda Boulevard								79th/80th Street							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	1	1	0	1	0	1	0	1	
----- ----- ----- -----																
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	280	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:	86	2082	34		35	1437	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	2082	34		35	1437	184		113	58	83		28	48	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	2082	34		35	1437	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	2082	34		35	1437	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	4428	72		1500	4500	1500		1500	1500	1500		1500	923	577	
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.06	0.47	0.47		0.02	0.32	0.12		0.08	0.04	0.06		0.02	0.05	0.05	
Crit Vol:	705				35				113				78			
Crit Moves:	****				****				****				****			

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:59 Page 29-1

LAMP												
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):	0.575	
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX	
Optimal Cycle:	34									Level Of Service:	A	

Street Name:	Sepulveda Boulevard				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	1	0

Volume Module:												
Base Vol:	52	1794	16		41	1457	52	47	42	27	9	29
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:	52	1794	16		41	1457	52	47	42	27	9	29
Added Vol:	0	280	0		0	22	0	0	0	0	0	0
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0
Initial Fut:	52	2074	16		41	1479	52	47	42	27	9	29
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:	52	2074	16		41	1479	52	47	42	27	9	29
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0
Reduced Vol:	52	2074	16		41	1479	52	47	42	27	9	29
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.:	52	2074	16		41	1479	52	47	42	27	9	29

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
Final Sat.:	1500	4466	34		1500	4347	153	608	543	349	1500	791

Capacity Analysis Module:												
Vol/Sat:	0.03	0.46			0.03	0.34	0.34	0.08	0.08	0.08	0.01	0.04
Crit Vol:	697				41			116			9	
Crit Moves:	****	****			****			****			****	

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Study Area Intersection Capacity Analysis

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 11:03:59 Page 30-1

LAMP												
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):	0.465	
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
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	118	564	12		45	767	52	88	3	264	6	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:	118	564	12		45	767	52	88	3	264	6	1
Added Vol:	0	0	0		0	7	0	0	0	0	0	0
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0
Initial Fut:	118	564	12		45	774	52	88	3	264	6	1
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:	118	564	12		45	774	52	88	3	264	6	1
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0
Reduced Vol:	118	564	12		45	774	52	88	3	264	6	1
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.:	118	564	12		45	774	52	88	3	264	6	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:	1.00	1.96	0.04		1.00	2.81	0.19	1.00	1.00	1.00	0.33	0.06
Final Sat.:	1425	2791	59		1425	4006	269	1425	1425	1425	475	79

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
Crit Vol:	118				275			264		6		
Crit Moves:	****	****			****			****		****		

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:16 Page 1-1

LAMP

Scenario Report

Scenario: Future 2019 with 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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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 2-1

LAMP

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): 0.700
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 76 Level Of Service: C

Street Name: AVIATION BLVD. CENTURY BLVD.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
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 1.00
Initial Bse: 529 549 61 53 320 167 119 907 223 55 1158 83
Added Vol: 79 10 0 7 5 0 3 98 62 0 125 10
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 608 559 61 60 325 167 122 1005 285 55 1283 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 608 559 61 60 325 167 122 1005 285 55 1283 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 608 559 61 60 325 167 122 1005 285 55 1283 93
FCE Adj: 1.00 1.00 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.: 669 559 61 66 325 167 122 1005 285 55 1283 93

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 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 1.80 0.20 2.00 2.00 1.00 1.00 3.12 0.88 1.00 3.73 0.27
Final Sat.: 2750 2479 271 2750 2750 1375 1375 4285 1215 1375 5128 372

Capacity Analysis Module:
Vol/Sat: 0.24 0.23 0.23 0.02 0.12 0.12 0.09 0.23 0.23 0.04 0.25 0.25
Crit Vol: 334 163 122 344
Crit Moves: ****

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 3-1

LAMP												
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):							0.820		
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):							XXXXXX		
Optimal Cycle:	127		Level Of Service:							D		

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:		20 1 0			58 3 5			0 8 0			0 178 88	
PasserByVol:		0 0 0			0 0 0			0 0 0			0 0 0	
Initial Fut:		293 522 102			269 277 200			123 233 60			228 1155 799	
User Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
PHF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
PHF Volume:		293 522 102			269 277 200			123 233 60			228 1155 799	
Reduct Vol:		0 0 0			0 0 0			0 0 0			0 0 0	
Reduced Vol:		293 522 102			269 277 200			123 233 60			228 1155 799	
PCE Adj:		1.00 1.00 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.:		322 522 102			296 277 220			135 233 60			251 1155 799	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:		1375 1375 1375			1375 1375 1375			1375 1375 1375			1375 1375 1375	
Adjustment:		1.00 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 2299 1826			2750 3280 845			2750 4125 1375	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:		0.12 0.19 0.07			0.11 0.12 0.12			0.05 0.07 0.07			0.09 0.28 0.58	
Crit Vol:		261			0			68			799	
Crit Moves:		****			****			****			****	

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 4-1

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

Intersection #19 AVIATION BLVD. @ 111TH													

Cycle (sec):	100		Critical Vol./Cap. (X):							0.622			
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):							XXXXXX			
Optimal Cycle:	60		Level Of Service:							B			

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	1	0	1	0	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	88	0	0	66	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	30	1450	22	29	701	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	1450	22	29	701	55	39	30	28	25	51	54	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	30	1450	22	29	701	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	1450	22	29	701	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	2709	41	1375	2550	200	1375	711	664	1375	1375	1375	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.02	0.54	0.54	0.02	0.27	0.27	0.03	0.04	0.04	0.02	0.04	0.04	
Crit Vol:	736		29		39		51						
Crit Moves:	****		****		****		****						

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 5-1

LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	160											
Critical Vol./Cap. (X):	0.858											
Average Delay (sec/veh):	XXXXXX											
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 0												
Lanes: 1 0 2 0 2 1 0 2 0 2 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:	7	0	0	0	4	0	2	62	41	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	557	166	170	328	441	84	546	332	300	1743	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:	212	557	166	170	328	441	84	546	332	300	1743	817
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	557	166	170	328	441	84	546	332	300	1743	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.:	212	557	183	170	328	485	84	546	332	300	1743	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:	0.15	0.20	0.07	0.12	0.12	0.18	0.06	0.13	0.24	0.22	0.42	0.59
Crit Vol:	279			0			84					817
Crit Moves:	****			****			****					****

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	180											
Critical Vol./Cap. (X):	0.940											
Average Delay (sec/veh):	XXXXXX											
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 0												
Lanes: 0 0 4 0 1 0 0 4 0 1 0 0 0 0 1 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	265	0	0	3	0	0	0	0	72	20	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4495	0	0	1551	32	0	0	0	445	84	440
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	4495	0	0	1551	32	0	0	0	445	84	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4495	0	0	1551	32	0	0	0	445	84	440
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	4495	0	0	1551	32	0	0	0	489	84	484
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	2561	439	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.75	0.00	0.00	0.26	0.02	0.00	0.00	0.00	0.19	0.19	0.16
Crit Vol:	1124			0			0			287		
Crit Moves:	****			****			****			****		

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Study Area Intersection Capacity Analysis

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	180											
Critical Vol./Cap. (X):	0.921											
Average Delay (sec/veh):	XXXXXX											
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 0												
Lanes: 2 0 0 0 1 0 0 0 0 1 0 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:	9	0	0	0	0	0	0	5	58	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1178	0	357	0	0	24	4	564	240	0	2112	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:	1178	0	357	0	0	24	4	564	240	0	2112	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1178	0	357	0	0	24	4	564	240	0	2112	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	1.10	1.00	1.00	1.00	1.00
Final Vol.:	1296	0	357	0	0	24	4	564	264	0	2112	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	2.72	1.28	0.00	2.99	0.01
Final Sat.:	3000	0	1500	0	0	1500	1500	4087	1913	0	4487	13
Capacity Analysis Module:												
Vol/Sat:	0.43	0.00	0.24	0.00	0.00	0.02	0.00	0.14	0.14	0.00	0.47	0.47
Crit Vol:	648						24	4			706	
Crit Moves:	****						****	****			****	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	45											
Critical Vol./Cap. (X):	0.497											
Average Delay (sec/veh):	XXXXXX											
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 0												
Lanes: 1 0 1 0 2 1 0 1 1 0 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:	3	0	0	0	0	0	0	8	0	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	13	76	38	41	9	31	407	182	351	1497	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:	73	13	76	38	41	9	31	407	182	351	1497	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	13	76	38	41	9	31	407	182	351	1497	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.:	73	13	84	42	41	10	31	407	182	386	1497	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	2.90	0.10
Final Sat.:	1375	1375	2750	1860	890	1375	1375	2850	1275	2750	3984	141
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	0.38	0.38
Crit Vol:	73						63		31		517	
Crit Moves:	****						****		****		****	

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LAMP																			
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):								0.769						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX						
Optimal Cycle:	62				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				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 10 1				0 62 0				0 0 0 0				211 0 0			
PasserByVol:				0 0 0				0 0 0				0 0 0 0				0 0 0 0			
Initial Fut:				0 2883 1013				136 960 0				0 0 0 0				975 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 2883 0				136 960 0				0 0 0 0				975 0 132			
Reduct Vol:				0 0 0				0 0 0 0				0 0 0 0				0 0 0 0			
Reduced Vol:				0 2883 0				136 960 0				0 0 0 0				975 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 2883 0				150 960 0				0 0 0 0				1073 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				0.24 0.00 0.09			
Crit Vol:				721				75				0				358			
Crit Moves:				****				****								****			

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LAMP																			
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):										0.547					
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):										XXXXXX					
Optimal Cycle:	50			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	0	0	0	0
Lanes:				2	0	1	1	1	2	0	1	1	1	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		0	0	39		15	8	21		0	66	7	
PasserByVol:				0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:				72	279	132		92	184	353		303	200	154		96	931	640	
User Adj:				1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:				1.00	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		92	184	353		303	200	154		96	931	640	
Reduct Vol:				0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:				72	279	132		92	184	353		303	200	154		96	931	640	
PCE Adj:				1.00	1.00	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		101	184	388		333	200	169		106	931	704	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:				1.00	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		0.12	0.05	0.06		0.04	0.23	0.26	
Crit Vol:				40					194	167							352		
Crit Moves:				****					****	****			****			****			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #68 IMPERIAL HWY @MAIN STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	180											
Critical Vol./Cap. (X):	1.171											
Average Delay (sec/veh):	XXXXXX											
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 0												
Lanes: 1 1 0 0 1 0 0 0 0 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:	0	0	1	0	0	0	0	184	0	0	530	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	1	551	0	0	4	0	1009	205	498	1812	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:	461	1	0	0	0	4	0	1009	205	498	1812	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	1	0	0	0	4	0	1009	205	498	1812	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	1.10	1.00	1.00	1.00
Final Vol.:	507	1	0	0	0	4	0	1009	205	548	1812	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	2.00	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	0.35	0.14	0.19	0.64	0.00
Crit Vol:	254							505		906		
Crit Moves:	****							****		****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #69 IMPERIAL HWY @ PERSHING DR.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	42											
Critical Vol./Cap. (X):	0.553											
Average Delay (sec/veh):	XXXXXX											
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 Include												
Min. Green: 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	184	0	0	0	0	0	0	0	530
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	3	901	0	83	189	311	1	8	368	1872
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	901	0	83	189	311	1	8	368	1872
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	3	901	0	83	189	311	1	8	368	1872
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	991	0	83	208	311	1	8	368	2059
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2841	9	1425	2850	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.06	0.07	0.11	0.11	0.01	0.13	0.72
Crit Vol:	4			496			104			184		
Crit Moves:	****			****			****			****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	180											
Critical Vol./Cap. (X):	1.091											
Average Delay (sec/veh):	XXXXXX											
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 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:	18 34	0 1 8	0 1 8	0 0 54	154							
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0							
Initial Fut:	119 1772	527 370 2121	10 238 217	63 202 281	575							
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00							
PHF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00							
PHF Volume:	119 1772	527 370 2121	10 238 217	63 202 281	575							
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0							
Reduced Vol:	119 1772	527 370 2121	10 238 217	63 202 281	575							
PCE Adj:	1.00 1.00	1.00 1.00 1.00	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.:	119 1772	527 407 2121	10 262 217	63 222 281	575							
Saturation Flow Module:												
Sat/Lane:	1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375	1375							
Adjustment:	1.00 1.00	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 0.10 0.05	0.05 0.08 0.07	0.42							
Crit Vol:	591	204	131	575								
Crit Moves:	****	****	****	****								

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Study Area Intersection Capacity Analysis

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #73 IMPERIAL HWY @ NASH ST.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	119											
Critical Vol./Cap. (X):	0.843											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	D											
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								
Initial Bse:	53 0 50	392 951 526	0 599 103	238 951 0								
Added Vol:	3 0 0	0 0 0	0 8 0	0 206 0								
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0								
Initial Fut:	56 0 50	392 951 526	0 607 103	238 1157 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:	56 0 50	392 951 526	0 607 103	238 1157 0								
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0								
Reduced Vol:	56 0 50	392 951 526	0 607 103	238 1157 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	1.10 1.00 1.10	1.00 1.00 1.00	1.10 1.00 1.00								
Final Vol.:	56 0 55	431 951 579	0 607 103	262 1157 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 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 3655	620 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 0.27	0.00							
Crit Vol:	56	523	237	386								
Crit Moves:	****	****	****	****								

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #74 IMPERIAL HWY. @ 105 RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	180											
Critical Vol./Cap. (X):	0.965											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	E											
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	2	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:	159	0	0	0	0	0	0	44	21	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1172	0	337	0	0	0	0	318	352	103	1142	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:	1172	0	337	0	0	0	0	318	352	103	1142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1172	0	337	0	0	0	0	318	352	103	1142	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.:	1289	0	371	0	0	0	0	318	387	113	1142	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	0.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	2850	2850	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.14	0.04	0.40	0.00
Crit Vol:	645			0				159			571	
Crit Moves:	****							****			****	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	46											
Critical Vol./Cap. (X):	0.593											
Average Delay (sec/veh):	XXXXXX											
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	2	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:	0	0	0	0	0	0	0	8	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	579	0	69	0	0	0	0	355	71	0	1476	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	579	0	69	0	0	0	0	355	0	0	1476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	579	0	69	0	0	0	0	355	0	0	1476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	637	0	69	0	0	0	0	355	0	0	1476	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.:	2571	0	279	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	0.35	0.00
Crit Vol:	353			0				0			492	
Crit Moves:	****							****			****	

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LAMP																		
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):										0.605			
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):										XXXXXX			
Optimal Cycle:	47				Level of Service:										E			

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	0	
Lanes:	0	0	1	1	0	1	0	2	1	0	0	0	0	0	0	1	1	
----- ----- ----- -----																		
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.																		
Base Vol:	0	980	92		61	394	26	0	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	1.00				
Initial Bse:	0	980	92		61	394	26	0	0	0	0	156	0	261				
Added Vol:	0	7	0	0	0	4	0	0	0	0	0	0	0	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	987	92		61	398	26	0	0	0	0	156	0	262				
User Adj:	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:	0	987	92		61	398	26	0	0	0	0	156	0	262				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	987	92		61	398	26	0	0	0	0	156	0	262				
PCE Adj:	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	1.10	1.00	1.00				
Final Vol.:	0	987	92		61	398	26	0	0	0	0	172	0	262				
----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:	1425	1425	1425		1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.83	0.17		1.00	2.82	0.18	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	0	2607	243		1425	4013	262	0	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	0.00	0.06	0.00	0.18				
Crit Vol:	539				61			0						262				
Crit Moves:	****				****									****				

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LAMP																	
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):					0.418						
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				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 7 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 1091 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 1091 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 1091 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				1.00 1.10 1.00				1.00 1.00 1.00			
Final Vol.:		195 1091 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:		546 0								50 0							
Crit Moves:		****				****				****							

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LAMP												
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):				0.577			
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. 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			0 0 0 0	
Lanes:		1 0 2 0 1			1 0 2 1 0			0 0 1 1 0 0			2 0 0 0 1	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
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:		15 7 0			0 4 0			0 0 15			20 0 0	
PasserByVol:		0 0 0			0 0 0			0 0 0			0 0 0	
Initial Fut:		46 1192 149			68 415 0			4 0 42			205 0 75	
User Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
PHF Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
PHF Volume:		46 1192 149			68 415 0			4 0 42			205 0 75	
Reduct Vol:		0 0 0			0 0 0			0 0 0			0 0 0	
Reduced Vol:		46 1192 149			68 415 0			4 0 42			205 0 75	
PCR Adj:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 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.:		46 1192 149			68 415 0			4 0 42			226 0 75	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:		1425 1425 1425			1425 1425 1425			1425 1425 1425			1425 1425 1425	
Adjustment:		1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00	
Lanes:		1.00 2.00 1.00			1.00 3.00 0.00			0.09 0.00 0.91			2.00 0.00 1.00	
Final Sat.:		1425 2850 1425			1425 4275 0			124 0 1301			2850 0 1425	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:		0.03 0.42 0.10			0.05 0.10 0.00			0.03 0.00 0.03			0.08 0.00 0.05	
Crit Vol:		596			68			46 113				
Crit Moves:		****			****			****			****	

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Study Area Intersection Capacity Analysis

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LAMP													
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):								0.744		
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):								XXXXXX		
Optimal Cycle:	89		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
Lanes:	1		0		3		0		1		0		1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	43		1827		95		22		1240		41		69
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00
Initial Bse:	43		1827		95		22		1240		41		69
Added Vol:	0		10		0		0		273		0		1
PasserByVol:	0		0		0		0		0		0		0
Initial Fut:	43		1837		95		22		1513		41		70
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Volume:	43		1837		95		22		1513		41		70
Reduct Vol:	0		0		0		0		0		0		0
Reduced Vol:	43		1837		95		22		1513		41		70
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00
Final Vol.:	43		1837		95		22		1513		41		70
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1375		1375		1375		1375		1375		1375		1375
Adjustment:	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
Final Sat.:	1375		4125		1375		1375		4125		1375		1375
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.03		0.45		0.07		0.02		0.37		0.03		0.05
Crit Vol:	612				22						76		312
Crit Moves:	****				****						****		****

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Study Area Intersection Capacity Analysis

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.															
Cycle (sec):	100													0.824	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	106													D	
Level Of Service:															
Street Name: SEPULVEDA BOULEVARD LINCOLN BOULEVARD															
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Protected				Protected				Protected				Protected			
Include				Include				Include				Include			
Min. Green:	0	0	0	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	0
Volume Module:															
Base Vol:	1929	2106	0	0	1352	25	0	0	1074	0	0	0	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	1.00	1.00	1.00
Initial Bse:	1929	2106	0	0	1352	25	0	0	1074	0	0	0	0	0	0
Added Vol:	11	378	0	0	3	0	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:	1940	2484	0	0	1355	25	0	0	1074	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1940	2484	0	0	1355	25	0	0	1074	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1940	2484	0	0	1355	25	0	0	1074	0	0	0	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	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	1.00	1.00	1.00
Final Vol.:	2134	2484	0	0	1355	25	0	0	1181	0	0	0	0	0	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	4.00	3.00	0.00	0.00	3.93	0.07	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	5700	4275	0	0	5597	103	0	0	5700	0	1425	0	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.37	0.58	0.00	0.00	0.24	0.21	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	534				345				295						
Crit Moves:	****				****				****						

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 24-1

LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.															
Cycle (sec):	100													0.906	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	180													E	
Level Of Service:															
Street Name: Sepulveda Boulevard Manchester Avenue															
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Prot+Permit				Prot+Permit				Protected				Prot+Permit			
Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	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
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	1.00	1.00	1.00
Initial Bse:	71	1772	55	96	1003	79	107	244	78	52	616	376			
Added Vol:	0	11	0	0	273	0	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:	71	1783	55	96	1276	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1783	55	96	1276	79	107	244	78	52	616	376			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1783	55	96	1276	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	1.00	1.00	1.00	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	1.00	1.00
Final Vol.:	71	1783	55	96	1276	79	118	244	78	52	616	376			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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	0.31	0.06	0.04	0.09	0.06	0.04	0.36	0.36			
Crit Vol:	594			96			59			496					
Crit Moves:	****			****			****			****					

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Study Area Intersection Capacity Analysis

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LAMP											
Level Of Service Computation Report											
Circular 212 Planning Method (Future Volume Alternative)											
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE											
Cycle (sec):	100									0.680	
Loss Time (sec):	0 (Y+R = 4 sec)									XXXXXX	
Optimal Cycle:	58									B	
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	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
Lanes:	0	0	2	0	1	1	0	2	0	0	1
Volume Module:											
Base Vol:	0	1074	404	64	457	0	0	0	0	265	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:	0	1074	404	64	457	0	0	0	0	265	0
Added Vol:	0	0	227	0	0	0	0	0	0	233	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1074	631	64	457	0	0	0	0	498	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1074	631	64	457	0	0	0	0	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1074	631	64	457	0	0	0	0	498	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	0	1074	631	64	457	0	0	0	0	548	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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0
Capacity Analysis Module:											
Vol/Sat:	0.00	0.38	0.44	0.04	0.16	0.00	0.00	0.00	0.00	0.19	0.00
Crit Vol:		631	64							274	
Crit Moves:	****	****	****							****	

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 26-1

LAMP											
Level Of Service Computation Report											
Circular 212 Planning Method (Future Volume Alternative)											
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY											
Cycle (sec):	100									1.084	
Loss Time (sec):	0 (Y+R = 4 sec)									XXXXXX	
Optimal Cycle:	180									F	
Level Of Service: F											
Street Name:	Sepulveda Boulevard				Westchester Parkway						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	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
Lanes:	1	0	3	0	1	1	0	3	0	1	0
Volume Module:											
Base Vol:	169	2023	23	129	1540	62	14	141	70	173	529
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
Added Vol:	368	10	0	2	3	273	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	2033	23	131	1543	335	14	141	70	173	534
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:	537	2033	23	131	1543	335	14	141	70	173	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	2033	23	131	1543	335	14	141	70	173	534
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.:	537	2033	23	131	1543	335	14	141	70	173	534
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	1.34	0.66	1.00	1.26
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	1838	912	1375	1730
Capacity Analysis Module:											
Vol/Sat:	0.39	0.49	0.02	0.10	0.37	0.24	0.01	0.08	0.08	0.13	0.31
Crit Vol:	537			514						424	
Crit Moves:	****			****			****			****	

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LAMP																			
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				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 11 0				0 273 0				0 0 0				0 0 0			
PasserByVol:				0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut:				64 1963 10				35 1524 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 1963 10				35 1524 200				708 73 75				39 108 353			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				64 1963 10				35 1524 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 1963 10				35 1524 200				779 73 75				39 108 353			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1500 1500 1500				1500 1500 1500				1500 1500 1500				1500 1500 1500			
Adjustment:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Lanes:				1.00 3.00 1.00				1.00 3.00 1.00				2.00 1.00 1.00				1.00 1.00 1.00			
Final Sat.:				1500 4500 1500				1500 4500 1500				3000 1500 1500				1500 1500 1500			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.04 0.44 0.01				0.02 0.34 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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LAMP																
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):								0.823			
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	0	0	0	
Lanes:	1	0	2	1	0	1	0	1	1	0	1	0	1	0	1	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
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	11	0		0	273	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	134	2146	27		32	1441	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	2146	27		32	1441	181		162	89	141		43	198	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	134	2146	27		32	1441	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	2146	27		32	1441	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	0.32	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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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 29-1

LAMP												
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	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	11	0	0	273	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2019	17	27	1477	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	2019	17	27	1477	34	68	63	41	23	118	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2019	17	27	1477	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	2019	17	27	1477	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	4399	101	593	549	358	1500	673	827

Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.02	0.34	0.34	0.11	0.11	0.11	0.02	0.18	0.18
Crit Vol:	679		27				68			263		
Crit Moves:	****		****				****			****		

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 11:05:17 Page 30-1

LAMP												
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

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	7	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:	362	928	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	928	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	928	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	928	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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Study Area Intersection Capacity Analysis

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 11:11:00 Page 1-1

LAMP

Scenario Report

Scenario: Future 2019 with 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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Study Area Intersection Capacity Analysis

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 11:11:00 Page 2-1

LAMP

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): 0.964
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
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: 79 5 0 14 12 0 0 256 50 0 2 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 534 533 123 119 503 141 142 2214 505 101 1210 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 534 533 123 119 503 141 142 2214 505 101 1210 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 534 533 123 119 503 141 142 2214 505 101 1210 150
PCE Adj: 1.00 1.00 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.: 587 533 123 131 503 141 142 2214 505 101 1210 150

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 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 3.26 0.74 1.00 3.56 0.44
Final Sat.: 2750 2234 516 2750 2750 1375 1375 4478 1022 1375 4893 607

Capacity Analysis Module:
Vol/Sat: 0.21 0.24 0.24 0.05 0.18 0.10 0.10 0.49 0.49 0.07 0.25 0.25
Crit Vol: 294 252 680 101
Crit Moves: ****

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 11:11:00 Page 3-1

LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #16 IMPERIAL HWY. @ AVIATION BL.															
Cycle (sec):	100													0.773	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	100													C	
Level Of Service:															
Street Name: AVIATION BL. IMPERIAL HWY.															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
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	0	0	59	1	2	5	181	20	0	13	79			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	138	363	235	429	579	125	230	1385	283	162	433	477			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	363	235	429	579	125	230	1385	283	162	433	477			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	138	363	235	429	579	125	230	1385	283	162	433	477			
PCE Adj:	1.00	1.00	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	363	235	472	579	138	253	1385	283	178	433	477			
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375			
Adjustment:	1.00	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	2.49	0.51	2.00	3.00	1.00			
Final Sat.:	2750	2750	1375	2750	2750	1375	2750	3425	700	2750	4125	1375			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.13	0.17	0.17	0.21	0.10	0.09	0.40	0.40	0.06	0.10	0.35			
Crit Vol:	182			236				556		89					
Crit Moves:	****			****				****		****					

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Study Area Intersection Capacity Analysis

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #19 AVIATION BLVD. @ 111TH															
Cycle (sec):	100													0.556	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	51													A	
Level Of Service:															
Street Name: AVIATION BLVD.								111TH STREET							
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
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	83	0	0	62	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	13	1060	32	36	1174	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	1060	32	36	1174	66	61	81	24	27	41	62			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	13	1060	32	36	1174	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	1060	32	36	1174	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	2669	81	1375	2604	146	1375	1061	314	1375	1375	1375			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.40	0.40	0.03	0.45	0.45	0.04	0.08	0.08	0.02	0.03	0.05			
Crit Vol:	13			620			105		27						
Crit Moves:	****			****			****		****						

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 11:11:01 Page 5-1

LAMP											
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):	0.990
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.											
North Bound			South Bound			East Bound			West Bound		
Approach:			Approach:			Approach:			Approach:		
Movement:			Movement:			Movement:			Movement:		
L - T - R			L - T - R			L - T - R			L - T - R		
Control:			Control:			Control:			Control:		
Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Ovl			Ovl			Ovl			Ovl		
Rights:			Rights:			Rights:			Rights:		
Min. Green:			Min. Green:			Min. Green:			Min. Green:		
Lanes:			Lanes:			Lanes:			Lanes:		
0	0	0	0	0	0	0	0	0	0	0	0
1	0	2	0	2	0	1	0	3	0	1	0
Volume Module:											
Base Vol:	123	286	547	585	715	339	109	1236	470	88	790
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:	123	286	547	585	715	339	109	1236	470	88	790
Added Vol:	0	0	0	0	1	0	0	142	128	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	286	547	585	716	339	109	1378	598	88	796
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:	123	286	547	585	716	339	109	1378	598	88	796
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	286	547	585	716	339	109	1378	598	88	796
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	286	602	585	716	373	109	1378	598	88	796
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	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00	3.16
Final Sat.:	1375	2750	2750	1375	2750	2750	1375	4125	1375	1375	4348
Capacity Analysis Module:											
Vol/Sat:	0.09	0.10	0.22	0.43	0.26	0.14	0.08	0.33	0.43	0.06	0.18
Crit Vol:	301	585							598	0	
Crit Moves:	****	****							****	****	

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Study Area Intersection Capacity Analysis

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LAMP											
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):	0.778
Loss Time (sec):	0 (Y+R = 4 sec)									Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	65									Level Of Service:	C
Street Name: SEPULVEDA BLVD. CENTURY BLVD.											
North Bound			South Bound			East Bound			West Bound		
Approach:			Approach:			Approach:			Approach:		
Movement:			Movement:			Movement:			Movement:		
L - T - R			L - T - R			L - T - R			L - T - R		
Control:			Control:			Control:			Control:		
Permitted			Permitted			Permitted			Permitted		
Ignore			Include			Include			Include		
Rights:			Rights:			Rights:			Rights:		
Min. Green:			Min. Green:			Min. Green:			Min. Green:		
Lanes:			Lanes:			Lanes:			Lanes:		
0	0	0	0	0	0	0	0	0	0	0	0
0	0	4	0	1	0	0	4	0	1	0	0
0	0	0	0	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:											
Base Vol:	0	3443	0	0	2700	50	0	0	0	467	88
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	3443	0	0	2700	50	0	0	0	467	88
Added Vol:	0	4	0	0	483	0	0	0	0	2	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3447	0	0	3183	50	0	0	0	469	96
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	3447	0	0	3183	50	0	0	0	469	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3447	0	0	3183	50	0	0	0	469	96
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	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00
Final Vol.:	0	3447	0	0	3183	50	0	0	0	516	96
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	1.69	0.31
Final Sat.:	0	6000	1500	0	6000	1500	0	0	0	2529	471
Capacity Analysis Module:											
Vol/Sat:	0.00	0.57	0.00	0.00	0.53	0.03	0.00	0.00	0.00	0.20	0.20
Crit Vol:	862	0							0	306	
Crit Moves:	****	****							****	****	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	45											
Critical Vol./Cap. (X):	0.683											
Average Delay (sec/veh):	XXXXXX											
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	0	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:	4	0	0	0	0	0	0	118	23	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	0	338	0	0	39	24	1874	575	0	890	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:	653	0	338	0	0	39	24	1874	575	0	890	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	0	338	0	0	39	24	1874	575	0	890	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.:	718	0	338	0	0	39	24	1874	633	0	890	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	2.99	1.01	0.00	2.95	0.05
Final Sat.:	3000	0	1500	0	0	1500	1500	4486	1514	0	4430	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.23	0.00	0.00	0.03	0.02	0.42	0.42	0.00	0.20	0.20
Crit Vol:	359					39		627		0		
Crit Moves:	****					****		****		****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	82											
Critical Vol./Cap. (X):	0.723											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	C											
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	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	206	3	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	23	382	54	31	14	21	1708	150	120	572	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	1708	150	120	572	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	23	382	54	31	14	21	1708	150	120	572	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	1708	150	132	572	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	2.76	0.24	2.00	2.83	0.17
Final Sat.:	1375	1375	2750	2316	434	1375	1375	3792	333	2750	3894	231
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.15	0.03	0.07	0.01	0.02	0.45	0.45	0.05	0.15	0.15
Crit Vol:			210		98			619		66		
Crit Moves:	****		****		****			****		****		

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LAMP																	
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):								0.707				
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX				
Optimal Cycle:	49				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		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		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 1.00			
Initial Bse:				0 1401		652		565 2476		0 0		0 0		620 0 102			
Added Vol:				0 62		218		0 5		0 0		0 0		17 0 0			
PasserByVol:				0 0		0		0 0		0 0		0 0		0 0 0			
Initial Fut:				0 1463		870		565 2481		0 0		0 0		637 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 1.00			
PHF Adj:				1.00 1.00		0.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00		1.00 1.00 1.00			
PHF Volume:				0 1463		0		565 2481		0 0		0 0		637 0 102			
Reduct Vol:				0 0		0 0		0 0		0 0		0 0		0 0 0			
Reduced Vol:				0 1463		0		565 2481		0 0		0 0		637 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 1.00			
MLF Adj:				1.00 1.00		0.00		1.10 1.00 1.00		1.00 1.00 1.00		1.00		1.10 1.00 1.00			
Final Vol.:				0 1463		0		622 2481		0 0		0 0		701 0 102			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
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:				0.00 4.00		1.00		2.00 3.00 0.00		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				827		0		0		234			
Crit Moves:				****				****						****			

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LAMP																
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):					0.760					
Loss Time (sec):	0 (Y+R = 4 sec)					Average Delay (sec/veh):					XXXXXX					
Optimal Cycle:	95					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				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 0				0 36 15				52 22 42				0 25 0			
PasserByVol:	0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0			
Initial Fut:	63 198 677				386 378 274				238 1313 166				41 385 165			
User Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj:	1.00 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				386 378 274				238 1313 166				41 385 165			
Reduct Vol:	0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0			
Reduced Vol:	63 198 677				386 378 274				238 1313 166				41 385 165			
PCE Adj:	1.00 1.00 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				425 378 301				262 1313 183				45 385 182			
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1375 1375 1375				1375 1375 1375				1375 1375 1375				1375 1375 1375			
Adjustment:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Lanes:	2.00 1.00 2.00				2.00 1.67 1.33				2.00 3.00 2.00				2.00 3.00 2.00			
Final Sat.:	2750 1375 2750				2750 2295 1830				2750 4125 2750				2750 4125 2750			
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.03 0.14 0.27				0.15 0.16 0.16				0.10 0.32 0.07				0.02 0.09 0.07			
Crit Vol:	372				212				438				23			
Crit Moves:	****				****				****				****			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #68 IMPERIAL HWY @MAIN STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	128											
Critical Vol./Cap. (X):	0.854											
Average Delay (sec/veh):	XXXXXX											
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	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	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	509	1	0	244	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	0	438	4	1	1	0	1547	385	572	971	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	0	1547	385	572	971	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	0	0	4	1	1	0	1547	385	572	971	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	1.10	1.00	1.00	1.00
Final Vol.:	246	0	0	4	1	1	0	1547	385	629	971	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	0.34	0.00
Crit Vol:	123							774		315		
Crit Moves:	****							****		****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #69 IMPERIAL HWY @ PERSHING DR.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	74											
Critical Vol./Cap. (X):	0.749											
Average Delay (sec/veh):	XXXXXX											
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	1	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	509	0	0	0	0	0	0	0	244
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	6	1399	0	201	149	421	0	1	413	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1399	0	201	149	421	0	1	413	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	6	1399	0	201	149	421	0	1	413	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	1539	0	201	164	421	0	1	413	880
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	0.31
Crit Vol:	9			769			82			207		
Crit Moves:	****			****			****			****		

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LAMP															
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):					1.424				
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 1.00			
Initial Bse: 141 1762 987				670 2348 15				228 358 168				155 331 383			
Added Vol: 4 0 0				161 50 0				11 51 0				1 16 0			
PasserByVol: 0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut: 145 1762 987				831 2398 15				239 409 168				156 347 383			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 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 1762 987				831 2398 15				239 409 168				156 347 383			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol: 145 1762 987				831 2398 15				239 409 168				156 347 383			
PCE Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 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 1762 987				914 2398 15				263 409 168				172 347 383			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane: 1375 1375 1375				1375 1375 1375				1375 1375 1375				1375 1375 1375			
Adjustment: 1.00 1.00 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:															
V/Crit: 0.11 0.43 0.72				0.33 0.44 0.44				0.10 0.10 0.12				0.06 0.08 0.28			
Crit Vol: 987 457 131												383			
Crit Moves: ****				****				****				****			

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LAMP																
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):										0.490		
Loss Time (sec):	0 (Y+R = 4 sec)			Average Delay (sec/veh):										XXXXXX		
Optimal Cycle:	36			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	
Lanes:	1	0	0	2	1	1	0	1	1	0	2	1	0	2	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	209	3		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	1181	59		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	1181	59		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	1181	59		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	1181	59		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	2.86	0.14		2.00	3.00	0.00	
Final Sat.:	1425	0	2850		1425	1926	2349		0	4072	203		2850	4275	0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.10		0.07	0.09	0.08		0.00	0.29	0.29		0.01	0.18	0.00	
Crit Vol:			136			129				413				19		
Crit Moves:	****	****	****		****	****	****		****	****	****		****	****	****	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #74 IMPERIAL HWY. @ 105 RAMP												
Cycle (sec):	100										0.665	
Loss Time (sec):	0 (Y+R = 4 sec)										XXXXXX	
Optimal Cycle:	56										B	
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	2	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:	30	0	0	0	0	0	0	89	151	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	529	0	198	0	0	0	0	1639	628	136	673	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:	529	0	198	0	0	0	0	1639	628	136	673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	0	198	0	0	0	0	1639	628	136	673	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	1.10	1.10	1.00	1.00	1.00
Final Vol.:	582	0	218	0	0	0	0	1639	691	150	673	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	2.81	1.19	2.00	2.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	4010	1690	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.05	0.24	0.00	0.00
Crit Vol:	291			0				582	75			
Crit Moves:	****							****	****			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP												
Cycle (sec):	100										0.823	
Loss Time (sec):	0 (Y+R = 4 sec)										XXXXXX	
Optimal Cycle:	105										D	
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	1	0	0	0	0	0	0	2	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:	0	0	0	0	0	0	0	52	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	284	0	0	0	0	2665	277	0	454	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	165	0	284	0	0	0	0	2665	0	0	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	0	284	0	0	0	0	2665	0	0	454	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	182	0	284	0	0	0	0	2665	0	0	454	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:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.11	0.00
Crit Vol:	284			0				888			0	
Crit Moves:	****							****	****			

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAMP															
Cycle (sec):	100													0.802	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	94													D	
Level Of Service:															
Street Name: La CIENEGA BLVD. 405 N/B RAMP															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Permitted				Permitted				Split Phase				Split Phase			
Ovl				Include				Include				Include			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
0	0	1	1	1	0	2	0	0	0	0	0	1	0	0	0
0	0	1	1	1	0	2	0	0	0	0	0	1	0	0	0
Volume Module:															
Base Vol:	0	604	63	194	769	0	0	0	0	850	0	359	0	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	604	63	194	769	0	0	0	0	850	0	359	0	359	0
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	604	63	194	770	0	0	0	0	850	0	360	0	360	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	604	63	194	770	0	0	0	0	850	0	360	0	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	604	63	194	770	0	0	0	0	850	0	360	0	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00
Final Vol.:	0	604	69	194	770	0	0	0	0	935	0	360	0	360	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.44	0.00	0.56	0.00	0.00	0.56
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2058	0	792	0	792	0
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	0.00	0.45	0.00
Crit Vol:	302			194						0				648	
Crit Moves:	****			****										****	

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LAMP																											
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):					0.435																
Loss Time (sec):	0 (Y+R = 4 sec)					Average Delay (sec/veh):					XXXXXX																
Optimal Cycle:	40					Level of Service:					A																

Street Name: La CIENEGA BLVD. 405 S/B RAMP																											
Approach:				North Bound				South Bound				East Bound				West Bound											
Movement:				L - T - R		R		L - T - R		R		L - T - R		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											
Lanes:				0		0		1		1		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		0		0		122		7		0		0		0		0		0		0		0	
PasserByVol:				0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:				0		634		38		473		844		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		1.00	
PHF Adj:				1.00		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		634		38		473		844		1		0		0		2		0		0		409	
Reduct Vol:				0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:				0		634		38		473		844		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		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		634		38		520		844		1		0		0		2		0		0		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:				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		2594		156		2750		2747		3		0		0		1375		0		0		2750	

Capacity Analysis Module:																											
Vol/Sat:				0.00		0.24		0.24		0.19		0.31		0.31		0.00		0.00		0.00		0.00		0.00		0.16	
Crit Vol:				336		260		2		0		0		0		0		0		0		0		0		0	
Crit Moves:				****		****		****		****		****		****		****		****		****		****		****		****	

Study Area Intersection Capacity Analysis

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 11:11:01 Page 21-1

LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP												
Cycle (sec):	100										0.374	
Loss Time (sec):	0	(Y+R = 4 sec)									XXXXXX	
Optimal Cycle:	30										A	
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	2	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:	15	0	0	6	1	0	0	0	15	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	603	29	71	878	3	0	0	26	245	0	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:	41	603	29	71	878	3	0	0	26	245	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	603	29	71	878	3	0	0	26	245	0	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	1.10	1.00	1.00	1.00
Final Vol.:	41	603	29	71	878	3	0	0	26	270	0	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	0.00	1.00	2.00	0.00	1.00
Final Sat.:	1425	2850	1425	1425	4260	15	0	0	1425	2850	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.02	0.05	0.21	0.21	0.00	0.00	0.02	0.09	0.00	0.16
Crit Vol:	302			71					26	135		
Crit Moves:	****			****					****	****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.												
Cycle (sec):	100										0.885	
Loss Time (sec):	0	(Y+R = 4 sec)									XXXXXX	
Optimal Cycle:	180										D	
Level Of Service: D												
Street Name: Sepulveda Boulevard La Tijera Boulevard												
Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												
Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit												
Rights: Include Include Include Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0
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	242	0	0	22	0	37	10	98	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1486	221	115	1726	141	167	362	195	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	1486	221	115	1726	141	167	362	195	324	263	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1486	221	115	1726	141	167	362	195	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	1486	221	115	1726	141	167	362	195	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	0.36	0.16	0.08	0.42	0.10	0.12	0.13	0.14	0.24	0.12	0.12
Crit Vol:	122			575					195	324		
Crit Moves:	****			****					****	****		

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LAMP												
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):				1.092		
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
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
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	4	0	0	455	0	0	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1516	1963	0	0	2515	41	0	0	1819	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:	1516	1963	0	0	2515	41	0	0	1819	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1516	1963	0	0	2515	41	0	0	1819	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.:	1668	1963	0	0	2515	41	0	0	2001	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	3.94	0.06	0.00	0.00	4.00	0.00	1.00	0.00
Final Sat.:	5700	4275	0	0	5609	91	0	0	5700	0	1425	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.29	0.46	0.00	0.00	0.45	0.45	0.00	0.00	0.35	0.00	0.00	0.00
Crit Vol:	417				639				500			
Crit Moves:	****				****				****			

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LAMP												
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):								0.997	
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	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	280	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:	167	1599	117	342	1785	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	1599	117	342	1785	272	218	776	129	108	515	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1599	117	342	1785	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	1599	117	342	1785	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	0.39	0.09	0.25	0.43	0.20	0.09	0.28	0.09	0.08	0.26	0.26
Crit Vol:	533			342			388		108			
Crit Moves:	*****			*****			*****		*****			

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LAMP																			
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):								0.604						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								xxxxxxx						
Optimal Cycle:	36				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				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 1.00			
Initial Bse:				64 1621 38				123 1374 324				187 38 53				23 47 35			
Added Vol:				0 280 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:				64 1901 38				123 1396 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 1.00			
PHF Adj:				1.00 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 1901 38				123 1396 324				187 38 53				23 47 35			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				64 1901 38				123 1396 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 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 1901 38				123 1396 324				206 38 53				23 47 35			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1500 1500 1500				1500 1500 1500				1500 1500 1500				1500 1500 1500			
Adjustment:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Lanes:				1.00 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:																			
V/Crat:				0.04 0.42 0.03				0.08 0.31 0.22				0.07 0.03 0.04				0.02 0.03 0.02			
Crit Vol:				634				123				103				47			
Crit Moves:				***				***				***				***			

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LAMP																
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):					0.621					
Loss Time (sec):	0 (Y+R = 4 sec)					Average Delay (sec/veh):					XXXXXX					
Optimal Cycle:	38					Level of Service:					E					

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	0	0	0	
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	1	0	1	
----- ----- ----- -----																
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	280	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:	86	2082	34		35	1437	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	2082	34		35	1437	184		113	58	83		28	48	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	2082	34		35	1437	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	2082	34		35	1437	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	4428	72		1500	4500	1500		1500	1500	1500		1500	923	577	
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.06	0.47	0.47		0.02	0.32	0.12		0.08	0.04	0.06		0.02	0.05	0.05	
Crit Vol:	705				35				113				78			
Crit Moves:	***				***				***				***			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	34											
Critical Vol./Cap. (X):	0.575											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	A											
Street Name:	Sepulveda Boulevard											
Approach:	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:	0 280 0	0 0 22 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:	52 2074 16	41 1479 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 2074 16	41 1479 52	47 42 27	9 29 26								
Reduct Vol:	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0								
Reduced Vol:	52 2074 16	41 1479 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 2074 16	41 1479 52	47 42 27	9 29 26								
Saturation Flow Module:												
Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500								
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
Lanes:	1.00 2.98 0.02	1.00 2.90 0.10	0.41 0.36 0.23	1.00 0.53 0.47								
Final Sat.:	1500 4466 34	1500 4347 153	608 543 349	1500 791 709								
Capacity Analysis Module:												
Vol/Sat:	0.03 0.46	0.03 0.34 0.34	0.08 0.08 0.08	0.01 0.04 0.04								
Crit Vol:	697	41	116	9								
Crit Moves:	***	***	***	***								

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Study Area Intersection Capacity Analysis

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 11:11:01 Page 30-1

LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	35											
Critical Vol./Cap. (X):	0.465											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	A											
Street Name:	La CIENEGA 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	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 0 0	0 0 7 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:	118 564 12	45 774 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:	118 564 12	45 774 52	88 3 264	6 1 11								
Reduct Vol:	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0								
Reduced Vol:	118 564 12	45 774 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.:	118 564 12	45 774 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 4006 269	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	275	264	6								
Crit Moves:	***	***	***	***								

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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50

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LAMP

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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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50

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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): 0.624
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXXX
Optimal Cycle: 61 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
-----|-----|-----|-----|
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 1.00
Initial Bse: 489 507 56 49 296 154 110 838 206 51 1070 77
Added Vol: 80 0 0 0 0 0 0 22 48 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 569 507 56 49 296 154 110 860 254 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 569 507 56 49 296 154 110 860 254 51 1070 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 569 507 56 49 296 154 110 860 254 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 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.: 626 507 56 54 296 154 110 860 254 51 1070 77
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 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 1.80 0.20 2.00 2.00 1.00 1.00 3.09 0.91 1.00 3.73 0.27
Final Sat.: 2750 2476 274 2750 2750 1375 1375 4246 1254 1375 5131 369
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.23 0.20 0.20 0.02 0.11 0.11 0.08 0.20 0.20 0.04 0.21 0.21
Crit Vol: 313 148 110 287
Crit Moves: **** * * * *

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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50

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LAMP																			
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):								0.757						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX						
Optimal Cycle:	94				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				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				48 0 0				0 0 0				0 0 80			
PasserByVol:				0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut:				252 481 94				243 253 180				114 208 55				211 903 737			
User Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj:				1.00 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				243 253 180				114 208 55				211 903 737			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				252 481 94				243 253 180				114 208 55				211 903 737			
PCE Adj:				1.00 1.00 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				267 253 198				125 208 55				232 903 737			
----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1375 1375 1375				1375 1375 1375				1375 1375 1375				1375 1375 1375			
Adjustment:				1.00 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				0.10 0.11 0.11				0.05 0.06 0.06				0.08 0.22 0.54			
Crit Vol:				240				0				63				737			
Crit Moves:				****				****				****				****			

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Study Area Intersection Capacity Analysis

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

Intersection #19 AVIATION BLVD. @ 111TH																
Cycle (sec):	100				Critical Vol./Cap. (X):								0.574			
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX			
Optimal Cycle:	53				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	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
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	80	0	0	48	0	0	0	0	0	0	0	
PasserByVol:				0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:				28	1338	20	27	635	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	1338	20	27	635	51	36	28	26	23	47	50	
Reduct Vol:				0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:				28	1338	20	27	635	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	1338	20	27	635	51	36	28	26	23	47	50	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:				1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:				1.00	1.97	0.03	1.00	1.85	0.15	1.00	0.52	0.48	1.00	1.00	1.00	1.00
Final Sat.:				1375	2709	41	1375	2546	204	1375	713	662	1375	1375	1375	1375
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:				0.02	0.49	0.49	0.02	0.25	0.25	0.03	0.04	0.04	0.02	0.03	0.04	
Crit Vol:				679			27			36			47			
Crit Moves:				****			****			****			****			

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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	109											
Critical Vol./Cap. (X):	0.792											
Average Delay (sec/veh):	XXXXXX											
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	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 22 0	0 0 0								
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0								
Initial Fut:	189 515 153	157 299 407	76 469 269	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	76 469 269	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	76 469 269	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	76 469 269	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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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	71											
Critical Vol./Cap. (X):	0.797											
Average Delay (sec/veh):	XXXXXX											
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	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 0	0 0 0	0 0 0								
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0								
Initial Fut:	0 3908 0	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	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	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	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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Study Area Intersection Capacity Analysis

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LAMP													
Level Of Service Computation Report													
Circular 212 Planning Method (Future Volume Alternative)													
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP													
Cycle (sec):	100												
Loss Time (sec):	0 (Y+R = 4 sec)												
Optimal Cycle:	82												
Critical Vol./Cap. (X):	0.824												
Average Delay (sec/veh):	XXXXXX												
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 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	0	22	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	516	190	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	190	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	190	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	1.10	1.00	1.00	1.00	1.00	
Final Vol.:	1188	0	330	0	0	22	4	516	209	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	2.85	1.15	0.00	2.99	0.01	
Final Sat.:	3000	0	1500	0	0	1500	1500	4270	1730	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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LAMP													
Level Of Service Computation Report													
Circular 212 Planning Method (Future Volume Alternative)													
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.													
Cycle (sec):	100												
Loss Time (sec):	0 (Y+R = 4 sec)												
Optimal Cycle:	39												
Critical Vol./Cap. (X):	0.413												
Average Delay (sec/veh):	XXXXXX												
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 0 0													
Lanes: 1 0 1 0 2 1 0 1 1 0 1 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	0	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	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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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:	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		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		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 1.00 1.00			
Initial Bse:				0 2654		935		126 830		0 0		0 0		706 0 122			
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 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 1.00 1.00			
PHF Adj:				1.00 1.00		0.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00		1.00 1.00 1.00			
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 1.00 1.00			
MLF Adj:				1.00 1.00		0.00		1.10 1.00 1.00		1.00 1.00 1.00		1.00		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 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:				0.00 4.00		1.00		2.00 3.00 0.00		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		0.00		0.17 0.00 0.08			
Crit Vol:				664				69						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):					0.490					
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.								IMPERIAL 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	0	0	0	
Lanes:	2	0	1	1	1	2	0	1	1	1	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	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	22	0	0	0	24	0	24	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	66	258	122	85	170	312	266	177	147	89	823	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	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	66	258	122	85	170	312	266	177	147	89	823	585				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	66	258	122	85	170	312	266	177	147	89	823	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	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	1.10	1.10	1.10	
Final Vol.:	73	258	134	94	170	343	293	177	162	98	823	644				
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	1.97	1.03	2.00	1.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00	2.00	3.00	2.00	
Final Sat.:	2750	2714	1411	2750	1375	2750	2750	4125	2750	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	0.06	0.04	0.20	0.23				
Crit Vol:	36				170			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):	0.612	
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	1	1	0	2
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	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	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
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	1425
Adjustment:	1.00	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	2.00	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 (Future 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
Lanes:	0	0	0	1	0	2	0	0	1	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	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	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 (Future Volume Alternative)																			

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			
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:				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				1.00 1.10 1.00				1.00 1.10 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 1375			
Adjustment:				1.00 1.00 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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LAMP																			
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):										0.610					
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	0	0	0
Lanes:	1	0	0	0	2	1	1	0	0	2	1	0	2	0	3	0	0	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	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	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	0	0	0	0	0	0
Initial Fut:	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	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	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	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10		1.10	1.00	1.10		1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	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	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #74 IMPERIAL HWY. @ 105 RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	105											
Critical Vol./Cap. (X):	0.824											
Average Delay (sec/veh):	XXXXXX											
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	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:	2 0 0 0 2	0 0 0 0 0	0 0 0 0 0	0 0 2 1 1	2 0 2 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 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:	34	0	0	0	0	0	0	24	24	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	970	0	311	0	0	0	0	277	330	95	1003	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:	970	0	311	0	0	0	0	277	330	95	1003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	970	0	311	0	0	0	0	277	330	95	1003	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	1.10	1.10	1.00	1.00	1.00
Final Vol.:	1067	0	342	0	0	0	0	277	363	104	1003	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:	0.37	0.00	0.12	0.00	0.00	0.00	0.00	0.10	0.13	0.04	0.35	0.00
Crit Vol:	534							139			502	
Crit Moves:	****							****			****	

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	40											
Critical Vol./Cap. (X):	0.538											
Average Delay (sec/veh):	XXXXXX											
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	0 0 0	0 0 0	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 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
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	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	0	64	0	0	0	0	321	66	0	1320	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	535	0	64	0	0	0	0	321	66	0	1320	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	66	0	1320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	589	0	64	0	0	0	0	321	66	0	1320	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	0.31	0.00
Crit Vol:	326							0			440	
Crit Moves:	****							****			****	

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

Intersection #94 La CIENEGA BLVD. @ 111TH STREET																

Cycle (sec):	100													0.384		
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX		
Optimal Cycle:	30													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	2	1	0	2	0	0	1	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		1.00	1.10	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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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAMP															
Cycle (sec):	100													0.869	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	142													D	
Level Of Service: D															
Street Name: La CIENEGA BLVD. 405 N/B RAMP															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Permitted				Permitted				Split Phase				Split Phase			
Ovl				Include				Include				Include			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
0	0	1	1	1	0	2	0	0	0	0	0	1	0	0	0
0	0	1	1	1	0	2	0	0	0	0	0	1	0	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	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	1.00	1.00	1.00
Initial Bse:	0	1619	120	121	352	0	0	0	0	493	0	73	0	0	0
Added Vol:	0	0	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	0	0
Initial Fut:	0	1619	120	121	352	0	0	0	0	493	0	73	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1619	120	121	352	0	0	0	0	493	0	73	0	0	0
Reduct Vol:	0	0	0	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	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	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	1.00	1.00	1.00
Final Vol.:	0	1619	132	121	352	0	0	0	0	542	0	73	0	0	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24	0.00	0.00	0.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2512	0	338	0	0	0
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	0.00	0.00	0.00
Crit Vol:	810	121								0		308			
Crit Moves:	****	****										****			

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LAMP																			
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):					0.463								
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		R		L - T - R		R		L - T - R		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			
Lanes:				0		0		1		1		0		0		2			

Volume Module:																			
Base Vol:				0		809		38		384		452		17		0			
Growth Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:				0		809		38		384		452		17		0			
Added Vol:				0		0		0		0		0		0		0			
PasserByVol:				0		0		0		0		0		0		0			
Initial Fut:				0		809		38		384		452		17		0			
User Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Volume:				0		809		38		384		452		17		0			
Reduct Vol:				0		0		0		0		0		0		0			
Reduced Vol:				0		809		38		384		452		17		0			
PCE Adj:				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			
Final Vol.:				0		809		38		422		452		17		0			

Saturation Flow Module:																			
Sat/Lane:				1375		1375		1375		1375		1375		1375		1375			
Adjustment:				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			
Final Sat.:				0		2627		123		2750		2650		100		0			

Capacity Analysis Module:																			
Vol/Sat:				0.00		0.31		0.15		0.17		0.17		0.00		0.00			
Crit Vol:				423		211								2		0			
Crit Moves:				****		****								****		****			

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LAMP																									
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):					0.523									
Loss Time (sec):	0 (Y+R = 4 sec)										Average Delay (sec/veh):					xxxxxxx									
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:					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					0 0 0 0					
Lanes:					1 0 2 0 1					1 0 2 1 0					0 0 1 1 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					
Added Vol:					0 0 0					0 0 0					0 0 0					22 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					193 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					193 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					193 0 69					
PCR Adj:					1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 1.00					1.00 1.00 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.:					29 1095 138					63 380					0 4 0 25					212 0 69					
----- -----																									
Saturation Flow Module:																									
Sat/Lane:					1425 1425 1425					1425 1425 1425					1425 1425 1425					1425 1425 1425					
Adjustment:					1.00 1.00 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					29 106										
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):										0.680			
Loss Time (sec):		0 (Y+R = 4 sec)		Average Delay (sec/veh):										XXXXXXXX			
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	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
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	0	0	0	
Lanes:		1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
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	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:		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			888			
Crit Moves:		3.33			1.33			3.33			3.33			3.33			

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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													0.758	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	77													C	
Level Of Service:															
Street Name: SEPULVEDA BOULEVARD LINCOLN BOULEVARD															
North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R
Control:	Protected			Control:	Permitted			Control:	Permitted			Control:	Permitted		
Rights:	Include			Rights:	Include			Rights:	Include			Rights:	Include		
Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0
Lanes:	4	0	2	1	0	Lanes:	0	0	3	1	0	Lanes:	0	0	0
Volume Module:															
Base Vol:	1782	1946	0	0	1249	23	0	0	992	0	0	0	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	1.00	1.00	1.00
Initial Bse:	1782	1946	0	0	1249	23	0	0	992	0	0	0	0	0	0
Added Vol:	0	0	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	0	0
Initial Fut:	1782	1946	0	0	1249	23	0	0	992	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1782	1946	0	0	1249	23	0	0	992	0	0	0	0	0	0
Reduct Vol:	0	0	0	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	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	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	1.00	1.00	1.00
Final Vol.:	1960	1946	0	0	1249	23	0	0	1091	0	0	0	0	0	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	4.00	3.00	0.00	0.00	3.93	0.07	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	5700	4275	0	0	5597	103	0	0	5700	0	1425	0	0	0	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	0.00	0.00	0.00
Crit Vol:	490				318				273	0	0	0	0	0	0
Crit Moves:	****				****				****						

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.															
Cycle (sec):	100													0.834	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	138													D	
Level Of Service:															
Street Name: Sepulveda Boulevard Manchester Avenue															
North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R	Movement:	L	T	R
Control:	Prot+Permit			Control:	Prot+Permit			Control:	Protected			Control:	Prot+Permit		
Rights:	Ovl			Rights:	Ovl			Rights:	Ovl			Rights:	Ovl		
Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0	Min. Green:	0	0	0
Lanes:	1	0	3	0	1	Lanes:	1	0	3	0	1	Lanes:	2	0	1
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	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	0	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	0	0
Initial Fut:	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	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	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	1.00	1.00	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	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	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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:	546			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):				0.484				
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	0	2	0	0	0	0	0	1
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	0	992	373		59	422	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	
Initial Bse:	0	992	373		59	422	0	0	0	245	0	51	
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	
Initial Fut:	0	992	373		59	422	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	
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	992	373		59	422	0	0	0	245	0	51	
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	
Reduced Vol:	0	992	373		59	422	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	
MLF Adj:	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	270	0	51	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
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	2.00	0.00	
Final Sat.:	0	2850	1425		1425	2850	0	0	0	0	2850	0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
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	
Crit Vol:		496			59					0	135		
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):	0.833				
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	0	0	0
Lanes:	1	0	3	0	1	0	3	0	1	0	1	1	0	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	
Added Vol:	0	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	0	
Initial Fut:	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	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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LAMP															
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):					0.879				
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		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: 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	
Added Vol:		0 0		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 0 0	
Initial Fut:		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		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 1500	
Adjustment:		1.00 1.00		1.00		1.00 1.00		1.00		1.00 1.00		1.00		1.00 1.00 1.00	
Lanes:		1.00 3.00		1.00		1.00 3.00		1.00		2.00 1.00		1.00		1.00 1.00 1.00	
Final Sat.:		1500 4500		1500		1500 4500		1500		3000 1500		1500		1500 1500 1500	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:		0.04 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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LAMP																
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):					0.758					
Loss Time (sec):	0 (Y+R = 4 sec)					Average Delay (sec/veh):					XXXXXXXX					
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	0	0	0	
Lanes:	1	0	2	1	0	1	3	0	1	1	0	1	1	0	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	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:	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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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	40											
Critical Vol./Cap. (X):	0.636											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	B											
Street Name:	Sepulveda Boulevard											
Approach:	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								
Include:	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								
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0								
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0								
Initial Fut:	35 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 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 2.92 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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Study Area Intersection Capacity Analysis

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	31											
Critical Vol./Cap. (X):	0.397											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	A											
Street Name:	La CIENEGA 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	Permitted	Permitted	Permitted								
Include:	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:	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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LAMP

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): 0.851
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXXX
Optimal Cycle: 153 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
-----|-----|-----|-----|
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: 80 0 0 0 0 0 0 22 48 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 500 488 114 97 454 130 131 1831 468 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: 500 488 114 97 454 130 131 1831 468 93 1116 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 500 488 114 97 454 130 131 1831 468 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.: 550 488 114 107 454 130 131 1831 468 93 1116 135
-----|-----|-----|-----|
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 1.62 0.38 2.00 2.00 1.00 1.00 3.19 0.81 1.00 3.57 0.43
Final Sat.: 2750 2229 521 2750 2750 1375 1375 4380 1120 1375 4906 594
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.20 0.22 0.22 0.04 0.17 0.09 0.10 0.42 0.42 0.07 0.23 0.23
Crit Vol: 275 227 575 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):								0.666						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX						
Optimal Cycle:	68				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				48 0 0				0 0 0				0 0 80			
PasserByVol:				0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut:				126 335 217				390 534 114				208 1112 243				150 388 448			
User Adj:				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj:				1.00 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				390 534 114				208 1112 243				150 388 448			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				126 335 217				390 534 114				208 1112 243				150 388 448			
PCE Adj:				1.00 1.00 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				429 534 125				229 1112 243				165 388 448			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1375 1375 1375				1375 1375 1375				1375 1375 1375				1375 1375 1375			
Adjustment:				1.00 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:																			
V/Crat:				0.05 0.12 0.16				0.16 0.19 0.09				0.08 0.33 0.33				0.06 0.09 0.33			
Crit Vol:				168				215				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):								0.511						
Loss Time (sec):	0 (Y+R = 4 sec)				Average Delay (sec/veh):								XXXXXX						
Optimal Cycle:	47				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 80 0				0 48 0				0 0 0				0 0 0			
PasserByVol:				0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut:				12 983 30				33 1075 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:				12 983 30				33 1075 61				56 75 22				25 38 57			
Reduct Vol:				0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol:				12 983 30				33 1075 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.:				12 983 30				33 1075 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 2669 81				1375 2602 148				1375 1063 312				1375 1375 1375			
----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.01 0.37 0.37				0.02 0.41 0.41				0.04 0.07 0.07				0.02 0.03 0.04			
Crit Vol:				12				568				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):					0.877				
Loss Time (sec):	0 (Y+R = 4 sec)					Average Delay (sec/veh):					XXXXXX				
Optimal Cycle:	180					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				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 22 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 1164 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 1164 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 1164 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 1164 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:															
V/Crit: 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				388				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	0	0	0	
Lanes:	0	0	4	0	1	0	0	4	0	1	0	0	0	0	2	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Volume Module:																
Base Vol:	0	3181	0	0	2494	46	0	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	1.00			
Initial Bse:	0	3181	0	0	2494	46	0	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	0	2494	46	0	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	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	3181	0	0	2494	46	0	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	0	2494	46	0	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	1.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10			
Final Vol.:	0	3181	0	0	2494	46	0	0	0	0	474	81	233			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
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:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	0.00	1.71	0.29	2.00			
Final Sat.:	0	6000	1500	0	6000	1500	0	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	0.00	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):	0.612	
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	1	1	0	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	22	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	532	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	532	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	532	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	585	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	2.94	1.06	0.00	2.95	0.05
Final Sat.:	3000	0	1500	0	0	1500	1500	4409	1591	0	4430	70
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.21	0.00	0.00	0.02	0.01	0.37	0.37	0.00	0.19	0.19
Crit Vol:	330					36		552		0		
Crit Moves:	****					****		****		****		

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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	1	0	2	1	0	2
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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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	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				
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	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	1.00	1.10	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	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			0.00 0.14 0.00 0.06				
Crit Vol:		0			762			0			210				
Crit Moves:		****			****			0			****				

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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):					XXXXXXXX				
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 0 0 0 0															
Lanes: 2 0 1 1 1 1 2 0 1 1 1 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	22	0	0	24	0	24	0
PasserByVol:				0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:				58	183	625	357	349	242	206	1165	157	38	357	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	242	206	1165	157	38	357	152
Reduct Vol:				0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:				58	183	625	357	349	242	206	1165	157	38	357	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	266	227	1165	173	42	357	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	1.70	1.30	2.00	3.00	2.00	2.00	3.00	2.00
Final Sat.:				2750	1375	2750	2750	2340	1785	2750	4125	2750	2750	4125	2750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:				0.02	0.13	0.25	0.14	0.15	0.15	0.08	0.28	0.06	0.02	0.09	0.06
Crit Vol:						344	196				388		21		
Crit Moves:				****		****				****		****			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #68 IMPERIAL HWY @MAIN STREET												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	50											
Critical Vol./Cap. (X):	0.624											
Average Delay (sec/veh):	XXXXXX											
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	1	0	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	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	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	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	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	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	959	355	581	672	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	0.34	0.25	0.20	0.24	0.00	0.00
Crit Vol:	114			6			480		290			
Crit Moves:	****			****			****		****			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #69 IMPERIAL HWY @ PERSHING DR.												
Cycle (sec):	100											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	38											
Critical Vol./Cap. (X):	0.511											
Average Delay (sec/veh):	XXXXXX											
Level Of Service:	A											
Street Name: PERSHING DR./HYPERION DWY. IMPERIAL HWY												
Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												
Control: Split Phase Split Phase Protected Permitted												
Rights: Include Include Include Ovl												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	2	0	0	1	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	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	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 (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											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	45											
Critical Vol./Cap. (X):	0.585											
Average Delay (sec/veh):	XXXXXX											
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	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:	34	0	0	0	0	0	0	24	24	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	0	183	0	0	0	0	1456	465	126	611	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:	495	0	183	0	0	0	0	1456	465	126	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	0	183	0	0	0	0	1456	465	126	611	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.:	545	0	201	0	0	0	0	1456	512	139	611	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	2.96	1.04	2.00	2.00	0.00
Final Sat.:	2850	0	2850	0	0	0	0	4218	1482	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.07	0.00	0.00	0.00	0.00	0.35	0.05	0.21	0.00	0.00
Crit Vol:	272			0			492		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											
Loss Time (sec):	0 (Y+R = 4 sec)											
Optimal Cycle:	74											
Critical Vol./Cap. (X):	0.749											
Average Delay (sec/veh):	XXXXXX											
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	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	24	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	420	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
PHF Volume:	152	0	262	0	0	0	0	2414	0	0	420	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	420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Final Vol.:	167	0	262	0	0	0	0	2414	0	0	420	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	0.10	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													0.540	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	40													A	
Level Of Service: A															
Street Name: La CIENEGA BLVD. LENNOX BLVD															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Permitted				Permitted				Permitted				Permitted			
Include				Include				Include				Include			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
0	0	1	0	1	0	2	1	0	0	0	0	1	1	0	0
0	0	1	0	1	0	2	1	0	0	0	0	1	1	0	0
Volume Module:															
Base Vol:	0	500	325	286	651	4	0	0	0	64	0	71	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	1.00	1.00	1.00
Initial Bse:	0	500	325	286	651	4	0	0	0	64	0	71	0	0	0
Added Vol:	0	0	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	0	0
Initial Fut:	0	500	325	286	651	4	0	0	0	64	0	71	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	325	286	651	4	0	0	0	64	0	71	0	0	0
Reduct Vol:	0	0	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	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	1.00	1.00	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	1.00	1.00	1.00
Final Vol.:	0	500	325	286	651	4	0	0	0	70	0	71	0	0	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.21	0.79	1.00	2.98	0.02	0.00	0.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1727	1123	1425	4249	26	0	0	0	2850	0	1425	0	0	0
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	0.00	0.00	0.05
Crit Vol:	412		286				0					71			
Crit Moves:	****		****									****			

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LAMP																	
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		R		L - T - R		R		L - T - R		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			
Lanes:		1		0		2		0		0		2		0			
		0		0		1		0		0		0		0			

Volume Module:																	
Base Vol:		48		703		0		0		765		61		103			
		0		124		0		0		0		0		0			
Growth Adj:		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		0		0			
Added Vol:		0		0		0		0		0		0		0			
PasserByVol:		0		0		0		0		0		0		0			
Initial Fut:		48		703		0		0		765		61		103			
		0		124		0		0		0		0		0			
User Adj:		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:		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		0		0			
Reduct Vol:		0		0		0		0		0		0		0			
Reduced Vol:		48		703		0		0		765		61		103			
		0		124		0		0		0		0		0			
PCE Adj:		1.00		1.00		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			
Final Vol.:		48		703		0		0		765		61		113			
		0		124		0		0		0		0		0			

Saturation Flow Module:																	
Sat/Lane:		1425		1425		1425		1425		1425		1425		1425			
Adjustment:		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		0.00		2.78		0.22		2.00		0.00		1.00			
Final Sat.:		1425		2850		0		0		3959		316		2850			
		0		1425		0		0		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		0.09		0.00		0.00			
Crit Vol:		352		0								124		0			
Crit Moves:		****		****								****					

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAMP															
Cycle (sec):	100													0.741	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	72													C	
Level Of Service: C															
Street Name: La CIENEGA BLVD. 405 N/B RAMP															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Permitted				Permitted				Split Phase				Split Phase			
Ovl				Include				Include				Include			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
0	0	1	1	1	0	2	0	0	0	0	0	1	0	1	0
Volume Module:															
Base Vol:	0	558	58	179	710	0	0	0	0	785	0	332	0	332	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	58	179	710	0	0	0	0	785	0	332	0	332	0
Added Vol:	0	0	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	0	0
Initial Fut:	0	558	58	179	710	0	0	0	0	785	0	332	0	332	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	558	58	179	710	0	0	0	0	785	0	332	0	332	0
Reduct Vol:	0	0	0	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	0	332	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	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.:	0	558	64	179	710	0	0	0	0	864	0	332	0	332	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2059	0	791	0	791	0
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	0.00	0.42	0.00
Crit Vol:	279			179						598				598	
Crit Moves:	****			****						****				****	

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LAMP																			
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		R		L - T - R		R		L - T - R		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			
Lanes:				0		0		1		1		0		0		2			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Volume Module:																			
Base Vol:				0		586		35		324		773		1		0			
Growth Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:				0		586		35		324		773		1		0			
Added Vol:				0		0		0		0		0		0		0			
PasserByVol:				0		0		0		0		0		0		0			
Initial Fut:				0		586		35		324		773		1		0			
User Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:				1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Volume:				0		586		35		324		773		1		0			
Reduct Vol:				0		0		0		0		0		0		0			
Reduced Vol:				0		586		35		324		773		1		0			
PCE Adj:				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			
Final Vol.:				0		586		35		356		773		1		0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Saturation Flow Module:																			
Sat/Lane:				1375		1375		1375		1375		1375		1375		1375			
Adjustment:				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			
Final Sat.:				0		2595		155		2750		2746		4		0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																			
Capacity Analysis Module:																			
Vol/Sat:				0.00		0.23		0.23		0.13		0.28		0.28		0.00			
Crit Vol:				311		0		0		2		208		208		208			
Crit Moves:				***		***		***		***		***		***		***			

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP												
Cycle (sec):	100										0.333	
Loss Time (sec):	0 (Y+R = 4 sec)										XXXXXX	
Optimal Cycle:	28										A	
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
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	22	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	230	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	230	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	230	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	1.10	1.00	1.00	1.00
Final Vol.:	24	557	27	60	810	3	0	0	10	253	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	0.09	0.00	0.15
Crit Vol:	279			60					10	127		
Crit Moves:	****			****					****	****		

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LAMP												
Level Of Service Computation Report												
Circular 212 Planning Method (Future Volume Alternative)												
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.												
Cycle (sec):	100										0.799	
Loss Time (sec):	0 (Y+R = 4 sec)										XXXXXX	
Optimal Cycle:	114										C	
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
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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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.															
Cycle (sec):	100													0.930	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	180													E	
Level Of Service:															
Street Name: SEPULVEDA BOULEVARD LINCOLN BOULEVARD															
North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	L	T	R	R	L	T	R	R	L	T	R	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	0	0	0
Lanes:	4	0	2	1	0	0	0	3	1	0	0	0	0	4	0
Volume Module:															
Base Vol:	1401	1810	0	0	1903	38	0	0	1654	0	0	0	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	1.00	1.00	1.00
Initial Bse:	1401	1810	0	0	1903	38	0	0	1654	0	0	0	0	0	0
Added Vol:	0	0	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	0	0
Initial Fut:	1401	1810	0	0	1903	38	0	0	1654	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1401	1810	0	0	1903	38	0	0	1654	0	0	0	0	0	0
Reduct Vol:	0	0	0	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	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	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	1.00	1.00	1.00
Final Vol.:	1541	1810	0	0	1903	38	0	0	1819	0	0	0	0	0	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	4.00	3.00	0.00	0.00	3.92	0.08	0.00	0.00	4.00	0.00	1.00	0.00	1.00	0.00	0.00
Final Sat.:	5700	4275	0	0	5588	112	0	0	5700	0	1425	0	1425	0	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	0.00	0.00	0.00
Crit Vol:	385				485				455	0	0	0	0	0	0
Crit Moves:	****				****				****						

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LAMP															
Level Of Service Computation Report															
Circular 212 Planning Method (Future Volume Alternative)															
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.															
Cycle (sec):	100													0.859	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	161													D	
Level Of Service:															
Street Name: Sepulveda Boulevard Manchester Avenue															
North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	L	T	R	R	L	T	R	R	L	T	R	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	0	0	0
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	154	1219	108	316	1629	251	201	717	119	100	476	186	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	1.00	1.00	1.00
Initial Bse:	154	1219	108	316	1629	251	201	717	119	100	476	186	100	476	186
Added Vol:	0	0	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	0	0
Initial Fut:	154	1219	108	316	1629	251	201	717	119	100	476	186	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1219	108	316	1629	251	201	717	119	100	476	186	100	476	186
Reduct Vol:	0	0	0	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	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	1.00	1.00	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	1.00	1.00
Final Vol.:	154	1219	108	316	1629	251	221	717	119	100	476	186	100	476	186
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.44	0.56	1.00	1.44	0.56
Final Sat.:	1375	4125	1375	1375	4125	1375	2750	2750	1375	1375	1977	773	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	0.07	0.24	0.24
Crit Vol:	406			316			359		100				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													0.317	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	27													A	
Level Of Service: A															
Street Name: Pershing Drive Westchester Parkway															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0
0	0	2	0	1	1	0	2	0	0	0	0	2	0	0	1
Volume Module:															
Base Vol:	0	523	287	69	580	0	0	0	0	173	0	100	0	100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	523	287	69	580	0	0	0	0	173	0	100	0	100	0
Added Vol:	0	0	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	0	0
Initial Fut:	0	523	287	69	580	0	0	0	0	173	0	100	0	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	523	287	69	580	0	0	0	0	173	0	100	0	100	0
Reduct Vol:	0	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	0	100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	523	287	69	580	0	0	0	0	190	0	100	0	100	0
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2850	1425	1425	2850	0	0	0	0	2850	0	1425	0	1425	0
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	0.00	0.07	0.00
Crit Vol:		287	69							95					
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													0.866	
Loss Time (sec):	0	(Y+R = 4 sec)												XXXXXX	
Optimal Cycle:	170													D	
Level Of Service: D															
Street Name: Sepulveda Boulevard Westchester Parkway															
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
Lanes:				Lanes:				Lanes:				Lanes:			
1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	0
1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	0
Volume Module:															
Base Vol:	175	1455	68	196	1807	60	58	251	92	242	263	190	0	100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1455	68	196	1807	60	58	251	92	242	263	190	0	100	0
Added Vol:	0	0	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	0	0
Initial Fut:	175	1455	68	196	1807	60	58	251	92	242	263	190	0	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1455	68	196	1807	60	58	251	92	242	263	190	0	100	0
Reduct Vol:	0	0	0	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	0	100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	175	1455	68	196	1807	60	58	251	92	242	263	190	0	100	0
Saturation Flow Module:															
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.46	0.54	1.00	1.16	0.84	0.00	0.00	0.00
Final Sat.:	1375	4125	1375	1375	4125	1375	1375	2012	738	1375	1597	1153	0	1425	0
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	0.00	0.07	0.00
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	0	0	0	
Lanes:		1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	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	1500	
Adjustment:		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:		1.00	3.00	1.00		1.00	3.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:		1500	4500	1500		1500	4500	1500		3000	1500	1500		1500	1500	1500	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:		0.04	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		43		32		43		32	
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	1	1	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	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		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				0 0 0 0			
Lanes:				1 0 2 1 0				1 0 2 1 0				0 0 1 1 0 0				1 0 0 1 0 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				0 0 0 0			
PasserByVol:				0 0 0 0				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				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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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj-FM Wed Aug 10, 2016 16:08:08

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LAMP																	
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	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:		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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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mit-AM Peak Wed Aug 17, 2016 11:13:01 Page 1-1

LAMP

Scenario Report
Scenario: Future 2019 w/ Proj w/ Mit-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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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mit-AM Peak Wed Aug 17, 2016 11:13:02 Page 3-1

LAMP

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): 0.768
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): XXXXXXX
Optimal Cycle: 98 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: 20 1 0 16 3 5 0 8 0 0 178 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 293 522 102 227 277 200 123 233 60 228 1155 728
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 293 522 102 227 277 200 123 233 60 228 1155 728
Reduced Vol: 0 0 0 0 0 0 0 0 0 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 1.10 1.00 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Final Vol.: 322 522 102 250 277 220 135 233 60 251 1155 728

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 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 2299 1826 2750 3280 845 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 0.28 0.53
Crit Vol: 261 0 68 728
Crit Moves: **** **

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mit-AM Peak Wed Aug 17, 2016 11:13:02

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LAMP

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):      0.932
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):  xxxxxxxx
Optimal Cycle:    180          Level Of Service:           E
*****
Street Name:      / 105 RAMP          IMPERIAL HWY.
Approach:         North Bound        South Bound        East Bound        West Bound
Movement:         L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|
Control:          Split Phase        Split Phase        Permitted          Protected
Rights:           Ovl                Ovl                Include            Include
Min. Green:       0 0 0 0           0 0 0 0           0 0 0 0           0 0 0 0
Lanes:            2 0 0 0 2         0 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 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
Initial Bse:      1013 0 337         0 0 0 0 0 274 331 103 1036 0
Added Vol:        130 0 0 0          0 0 0 0 0 23 0 0 65 0
PasserByVol:      0 0 0 0           0 0 0 0 0 0 0 0 0 0
Initial Fut:      1143 0 337         0 0 0 0 0 297 331 103 1101 0
User Adj:         1.00 1.00 1.00     1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00     1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       1143 0 337         0 0 0 0 0 297 331 103 1101 0
Reduct Vol:       0 0 0 0           0 0 0 0 0 0 0 0 0 0
Reduced Vol:      1143 0 337         0 0 0 0 0 297 331 103 1101 0
PCE Adj:          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 1.00
Final Vol.:       1257 0 371         0 0 0 0 0 297 364 113 1101 0
-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1425 1425 1425     1425 1425 1425 1425 1425 1425
Adjustment:       1.00 1.00 1.00     1.00 1.00 1.00 1.00 1.00 1.00
Lanes:            2.00 0.00 2.00     0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:       2850 0 2850         0 0 0 0 0 2850 2850 2850 2850 0
-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.44 0.00 0.13     0.00 0.00 0.00 0.00 0.10 0.13 0.04 0.39 0.00
Crit Vol:         629                0                149                551
Crit Moves:      ****                ****                ****
*****
```

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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mit-PM Peak Wed Aug 17, 2016 11:14:58

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LAMP

Scenario: Scenario Report
Future 2019 w/ Proj w/ Mit-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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Study Area Intersection Capacity Analysis

Future 2019 w/ Proj w/ Mit-PM Peak Wed Aug 17, 2016 11:14:59

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-----
LAMP
-----
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):      0.925
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 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:           8 5 0 14 12 0 0 236 8 0 2 4
PasserByVol:         0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:         463 533 123 119 503 141 142 2194 463 101 1210 150
User Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          463 533 123 119 503 141 142 2194 463 101 1210 150
Reduct Vol:          0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:         463 533 123 119 503 141 142 2194 463 101 1210 150
PCE Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MIF 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.:          509 533 123 131 503 141 142 2194 463 101 1210 150
-----
Saturation Flow Module:
Sat/Lane:           1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:         1.00 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 3.30 0.70 1.00 3.56 0.44
Final Sat.:         2750 2234 516 2750 2750 1375 1375 4542 958 1375 4893 607
-----
Capacity Analysis Module:
Vol/Sat:            0.19 0.24 0.24 0.05 0.18 0.10 0.10 0.48 0.48 0.07 0.25 0.25
Crit Vol:           255 252 664 101
Crit Moves:         ****      ****      ****      ****
*****

```

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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 16:13:50

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-----
LAMP
-----
Scenario:          Scenario Report
                   Baseline 2015 plus Proj with Mit-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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Study Area Intersection Capacity Analysis

Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 16:13:51

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LAMP

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): 0.806
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
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: 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: **** **** **** ****

Appendix X LANDSIDE ACCESS MODERNIZATION PROGRAM

Construction Vehicle Haul Routes and Distributions

August 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

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

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Table 1

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot D)

From	To	Route ¹	Percentage of Trips ²
Employees Entering the Study Area			
I-405 South	Construction Employee Lot ⁴	I-405 NB to Century WB to CTA	23%
I-405 North	Construction Employee Lot ⁴	I-405 SB to Howard Hughes WB to Sepulveda SB to Century WB to CTA	21%
I-105 East	Construction Employee Lot ⁴	I-105 WB to Imperial WB to Aviation NB to Century WB to CTA	32%
North Sepulveda ³	Construction Employee Lot ⁴	Sepulveda SB to CTA	6%
South Sepulveda	Construction Employee Lot ⁴	Sepulveda NB to CTA	5%
East Century	Construction Employee Lot ⁴	Century WB to CTA	3%
North La Cienega	Construction Employee Lot ⁴	La Cienega SB to Century WB to CTA	1%
South La Cienega	Construction Employee Lot ⁴	La Cienega NB to Century WB to CTA	0.1%
East Imperial	Construction Employee Lot ⁴	Imperial WB to Aviation NB to Century WB to CTA	5%
West Imperial	Construction Employee Lot ⁴	Imperial EB to Aviation NB to Century WB to CTA	0.03%
South Main	Construction Employee Lot ⁴	South Main NB to Imperial EB to Sepulveda NB to CTA	0.1%
South Nash	Construction Employee Lot ⁴	South Nash NB to Imperial WB to Sepulveda NB to CTA	0.3%
South Douglas	Construction Employee Lot ⁴	South Douglas NB to Imperial WB to Sepulveda NB to CTA	0.3%
North Aviation	Construction Employee Lot ⁴	Aviation SB to Century WB to CTA	1%
South Aviation	Construction Employee Lot ⁴	Aviation NB to Century WB to CTA	2%
East Lennox	Construction Employee Lot ⁴	Lennox WB to La Cienega NB to Century WB to CTA	0.1%
Employees Exiting the Study Area			
Construction Employee Lot ⁴	I-405 South	CTA to Century EB to La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot ⁴	I-405 North	CTA to Sepulveda NB to Howard Hughes EB to I-405 NB Ramp	21%
Construction Employee Lot ⁴	I-105 East	CTA to Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	32%
Construction Employee Lot ⁴	North Sepulveda ³	CTA to Sepulveda NB	6%
Construction Employee Lot ⁴	South Sepulveda	CTA to Sepulveda SB	5%
Construction Employee Lot ⁴	East Century	CTA to Century EB	3%
Construction Employee Lot ⁴	North La Cienega	CTA to Century EB to La Cienega NB	1%
Construction Employee Lot ⁴	South La Cienega	CTA to Century EB to La Cienega SB	0.1%
Construction Employee Lot ⁴	East Imperial	CTA to Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot ⁴	West Imperial	CTA to Century EB to Aviation SB to Imperial WB	0.03%
Construction Employee Lot ⁴	South Main	CTA to Century EB to Aviation SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ⁴	South Nash	CTA to Century EB to Aviation SB to Imperial WB to Nash SB	0.3%
Construction Employee Lot ⁴	South Douglas	CTA to Century EB to Aviation SB to Imperial WB to Douglas SB	0.3%
Construction Employee Lot ⁴	North Aviation	CTA to Century EB to Aviation NB	1%
Construction Employee Lot ⁴	South Aviation	CTA to Century EB to Aviation SB	2%
Construction Employee Lot ⁴	East Lennox	CTA to Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot ⁴	Construction Site	N/A ⁵	100%

Los Angeles International Airport
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3

LAMP
August 2016

Construction Vehicle Haul Routes and Distributions

Table 1

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot D)

From	To	Route ¹	Percentage of Trips ²
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot ⁴	N/A ⁵	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to Century WB to CTA	30%
I-405 North	Construction Site	I-405 SB to La Cienega SB to Imperial WB to Aviation NB to Century WB to CTA	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Aviation NB to Century WB to CTA	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	CTA to Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB	30%
Construction Site	I-405 North	CTA to Century EB to I-405 NB	28%
Construction Site	I-105 East	CTA to Century EB to Aviation SB to Imperial EB to I-105 EB	42%

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

2/ The percentages of trips were estimated based on information from the estimated 2005 Regional Transportation Plan background population provided in Table S1 of the LAX Master Plan Supplement to the Draft EIR and the Los Angeles International Airport 2011 Passenger Survey, August 2012..

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

4/ The construction staging lot is located in the Central Terminal Area (CTA).

5/ Employees assumed to park at nearest staging area to construction. Employee shuttles would not access public roadway system.

Sources: LAWA Staff and Ricoondo & Associates, Inc., August 2016.

Table 2

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot K)

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

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Construction Vehicle Haul Routes and Distributions

Table 2

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot K)

From	To	Route ¹	Percentage of Trips ²
Construction Employee Lot ⁴	North La Cienega	Airport NB to Westchester EB to La Cienega NB	1%
Construction Employee Lot ⁴	South La Cienega	Airport SB to Century EB to La Cienega SB	0.1%
Construction Employee Lot ⁴	East Imperial	Airport SB to Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot ⁴	West Imperial	Airport SB to Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot ⁴	South Main	Airport SB to Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ⁴	South Nash	Airport SB to Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot ⁴	South Douglas	Airport SB to Century EB to Aviation SB to Imperial WB Nash SB	0.3%
Construction Employee Lot ⁴	North Aviation	Airport NB to Westchester EB to Aviation NB	1%
Construction Employee Lot ⁴	South Aviation	Airport SB to Century EB to Aviation SB	2%
Construction Employee Lot ⁴	East Lennox	Airport SB to Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot ⁴	Construction Site	N/A ⁵	100%
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot ⁴	N/A ⁵	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to Imperial WB to Aviation NB to Century WB to Airport NB	30%
I-405 North	Construction Site	I-405 SB to La Cienega SB to Imperial WB to Aviation NB to Century WB to Airport NB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Aviation NB to Century WB to Airport NB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Airport SB to Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB	30%
Construction Site	I-405 North	Airport SB to Century EB to I-405 NB	28%
Construction Site	I-105 East	Airport SB to Century EB to Aviation SB to Imperial EB to I-105 EB	42%

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Table 2

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot K)

From	To	Route ¹	Percentage of Trips ²
1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.			
2/ The percentages of trips were estimated based on information from the estimated 2005 Regional Transportation Plan background population provided in Table S1 of the LAX Master Plan Supplement to the Draft EIR and the <i>Los Angeles International Airport 2011 Passenger Survey</i> , August 2012.			
3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.			
4/ The construction employee lot is located at the Belford Lot along Airport Boulevard.			
5/ Employees assumed to park at nearest staging area to construction. Employee shuttles would not access public roadway system.			
Sources: LAWA Staff and Ricondo & Associates, Inc., August 2016.			

Construction Vehicle Haul Routes and Distributions

Table 3

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot P)

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

Table 3

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot P)

From	To	Route ¹	Percentage of Trips ²
Construction Employee Lot ⁴	North La Cienega	Century EB to La Cienega NB	1%
Construction Employee Lot ⁴	South La Cienega	Century EB to La Cienega SB	0.1%
Construction Employee Lot ⁴	East Imperial	Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot ⁴	West Imperial	Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot ⁴	South Main	Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot ⁴	South Nash	Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot ⁴	South Douglas	Century WB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
Construction Employee Lot ⁴	North Aviation	Century EB to Aviation NB	1%
Construction Employee Lot ⁴	South Aviation	Century EB to Aviation SB	2%
Construction Employee Lot ⁴	East Lennox	Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot ⁴	Construction Site	N/A ⁵	100%
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot ⁴	N/A ⁵	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to Century WB	30%
I-405 North	Construction Site	I-405 SB to La Cienega SB to Imperial WB to Aviation NB to Century WB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Aviation NB to Century WB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB	30%
Construction Site	I-405 North	Century EB to I-405 NB	28%
Construction Site	I-105 East	Century EB to Aviation SB to Imperial EB to I-105 EB	42%

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Construction Vehicle Haul Routes and Distributions

Table 3

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot P)

From	To	Route ¹	Percentage of Trips ²
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1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.

2/ The percentages of trips were estimated based on information from the estimated 2005 Regional Transportation Plan background population provided in Table S1 of the LAX Master Plan Supplement to the Draft EIR and the *Los Angeles International Airport 2011 Passenger Survey*, August 2012.

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

4/ The construction employee lot is located at the 6150 Complex along Century Boulevard.

5/ Employees assumed to park at nearest staging area to construction. Employee shuttles would not access public roadway system.

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

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